

Introduction to HATS

The Harrisburg Area Transportation Study (HATS) was created in response to the Federal-Aid Highway Act of 1962, which mandated regional transportation planning as a condition for receiving federal funds for transportation projects. HATS is the 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. HATS serves over half a million people in 103 municipalities covering almost 1,700 square miles in south central Pennsylvania, including Cumberland, Dauphin, and Perry Counties.

HATS is comprised of two committees: the Coordinating Committee and the Technical Committee. The Technical Committee oversees analyses and preparation of plans and studies, reviews transportation items brought before HATS to consider, and makes recommendations to the Coordinating Committee. The Coordinating Committee is the policy body, which formally takes action based on Technical Committee input, and adopts transportation plans and improvement programs.

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.

More information about HATS and TCRPC is available on the [TCRPC website](#).

Overview of Title VI Requirements

As a recipient of federal funding for transportation-related projects and programs, Harrisburg Area Transportation Study (HATS) is subject to a variety of federal laws, statutes and presidential Executive Orders. Specific to this document is Title VI of the Civil Rights Act of 1964. Section 6011 of Title VI of the Civil Rights Act states that,

“No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

The Federal Transit Administration (FTA) of the U.S. Department of Transportation is responsible for ensuring that federally supported transit services and related benefits are distributed by applicants, recipients, and sub-recipients of FTA assistance in a manner consistent with Title VI. Its requirements are defined in [FTA Circular 4702.1B](#), dated October 1, 2012. As stated in this Circular, the objectives of the FTA Title VI program are as follows:

- Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner.
- Promote full and fair participation in public transportation decision-making without regard to race, color, or national origin.
- Ensure meaningful access to transit-related programs and activities by persons with limited English proficiency.

HATS is a designated sub-recipient of the FTA funds allocated to the Harrisburg urbanized area from PennDOT. As a sub-recipient of federal funds, HATS certifies that it will comply with Title VI of the Civil Rights Act of 1964, as amended, which prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. FTA Circular 4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients, dated October 1, 2012, requires the following to be included as part of the HATS Title VI Program:

- A. Title VI Notice to the Public, including a list of locations where the notice is posted.
- B. Title VI Complaint Procedures.
- C. Title VI Complaint Form.
- D. List of transit-related Title VI investigations, complaints, and lawsuits.
- E. Public Participation Plan.
- F. Language Assistance Plan for providing language assistance to persons with Limited English Proficiency (LEP).
- G. A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage participation of minorities on such committees.
- H. Primary recipients shall include a description of how the agency monitors its subrecipients for compliance with Title VI, and a schedule of subrecipient Title VI Program submissions
- I. A copy of the board meeting minutes or resolution showing the board of directors reviewed and approved the Title VI Program.
- J. A Demographic Profile of the metropolitan area.
- K. A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process.
- L. Demographic maps that show the impacts of the distribution of State and Federal funds in the aggregate for public transportation projects.
- M. Analysis of the MPO's transportation system investments that identifies and addresses any disparate impacts.

The following pages include the requirements listed above.

Program Requirements

A. *Title VI Notice to the Public*

The Harrisburg Area Transportation Study (HATS) MPO updated and signed the Title VI Policy and Notice to the Public on June 26, 2020 along with materials related to the FFY 2021-2024 Transportation Improvement Program (TIP). A hardcopy of the Notice is available at the Tri-County Regional Planning Commission offices. A digital version of the Notice is available on the [Title VI Information and Complaint Form page](#) on the Tri-County Regional Planning Commission website. A link to the Title VI Information and Complaint Form page is included within the footer throughout the Tri-County Regional Planning Commission website.

A copy of the HATS Title VI Policy and Notice to the Public is included in Appendix A.

B. *Title VI Complaint Procedures*

The Harrisburg Area Transportation Study (HATS) MPO Title VI Complaint Procedures is available in hardcopy at the Tri-County Regional Planning Commission offices. A digital version of the Complaint Procedures is available on the [Title VI Information and Complaint Form page](#) on the Tri-County Regional Planning Commission website. A link to the Title VI Information and Complaint Form page is included within the footer throughout the Tri-County Regional Planning Commission website.

A copy of the HATS Title VI Complaint Procedures is included in Appendix B.

C. *Title VI Complaint Form*

The Harrisburg Area Transportation Study (HATS) MPO Title VI Complaint Form is available in hardcopy at the Tri-County Regional Planning Commission offices. A digital version of the Complaint Form is available on the [Title VI Information and Complaint Form page](#) on the Tri-County Regional Planning Commission website. A link to the Title VI Information and Complaint Form page is included within the footer throughout the Tri-County Regional Planning Commission website.

A copy of the HATS Title VI Complaint Form is included in Appendix C.

D. *List of transit-related Title VI investigations, complaints, and lawsuits*

Per the HATS Title VI Complaint Procedures, the HATS Title IV Compliance Officer maintains the HATS Title VI Complaint Log. Additionally, HATS staff coordinates with Capital Area Transit to address any relevant Title VI Complaints received.

There have never been any Title VI investigations, complaints, or lawsuits submitted to HATS.

A copy of the HATS Title VI Complaint Log is included in Appendix D.

E. *Public Participation Plan*

The Harrisburg Area Transportation Study (HATS) MPO adopted the Public Participation Plan on September 24, 2021. The HATS Public Participation Plan is available in hardcopy at the Tri-County Regional Planning Commission offices and under the [MPO Resources webpage](#) of the Tri-County Regional Planning Commission website.

A copy of the adopted HATS Public Participation Plan is included in Appendix E.

F. *Language Assistance Plan*

The requirements of the Language Assistance (Limited English Proficiency) Plan are incorporated into the HATS Public Participation Plan, which was adopted on September 24, 2021. The HATS Public Participation Plan is available in hardcopy at the Tri-County Regional Planning Commission offices and under the [MPO Resources webpage](#) of the Tri-County Regional Planning Commission website.

A copy of the adopted HATS Public Participation Plan is included in Appendix E.

G. *MPO Committee Membership*

Per the MPO by-laws, the Harrisburg Area Transportation Study (HATS) is comprised of a Technical Committee and a Coordinating Committee. The Technical Committee functions as a review and advisory body to the Coordinating Committee, which takes official action and formal adoptions of items presented to the MPO. Both the Technical and Coordinating Committee consist of 11 members representing the following: Cumberland County (2 members), Dauphin County (2 members), Perry County (2 members), Harrisburg City (2 members), Capital Area Transit (1 member), PennDOT Central Office (1 member), and PennDOT District 8-0 (1 member). Members of the Technical and Coordinating Committees are appointed by their respective representative bodies.

In addition to the Technical and Coordinating Committees, several other advisory committees and task forces are part of the HATS planning processes and efforts. These include the HATS Bike/Ped/Passenger Task Force, the Cumberland/Perry Task Force, and the Regional Transportation Plan Advisory Committees.

A copy of the membership for the HATS Technical and Coordinating Committees, as well as other advisory committees and task forces is included in Appendix F.

H. *Sub-recipient Compliance*

The Harrisburg Area Transportation Study MPO is a subrecipient of Federal Transit Authority (FTA) funding. A portion of HATS Planning Funds may be “passed through” to Capital Area Transit, making the HATS MPO a primary recipient. However, CAT is also a direct recipient of FTA funding. According to FTA Circular 4702.1B, Chapter III 12.b (page III-11):

“When a subrecipient is also a direct recipient of FTA funds, that is, applies for funds directly from FTA in addition to receiving funds from a primary recipient, the subrecipient/direct recipient reports directly to

FTA and the primary recipient/designated recipient is not responsible for monitoring compliance of that subrecipient. The supplemental agreement signed by both entities in their roles as designated recipient and direct recipient relieves the primary recipient/designated recipient of this oversight responsibility.”

Accordingly, since CAT is also a direct recipient of FTA funds, the HATS MPO is not responsible for monitoring CAT’s compliance with Title VI.

I. Title VI Program Adoption

The Harrisburg Area Transportation Study (HATS) MPO adopted the Title VI Program on (insert date here).

A copy of the approved meeting minutes summarizing the MPO’s adoption of the Title VI Program is including in Appendix G.

J. Regional Demographic Profile

The Harrisburg Area Transportation Study (HATS) MPO completed a demographic profile as part of the Environmental Justice Analysis of the HATS FFY 2021-2024 Transportation Improvement Program, which was adopted on June 26, 2020.

A copy of the Environmental Justice Analysis of the HATS FFY 2021-2024 Transportation Improvement Program is included in Appendix H.

K. Consideration of Mobility Needs of Minority Populations

As detailed in the HATS Public Participation Plan, consideration of mobility needs of minority and other traditionally underserved populations within the HATS region is a key aspect to the planning process. Targeted outreach strategies identified in the PPP and utilized in outreach efforts include the following:

- Notifying agencies that work with minorities, low income populations, and persons with disabilities of HATS activities
- Conducting an ongoing dialogue with groups representing potentially underserved populations
- Seeking opportunities to speak at meetings of groups involving minority/low income and traditionally underserved populations
- Organizing small meetings that may be less intimidating for those unfamiliar with the public involvement process
- Targeting non-traditional media outlets and organizations
- Posting information and meeting notices at transit stops and in transit/paratransit vehicles
- Posting information and meeting notices in libraries, recreation centers, and shopping centers
- Including information on the HATS website about how to request translation services

- Researching traditional communication methods used by LEP populations
- Posting flyers or notices, in appropriate languages, in areas identified as having LEP populations
- Distributing information through religious or community organizations
- Providing public service announcements in ethnic news media
- Providing extensive use of visualization techniques, including maps and graphics

Additionally, the following organizations are identified as working with traditionally underserved communities and are included in public outreach efforts:

- United Cerebral Palsy of Central Pennsylvania
- Vision for Equality of Pennsylvania
- The Arc of Pennsylvania
- Tri-County Community Action
- Hispanic Chamber of Commerce of Central PA
- Bethesda Mission
- YWCA of Greater Harrisburg
- Hadee Mosque, Harrisburg
- Pennsylvania NAACP
- Asian Indian Americans of Central PA
- Works for Me - PA

A copy of the adopted HATS Public Participation Plan is included in Appendix E.

L. Demographic Maps with distribution of State- and Federally-funded public transportation projects

The Environmental Justice Analysis of the HATS FFY 2021-2024 Transportation Improvement Program includes maps showing demographic data overlaid with the location of FFY 2021-2024 Transportation Improvement Program projects and Capital Area Transit Fixed Route Service.

A copy of the Environmental Justice Analysis of the HATS FFY 2021-2024 Transportation Improvement Program is included in Appendix H.

M. Analysis of Disparate Impacts

The Environmental Justice Analysis of the HATS FFY 2021-2024 Transportation Improvement Program includes a summary of existing transportation conditions, including safety, bridge and road condition, and transit access, and how those relate to the distribution and concentrations of the region's minority populations. Additionally, the Benefits and Burdens analysis examines the location and distribution of funding and projects across the same populations.

A copy of the Environmental Justice Analysis of the HATS FFY 2021-2024 Transportation Improvement Program is included in Appendix H.

Appendix A

HATS Title VI Policy and Notice to the Public

Title VI Policy Statement and Complaint Procedural Notice

The Harrisburg Area Transportation Study (HATS) does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, HATS will not, directly or through contractual arrangements:

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

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

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

Tri-County Regional Planning Commission
112 Market Street, 2nd Floor
Harrisburg, PA 17101

Complaints that a program, service, or activity of HATS or one of its member municipalities is not accessible to persons with disabilities should be directed to:

Steve Deck, Executive Director
Tri-County Regional Planning Commission
112 Market Street, 2nd Floor
Harrisburg, PA 17101
717-234-2639
planning@tcrpc-pa.org

HATS will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.



Steven B. Deck, AICP
Executive Director

6/26/2020
Date

Appendix B

HATS Title VI Complaint Procedures

HATS Title VI Complaint Procedures

Purpose:

The HATS Title VI Complaint Procedures is written to specify the process employed by HATS to investigate complaints, while ensuring due process for Complainants and Respondents. The process does not preclude HATS from attempting to informally resolve complaints.

This procedure applies to all external complaints relating to any program or activity administered by HATS and/or its sub-recipients, consultants and contractors, filed under Title VI of the Civil Rights Act of 1964 as amended, (including Disadvantage Business Enterprise and Equal Employment Opportunity components), as well as other related laws that prohibit discrimination on the basis of race, color, disability, sex, age, low income, nationality or Limited English Proficiency. Additional statutes include, but not limited to, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the Americans with Disability Act of 1990.

These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the Complainant. Intimidation or retaliation of any kind is prohibited by law.

Process:

An individual, or his or her representative, who believes that he or she has been subject to discrimination or retaliation prohibited by Title VI and other nondiscrimination provisions, has the right to file a complaint. Complaints need to be filed within 180 calendar days of alleged occurrence, when the alleged discrimination became know to the Complainant, or when there has been a continuing course of conduct, the date on which the conduct was discontinued or latest instance of the conduct.

Complaints may be mailed to:

Title VI Compliance Officer
HATS
112 Market Street, 2nd Floor
Harrisburg, Pennsylvania 17101

Title VI Coordinator
Bureau of Equal Opportunity
Pennsylvania Department of Transportation,
PO Box 3251
Harrisburg, Pennsylvania 17105-1720

Equal Opportunity Specialist
U.S. Department of Transportation
Federal Highway Administration
228 Walnut Street; Room 508
Harrisburg, PA 17105-1720

Equal Opportunity Specialist
PA Human Relations Commission
Harrisburg Regional Office
Riverfront Office Center, 5th Floor
1101-1125 South Front Street
Harrisburg, PA 17104-2515

U.S. Department of Justice
Civil Rights Division
950 Pennsylvania Avenue, N.W.
Office of the Assistant Attorney General, Main
Washington, D.C. 20530

Civil Rights Officer
U.S. Department of Transportation
Federal Transit Administration
1760 Market Street
Suite 500
Philadelphia, PA 19103-4124

Title VI Coordinator
Office of Civil Rights
Federal Aviation Administration
800 Independence Ave., SW
Washington, DC 20591

Complaints shall be in writing and signed by the Complainant(s). If complaints are received by telephone or in person, the Title VI Compliance Officer or other authorized representative shall formally interview the person to provide the basis for the written complaint. If necessary, the authorized person will assist the Complainant in writing the complaint. The written complaint must include the following information:

- Name, address and telephone number of Complainant
- Basis of the complaint (e.g., Race, Color, National Origin, Sex, Age, Disability or Retaliation)
- A detailed description of the circumstances of the incident that lead the Complainant to believe discrimination occurred.
- Names address and phones numbers of people who may have knowledge of the alleged incident or are perceived as parties in the complained-of-incident.
- Date or dates on which the alleged discrimination occurred
- Other agencies where the complaint was filed.

As an investigation moves forward, additional information may be required.

If HATS receives a formal complaint, they will acknowledge receipt of the complaint by notifying the Complainant and immediately transmitting the complaint to the proper state or federal agency (e.g. Federal Highway Administration, Federal Transit Administration, and PennDOT) for investigation and disposition pursuant to that agency's Title VI complaint procedures. This will be done via the most time efficient method, most likely email. The Department of Justice has final word on what agency will investigate the claim.

The HATS Title VI Compliance Officer will maintain a log of all complaints received by the Commission.

Appeal Process

If the Complainant does not agree with the decision by the Respondent and cannot come to an informal agreement, the Complainant can directly file the complaint with:

Pennsylvania Department of Transportation
Bureau of Equal Opportunity
PO Box 3251
Harrisburg, PA. 17105-3251

Federal Transit Administration
Office of Civil Rights
Title VI Program Coordinator
East Building, 5th Floor - TCR
200 New Jersey Ave., SE
Washington, DC 20590

Federal Highway Administration
Pennsylvania Division Office
228 Walnut Street, Room 508
Harrisburg, PA. 17101-1720

U.S. Department of Justice
Office for Civil Rights
810 7th Street, NW
Washington, DC 20531

Appendix C

HATS Title VI Complaint Form

Title VI Complaint Form

Please Print All Information Below

Complainant Name: _____

Name of Individual assisting Complainant: _____

Complainant Address:

Assisting Individual Address:

Complainant Phone #

Assisting Individual Phone #

Basis of Complaint: (e.g., Race, Color, National Origin, Sex, Age, Disability, Retaliation)

Date(s) of alleged discrimination:

Please provide a detailed description of the circumstances of the incident(s), including any additional information supporting your complaint (please use additional pages as necessary):

Please provide the name(s), title and address of the person who discriminated against the Complainant.

Please provide, if applicable, names and contact information of people who may have knowledge of the alleged incident(s) or are perceived as parties in the complained-of incident(s):

Please list any other agency where complaint has been filed:

Complainant Signature:

Date:

To file complaint, mail form to:
Tri-County Regional Planning Commission
Title VI Compliance Officer
112 Market Street, 2nd Floor
Harrisburg, PA 17101

Appendix D

HATS Title VI Complaint Log

Appendix E

HATS Public Participation Plan

Harrisburg Area Transportation Study **PUBLIC PARTICIPATION PLAN**

2020 Update



HATS

**HARRISBURG AREA
TRANSPORTATION
STUDY**

**Harrisburg Area Transportation Study
(HATS)**

112 Market Street, 2nd Floor

Harrisburg, PA 17101

www.tcrpc-pa.org

Phone: (717) 234-2639

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Introduction

Public education and public involvement are key components to successful planning and decision making. Without meaningful public involvement, there is a risk of making poor decisions, or decisions that could have unintended negative consequences. Citizens (residents, business people, and property owners) need and deserve ongoing communication regarding projects and issues that affect their community. While complete consensus is rare, public education and public involvement may bring understanding and dialogue to planning studies and complex issues. The Public Participation Plan (PPP) provides private citizens and groups an opportunity to participate and influence public decisions. It facilitates two-way communication aimed at incorporating the views and ideas of public into policies and plans. It seeks the advice and consent of concerned elected officials, planners and citizen leaders. A well thought out Public Participation Plan can provide many tangible benefits which are needed for successful and effective planning. The HATS Public Participation Plan will act as a guide for public involvement in the development of regional projects such as advancement of the Regional Growth Management Plan (RGMP), the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the provisions of a range of special planning studies.

MPO Structure

The Harrisburg Area Transportation Study (HATS) was created in response to the Federal-Aid Highway Act of 1962, which mandated regional transportation planning as a condition for receiving federal funds for transportation projects. HATS is the 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. HATS serves over half a million people in 103 municipalities covering almost 1,700 square miles in south central Pennsylvania, including Cumberland, Dauphin, and Perry Counties.

HATS is comprised of two committees: the Coordinating Committee and the Technical

Committee. The Technical Committee oversees analyses and preparation of plans and studies, reviews transportation items brought before HATS to consider, and makes recommendations to the Coordinating Committee. The Coordinating Committee is the policy body, which formally takes action based on Technical Committee input, and adopts transportation plans and improvement programs.

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.



State and Federal Regulations

Commonwealth of PA, the Sunshine Law

Act 84 of 1986, as amended June 15, 1993, February 26, 1996, and October 15, 1998 is an act requiring public agencies to hold certain meetings and hearings open to the public, and to provide penalties as listed under this act. This act shall be known and may be cited as the Sunshine Law.

The General Assembly of Pennsylvania finds that secrecy in public affairs undermines the faith of the public in government. Highlights of the Sunshine Law are:

- Official action and deliberation by a quorum of the members of an agency shall take place at a meeting open to the public.
- Written minutes shall be kept of all open meetings of agencies. – Public notice is not required in case of an emergency meeting or a conference.
- The board or council has the option to accept all public comment at the beginning of the meeting.
- A person attending the meeting of an agency shall have the right to use recording devices to record all proceedings.

Public Laws

Public involvement in the transportation planning and programming process has been a priority for federal, state and local officials since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; its successor, the Transportation Efficiency Act for the 21st Century (TEA-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century (MAP-21), and the present Fixing America's Surface Transportation (FAST) Act. HATS Public Participation and Environmental Justice policies must reflect the mandates of this federal legislation.

Specifically, §23 CFR 450.316 states:

The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Title VI and Environmental Justice

Public involvement must also consider Presidential Executive Order 12898, Environmental Justice. The U.S. Environmental Protection Agency defines Environmental Justice as the “fair treatment of people of all races, cultures and income with respect to development, implementation, and enforcement of environmental laws, regulations, programs and policies.” Fair treatment means that no racial, ethnic or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from the operation of industrial, municipal and commercial enterprises or from the execution of federal, state, local, and tribal programs and policies.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 is the federal law that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive federal financial assistance. In operating a federally assisted program, a recipient cannot, on the basis of race, color, or national origin, either directly or through contractual means deny program services, aid, or benefits; provide a different service, aid, or benefit, or separately treat individuals in any matter related to the receipt of any services, aid, or benefit.

The Federal Highway Administration articulates three fundamental environmental justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Americans with Disabilities Act of 1990 (ADA)

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination on the basis of disability by public entities in services, programs and activities. Public entities are required to make programs accessible to individuals with disabilities including conducting meetings and hearings in ADA-compliant buildings. Special accommodations must be provided to ensure communications are equally effective for persons with disabilities in order to participate in meetings, planning, and programming activities.



Title VI Statements

HATS has developed two Title VI Statements to include in HATS public documents as a means of informing the public of compliance with Title VI and of the provisions of alternative language services and formats.

1. The first statement is to be added to meeting announcements to which the public and/or outside agencies/organizations are invited such as public meetings and/or open houses, both on-site and off-site, seminars and any HATS meetings:
“HATS is committed to compliance with the nondiscrimination requirements of civil rights statutes, executive orders, regulations, and policies. All locations for meetings open to the public will be accessible to persons with disabilities and reachable by public transit. With advance notification, accommodations may be provided for those with special needs related to language, speech, sight, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact Tri-County Regional Planning Commission, at (717) 234-2639; email: lweaver@tcrpc-pa.org.”
2. The second statement shall be included in all HATS public documents and publications:
“HATS fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. TCRPC’s website (www.tcrpc-pa.org) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages or formats, if requested. For translation, call (717) 234-2639.”

Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency”

Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (LEP), was issued in August 2000 to improve access to federally conducted and federally assisted programs and activities for persons limited in their English proficiency (limited ability to read, write or understand English). These individuals could have limited skills due to being non-native speakers or of limited educational background. The Order requires federal agencies to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries. Language barriers may prohibit people who are LEP from obtaining services or information relating to various services and programs, and may limit individuals’ participation in public planning processes.

Federal guidelines require that recipients of federal financial assistance take reasonable steps to ensure meaningful access to federally funding programs, activities and publications for LEP persons. The “reasonable” standard is based on the following four guidelines, as set forth by the federal government, and incorporated into this plan:

- The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service of the recipient or grantee.
- The frequency with which LEP individuals come in contact with the program.
- The nature and importance of the program, activity or service provided by the recipient to people’s lives.
- The resources available to the recipient and costs

As indicated in the above guidelines, the intent of the guidelines is to find a balance that ensures meaningful access by LEP persons to critical services and programs while not imposing undue burdens to recipient or sub-recipients.

Top 5 Most Prominent Limited English Proficiency Languages in the Tri-County Region (2019)

According to the US Census Bureau’s 2019 American Community Survey, the five most common Limited English Proficiency (LEP) languages spoken in the three-county region account for about 2.5% of the population and are:

	Language	Cumberland	Dauphin	Perry	Total
1	Spanish/Spanish Creole	2133	6221	212	8566
2	German or other West Germanic*	1159	842	0	2001
3	Chinese	548	1305	54**	1907
4	Russian, Polish, or other Slavic languages	758	296	606***	1660
5	Vietnamese	183	474	0	657

* Includes Pennsylvania Dutch, Dutch, Afrikaans, Frisian

** Includes all Asian and Pacific Island languages

*** Includes all Indo-European languages

Source: US Census Bureau, 2019 American Community Survey, 1-Year Estimates

These languages were determined based on total number of native speakers in the region who noted they speak English less than “very well”.

All HATS documents can be translated into any language. Executive summaries of HATS documents can be made available in the above languages. Full documents can also be translated upon request by filling out the translation request form found on the HATS Website. The TCRPC website is also accessible to non-English speaking visitors utilizing Google Translator.

For translation of documents or other downloaded material from the TCRPC website, an individual needs to contact planning@tcrpc-pa.org or (717) 234-2639.

Spanish:

Para la traducción de documentos u otro material descargado del sitio web de TCRPC, un individuo necesita contactar a planning@tcrpc-pa.org o al (717) 234-2639.

German

Für die Übersetzung von Dokumenten oder anderen heruntergeladenen Material von der

TCRPC-Website, muss eine individuelle Kontakt mit planning@tcrpc-pa.org oder (717) 234-2639.

Chinese:

對於從TCRPC網站翻譯文件或其他下載的材料, 個人需要聯繫 planning@tcrpc-pa.org 或 (717)234-2639.

Russian

Для перевода документов или других материалов, загруженных с веб-сайта TCRPC, физическое лицо должно связаться с планированием@tcrpc-pa.org или (717) 234-2639.

Polish

Aby przetłumaczyć dokumenty lub inne materiały pobrane ze strony internetowej TCRPC, należy skontaktować się z planowaniem@tcrpc-pa.org lub (717) 234-2639.

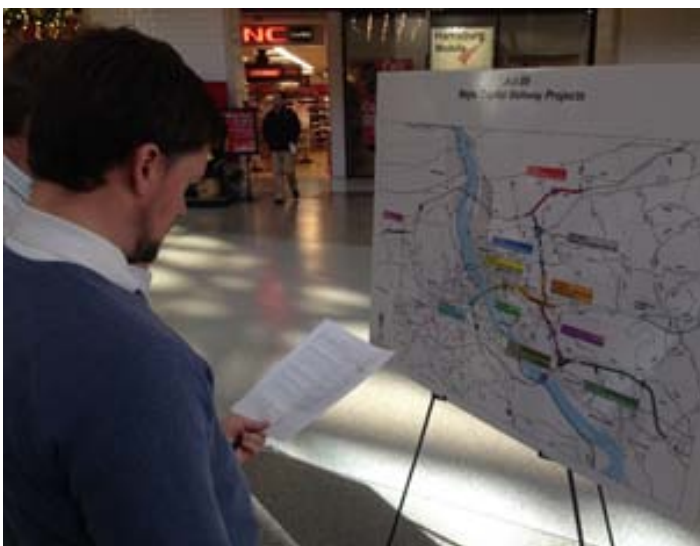
Vietnamese:

Đối với bản dịch tài liệu hoặc tài liệu tải khác từ trang web TCRPC, một cá nhân cần liên hệ với planning@tcrpc-pa.org hoặc (717) 234-2639.

Public Participation Objectives

In order to ensure HATS has a proactive and meaningful public involvement process that provides complete information, timely public notice, full public input to key decision-making processes, and supports early and continuing involvement in developing regional plans and projects, and is in compliance with current federal surface transportation legislation, HATS shall pursue the following objectives:

- Inform and educate HATS stakeholders, share information, and increase overall awareness of regional planning, land use, and transportation issues and activities in the Tri-County area
- Provide opportunities for interested parties to identify regional concerns and priorities
- Provide public access to technical and policy information used in the development of plans and programs
- Increase the public's awareness of opportunities and activities to actively participate in the development of HATS plans and programs
- Ensure adequate notification and time to allow for public review and comment at key decision points
- Provide feedback to participants as a result of public comment provided during the planning process
- Encourage public participation among HATS's various audiences, including traditionally underserved groups
- Make public information available in electronically accessible formats and means, such as the Internet, to afford reasonable opportunity for consideration and input
- Evaluate the Public Participation Plan to determine if it is effectively providing opportunity for involvement
- Develop transportation plans and programs in consultation with State and local agencies while providing reasonable opportunities for all interested parties to be involved in the planning process.
- Employ visualization techniques to describe HATS' plans and programs
- Conduct a mix of remote and in-person public outreach opportunities through the HATS Region, as appropriate, to optimize public involvement.
- Work with outside agencies such as the Latino Connects and International Service Center to provide any necessary language translations



Public Participation Strategies

Strategy	Public Participation Methods
Document Availability	Via website (Executive Summary & Full Document). County Planning Commission offices, Tri-County Regional Planning Commission offices, and libraries that fall within census tracts that contain a high proportion of minority or low income.
Comment Opportunities	Public Meeting, written comments accepted, online website; HATS Transportation Needs Form also found on website. Chat comments and poll questions are also documented from Zoom Meetings.
Public Meeting	One meeting prior to recommending adoption by HATS MPO.
Press Release & Public Service	Press announcements publicized in the Harrisburg Patriot News, PennLive.com and other media outlets (see Appendix)
Initial Notice Period	Thirty (30) calendar days prior to public comment period ending (RTP, TIP); Forty Five (45) calendar days prior to Public Comment Period ending (PPP)
Public Meeting Notice Period	Ten (10) days prior to the Public Comment Meeting
Amendment Notice Period	Thirty (30) days prior to Public Comment Period Ending (RTP)
Evaluation Technique	Number of Participants at meetings, number of comments received, and website page views and hits.
Comprehensive Plan Review	During the RTP update, county/local plans are used in conjunction with other local input to identify transportation-related issues and concerns of the local communities.
Visualization Techniques	Maps, Handouts, Presentations, online apps, Story maps
Task Forces	Formation and utilization of task forces to guide planning decisions and collect formal comment (ex. Bicycle-Pedestrian-Passenger Task Force; Cumberland Perry Joint Task Force)
Social Media and Online Platforms	Social media sites such as Facebook, Twitter and LinkedIn, Interactive platforms such as Zoom, Esri Story Maps, and Survey Monkey. These platforms have been used by TCRPC/HATS over time for outreach analyses and decision-making.
Mailing Lists	Mass emails on news and events via Constant Contact, Commission-wide Mailing Lists
MPO Meeting Notices and Broadcasts	Municipal Government Notice of MPO Meetings: Four (4) weeks prior to the Technical Committee Meeting; Meeting notice publicized in Harrisburg Patriot News, PennLive.com two (2) weeks prior to the Technical Committee Meeting. Coordinating Committee Meetings are broadcasted live on Harrisburg's local government television station. Meetings and other informational videos are also posted on the TCRPC website and YouTube Channel.
TCRPC/HATS Website	All meeting schedules, minutes and recordings, agendas, current and draft documents can be found on the TCRPC/HATS website and are available to be accessed at any time.
Virtual Meetings	"Zoom" instructions on website on how to participate in any meeting; meeting links provided on website calendar at least one week prior to meeting; instructions sent to committee members; recordings posted to website after meeting; phone only participation accommodated.

Targeted Outreach Strategies

HATS may employ one or more targeted outreach strategies to involve traditionally underserved populations that may be impacted by a specific project. Targeted outreach strategies may include:

- Notifying agencies that work with minorities, low income populations, and persons with disabilities of HATS activities.
- Conducting an ongoing dialogue with groups representing potentially underserved populations.
- Seeking opportunities to speak at meetings of groups involving minority/low income and traditionally underserved populations.
- Organizing small meetings that may be less intimidating for those unfamiliar with the public involvement process.
- Targeting non-traditional media outlets and organizations.
- Posting information and meeting notices at transit stops and in transit/paratransit vehicles.
- Posting information and meeting notices in libraries, recreation centers, and shopping centers.
- Including information on the HATS website about how to request translation services.
- Researching traditional communication methods used by LEP populations.
- Posting flyers or notices, in appropriate languages, in areas identified as having LEP populations.
- Distributing information through religious or community organizations.
- Providing public service announcements in ethnic news media.
- Providing extensive use of visualization techniques, including maps and graphics.

The following agencies have been identified as organizations that work with traditionally underserved populations and will be included in public outreach activities. Others will be included as they are identified.

- United Cerebral Palsy of Central Pennsylvania
- Vision for Equality of Pennsylvania
- The Arc of Pennsylvania

- Tri-County Community Action
- Hispanic Chamber of Commerce of Central PA
- Bethesda Mission
- YWCA of Greater Harrisburg
- Hadee Mosque, Harrisburg
- Pennsylvania NAACP
- Asian Indian Americans of Central PA
- Works for Me - PA

Planning Activities

As the MPO for the Harrisburg Region, HATS undertakes two significant, ongoing planning processes: the development and adoption of a long-range Regional Transportation Plan (RTP), and the adoption and management of the Transportation Improvement Program (TIP).

PennDOT Connects

As part of the overall transportation implementation process and public participation outreach efforts, HATS works with PennDOT and utilizes their new approach, PennDOT Connects. Through this approach, it is the goal to find creative solutions to sustain and expand mobility by considering community needs at the beginning of the planning process. To learn more about this program, click [HERE](#).

Regional Growth Management Plan

Developed by TCRPC, the RGMP serves as the primary regional comprehensive planning resource document for the HATS region, focusing on guiding physical development to areas in which public investments in infrastructure and services have already been made, as well as protecting our natural, cultural, historic, and scenic resources. Incorporated into the RTP's land use component, the RGMP addresses multi-jurisdictional issues from a regional perspective, acts as an informational resource and provides an overarching model for development of more detailed and specific county and municipal comprehensive plans.

Regional Transportation Plan

HATS has mandated responsibility to develop a long-range plan with a 20-year timeframe, with forecasts of population, land use, employment, and travel trends that determine how federal transportation funds will be spent. Accompanying the development of the RTP is a public participation component, which may include visioning workshops, other public events, focus group meetings, stakeholder outreach, newsletters, and surveys. Before the long-range plan is adopted, a public comment period of at least 30 days must be held.

The following describes the minimum public participation program required during the review of a draft Regional Transportation Plan (RTP), or a draft of a major amendment to the Plan. These steps must be taken before HATS acts to adopt the draft document as final.

Transportation Problem Form

The HATS Transportation Problem Form is available on the TCRPC website. This allows the public to express concerns about transportation infrastructure and operations in the region as well as define transportation needs at a regional level. The submittal of this form to HATS staff initiates the project development process.

Web-Based Project Map

Access to the HATS Web-Based Project Map shall be made available on the TCRPC website. The map shall be updated as necessary to reflect the current listing of projects on the RTP. Project specific information shall include project type, description, project ranking based on regional need (defined by RTP criteria), and cost estimate.

Legal Notice

A legal notice shall be printed in the Harrisburg Patriot News and other local newspapers, as appropriate. The notice shall specify the date, time and location of the forthcoming public hearing to explain the plan and obtain comments and public input. The notice shall include a statement that translator services may be requested in advance. The notice shall also be submitted to each municipality in the Tri-County area.

Comment Period and Public Meeting

HATS shall allow a minimum of 30 days for public comments and shall hold a public information meeting during the public comment period. Opportunity for public comment on the plan shall be provided at every Coordinating and Technical Committee meeting.

Summary and Disposition of Comments

A summary of comments and the disposition of the comments shall be provided in the final document.

As the RTP is developed and implemented by HATS, staff must:

- Include a proactive and ongoing public participation process
- Be consistent with Title VI of the Civil Rights Act of 1964 and Environmental Justice requirements of Executive Order 12898.
- Identify actions necessary to comply with the Americans with Disabilities Act of 1990.
- Provide for the involvement of transportation advocacy groups, related agencies, authorities, private operators, and elected officials.
- Provide for the involvement of local, state, and federal environmental resource agencies, as appropriate.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is an agreed-upon list of priority projects. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. In Pennsylvania, the TIP covers a four-year period and is updated every other year. The following describes the minimum public participation program required during the review of the draft HATS TIP, or the draft of a major amendment. These steps must be taken before HATS acts to adopt a draft document as final or official.

Legal Notice

A legal notice shall be printed in a newspaper of general circulation as per federal regulations and other local newspapers as appropriate. The notice shall specify the date, time and location of the forthcoming public hearing to explain the plan and obtain comments and public input. The notice shall also be submitted to each municipality in the Tri-County area.

Comment Period and Public Meeting

HATS shall allow 30 days for public comments and shall hold a public information meeting during the 30-day period. Opportunity for public comment on the TIP shall also be provided at every Coordinating and Technical Committee meeting during the comment period.

Summary and Disposition of Comments

A summary of comments and the disposition of the comments shall be provided in the final document.

PennDOT Section 5307 Program of Projects Satisfaction

Public involvement for the TIP is used to satisfy public involvement requirements for the Pennsylvania Department of Transportation Section 5307 program of projects.

Major TIP Amendment

A major TIP amendment is defined as one for which an air quality conformity report must be prepared. State and federal guidelines require an air quality conformity report must be prepared if one or more projects is of sufficient size, or of a certain type, that is expected to have a significant air quality impact.

Minor TIP Amendment

Standard procedures for Coordinating and Technical Committee meetings shall satisfy the public participation requirements for minor amendments. Provided the proposed minor amendment is included in the respective Coordinating and Technical Committee agenda packets, and those agendas have been sent to municipalities and respective committee mailing lists seven days in advance of the meeting, the public participation requirements shall be satisfied.

Administrative Modifications

Administrative modifications to the TIP are made when the change involves a simple matter such as moving a project from one year to another, a change in funding source, an increase in federal funds (not to exceed \$2 million) with no change in scope, or a decrease in cost. Since these changes are minor in nature and the projects have already been reviewed by the public through an earlier process as previously described, there will be no need for a formal vote by HATS.

Special Studies

Public participation plans for special studies will be developed on a case by case basis. For studies managed by HATS, HATS staff will develop a public participation plan. In the case of special studies conducted by PennDOT or others, the TCRPC staff will emphasize the need for public participation through the project development process.

Communication and Outreach Techniques

Public participation plans for special studies will be developed on a case by case basis. For studies managed by HATS, HATS staff will develop a public participation plan. In the case of special studies conducted by PennDOT or others, the TCRPC staff will emphasize the need for public participation through the project development process.

Interested Parties

Federal guidelines require the participation of interested parties in the development of public participation plans. “Interested parties” are defined as:

- Residents
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Providers of freight transportation services
- Other interested parties

Public Meetings and Other Events

Public meetings, open houses, workshops, and information sessions will be scheduled, when appropriate, to allow the greatest opportunity for attendance by the general public and interested parties (i.e., evening or lunch meetings) based upon available staff and resources.

A public meeting will be held prior to action on HATS’s Regional Transportation Plan, TIP, and other major amendments. When possible, meetings will be conducted in locations that are ADA accessible and convenient to public transit. Sign language interpreters or other auxiliary aid requests can be accommodated when requested in advance. In addition, there will be a live stream and recording link for the meetings available on TCRPC’s website.

Where appropriate, visualization techniques will be employed throughout public participation activities to aid the public in understanding proposed plans. Examples of visualization techniques include sketches, drawings, artist renderings, physical models and maps, simulated photos, videos, computer modeled images, GIS based scenario planning tools, story maps, and computer simulation.

Privacy Statement

Public sign-in sheets may include the following disclaimer:

“If personal information is requested and volunteered by the user, state law and federal Privacy Act of 1974 may protect it. However, this information is a public record once you provide it, and may be subject to public inspection and duplication if not protected by federal or state law.”

TCRPC Resource Center

The TCRPC Resource Center serves as a clearinghouse and repository for the many publications TCRPC has produced, including a variety of newsletters, studies, and other transportation data and planning related documents. Many other studies and data are also available in the Center. The Center is open during regular business hours. The use of the Center is free. Some fees may apply to printing of publications or photocopies of documents.

TCRPC Website and Social Media

TCRPC's website is a continuously updated source of information on every aspect of the regional and transportation planning processes. A wide scope of resource material, covering all of TCRPC's planning areas is available, as well as an event calendar, regional data, community resources, meeting notices and agendas, information related to public participation activities, and Environmental Justice. The website also includes contact information for staff, Board members, as well as links to local governments and related agencies. The TCRPC website, including this Public Participation Plan, may be translated into multiple languages through Google Translator.

TCRPC is connected with various social media platforms including Facebook, Twitter, and LinkedIn. These platforms serve as a gateway for public involvement on efforts pursued by TCRPC and HATS through polls and surveys as well as regular updates on the planning process. TCRPC social media also serves an informational purpose, keeping the region's residents informed on important regional news and happenings.

Annual Reports

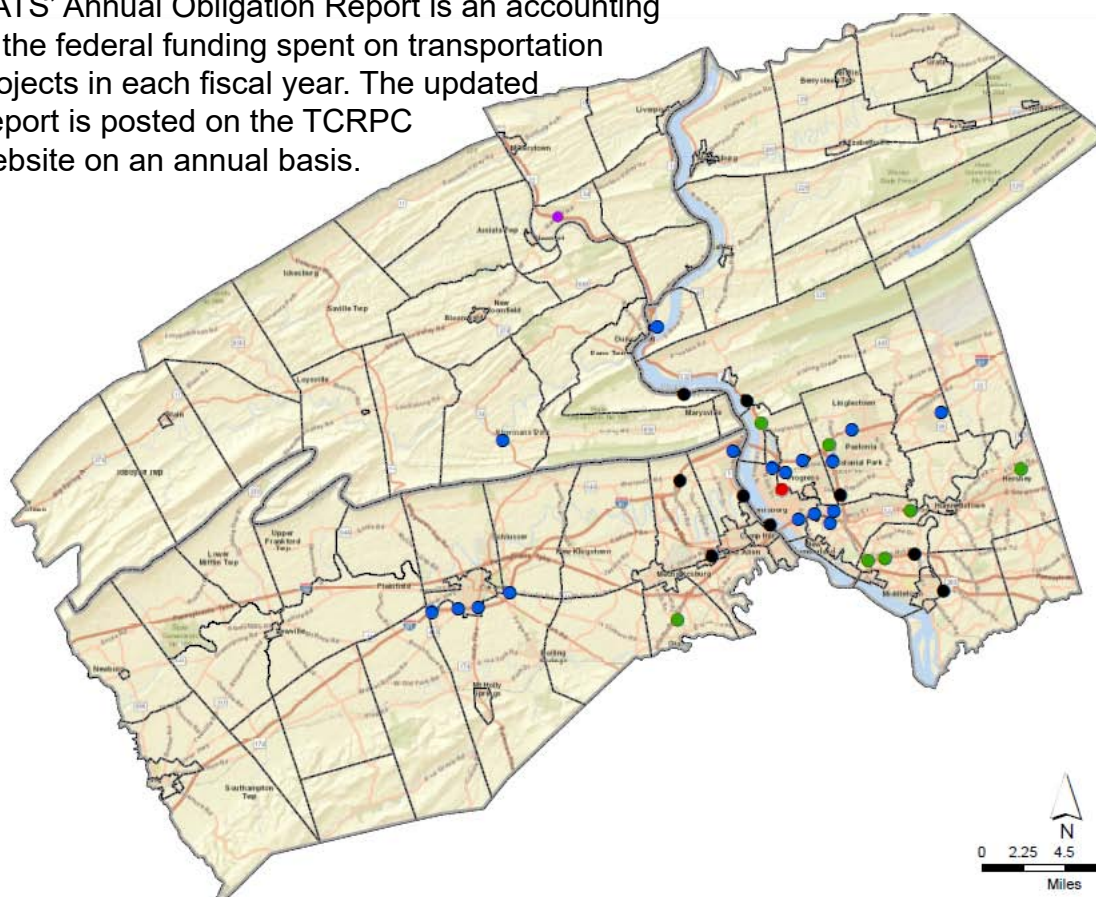
TCRPC, HATS, Cumberland County Planning Commission, Dauphin County Planning Commission and Perry County Planning Commission publish annual reports during the first quarter of each year. They summarize the activities of the prior calendar year. The reports are available in hard copy (upon request) and on the TCRPC website.

Annual Obligation Report

HATS' Annual Obligation Report is an accounting of the federal funding spent on transportation projects in each fiscal year. The updated report is posted on the TCRPC website on an annual basis.

TCRPC Newsletter

The TCRPC Newsletter is published four (4) times a year. The newsletter provides information about the HATS and the Commission's various projects and activities and includes information on how to contact the Commission and its staff. The newsletter is e-mailed to over 2,000 contacts, is available in printed format (upon request) and is posted on the TCRPC website.



Annual Obligation Report Projects 2020

Dauphin, Cumberland, and Perry Counties, Pennsylvania

- Bridge Projects
- Set Aside Projects
- Intermodal Projects
- Highway Projects
- Safety Projects



Prepared Date: December 2020
Prepared By: Tri-County Regional Planning Commission
Source Data: PennDOT & TCRPC

Tri-County Regional Planning Commission and County Planning Commissions make no warranty or representation, either express or implied, with respect to the accuracy of data represented for any particular purpose. The data is provided as is, and the user assumes all risk of use.

Evaluation Procedures of Public Participation

HATS Public Participation Plan is not a static document, but an ongoing strategy to meet public outreach needs of HATS plans and programs. There is no singular approach to public engagement. Outreach and participation for specific projects may be different. The residents of this region are not a homogenous entity; therefore methods of outreach may also be different depending on the intended audience. In order to maintain a successful participation program, HATS will evaluate what worked and what did not work in the public participation process including the review of public meeting attendance, the number of public comments received, web uses analysis tools, public comments on the plan and any additional comments and suggestions. The findings will be incorporated into subsequent involvement activities and the Plan will be revised where appropriate.

The RTP Implementation Work Group was established shortly after the adoption of the RTP in 2019 to help TCRPC staff work through key implementation issues. The initial effort of this group was the development of a RTP Implementation Grant Program using STU funds. Following the FFY 2021-2024 TIP development process, this Work Group focused conducted an After Action Review, which identified the need for improved participation and outreach activities that may increase opportunities for input from the public. Goals and recommendations included the following:

Goal 2: Improve communication with (and education of) general public throughout planning process

Recommendation 2A: Coordinate public outreach with HATS committee members and stakeholders for a more collaborative approach.

Recommendation 2B: Conduct a mix of remote and in-person public outreach opportunities throughout the HATS region, as appropriate, to optimize public involvement.

Recommendation 2C: Develop outreach materials as the update process is initiated that explain the TIP development process and how it fits within the larger transportation planning process.

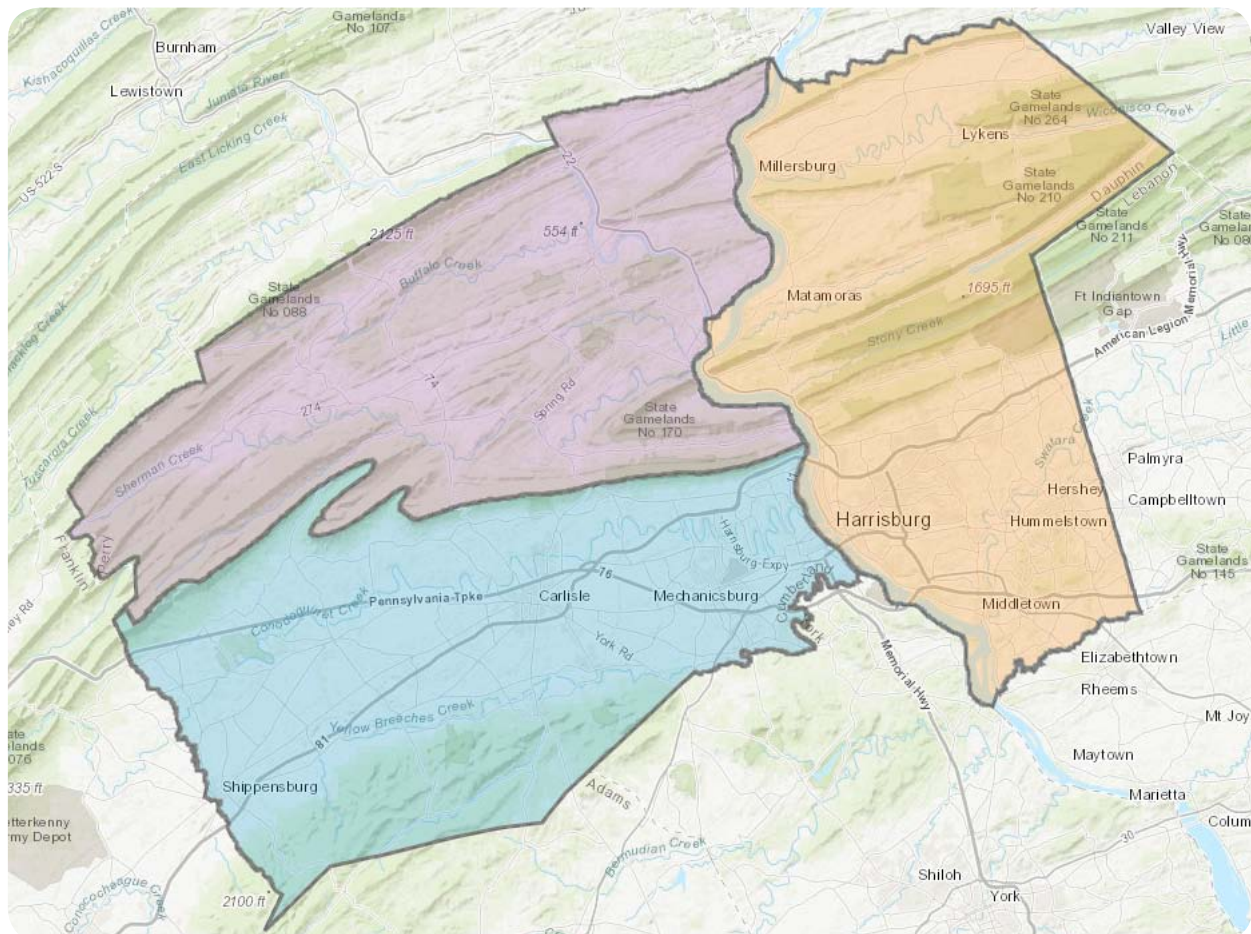
How to Get Involved

The TCRPC provides information to the community via standard mailings, email and the TCRPC website. If you want to get involved in the activities of the TCRPC, you can do the following:

- Visit the TCRPC website at www.tcrpc-pa.org
- Meeting schedules, agendas and minutes are posted on the website – translations are available
- Sign up for the TCRPC mailing list by contacting TCRPC staff at (717) 234-2639
- TCRPC meeting notices are advertised in the Harrisburg Patriot News
- All meetings are open to the public and there is a public comment item on all agendas.
- The Technical Committee currently meets bi-monthly the second Friday of the month at 9:00 a.m., at CAT offices and via live stream. (See website for exact dates)
- The Coordinating Committee currently meets bi-monthly the fourth Friday of the month at 9:00 a.m., at CAT offices and via live stream (See website for exact dates)
- We recommend confirming all meetings with TCRPC staff or via the website
- For access to the live stream meeting, attendees must register prior to the meeting and follow the guidelines that can be found when you click on the HATS Technical or Coordinating Committee meeting on our calendar page or call 717-234-2639 at least two days prior to the meeting for instructions to join by phone.

Contact Information

<i>Address</i>	112 Market Street 2nd Floor, Harrisburg, PA 17101
<i>Phone</i>	(717) 234-2639
<i>Email</i>	planning@tcrpc-pa.org
<i>Website</i>	http://www.tcrpc-pa.org
<i>Accessibility</i>	Offices are ADA accessible
<i>Transportation</i>	Offices are available via Capital Area Transit (CAT). For route information, contact (717) 238-8304.



Appendix

HATS Committee Members

HATS Public Participation Plan Public Comment
Notice - February 2021

HATS Sample Public Meeting Display Ad

HATS Sample Legal Ad

HATS Sample Local Government Notice

HATS Press Release Distribution List

HATS Response to Public Comment

Harrisburg Area Transportation Study Committee Members

(As of March 2021)

Organization	Coordinating Committee		Technical Committee	
	Member	Alternate	Member	Alternate
Chairman	Commissioner Jeff Haste		Steve Deck, AICP	
Vice-Chairman	Commissioner Gary Eby		Diane Myers-Krug, AICP (<i>non-voting</i>)	
Secretary	Commissioner Gary Eichelberger		Andrew Bomberger (<i>non-voting</i>)	
Cumberland County	Commissioner Jean Foschi	Vacant	Deborah Ealer	Vacant
	Toby Fauver	Kirk Stoner	Kirk Stoner	Elizabeth Grant
Dauphin County	Commissioner Jeff Haste	Scott Burford	Skip Memmi	George Conner
	Skip Memmi	George Conner	James Szyborski, AICP	Steve Deck, AICP
Perry County	Commissioner Gary Eby	Representative Perry Stambaugh	James Turner	Robert Schaffer, Sr.
	James Turner	Robert Schaffer, Sr.	Commissioner Gary Eby	Nina Fitchet
Harrisburg City	Wayne Martin	Dave Butcher	Wayne Martin	Dave Butcher
	Charlie White	Geoffrey Knight, AICP	Geoffrey Knight, AICP	Vacant
CAT	Eric Bugaile	Rich Farr	Rich Farr	Eric Maguire DeRon Jordan
PennDOT	Larry S. Shifflet	Ray Green Beth Raves	Ray Green	Beth Raves Anthony Sansone
	Mike Keiser	Nate Walker Michelle Tarquino	Michelle Tarquino	Nate Walker Jon Owens
Ex-officio Members	NOTE: the following are on both committees: Matt Smoker - FHWA Laura Keeley - FTA Rick Harner - FAA Chris Trostle - DEP Vacant - PA DCED		Holly Gattone/Brad Webber - Amtrak Rudy Husband - Norfolk Southern Dave Spaulding - SARAA Vacant - PMTA Will Clark - York County MPO Jon Fitzkee - Lebanon County MPO	

HATS Public Participation Plan Public Comment Notice

HARRISBURG AREA TRANSPORTATION STUDY DRAFT 2045 REGIONAL TRANSPORTATION PLAN (RTP), PUBLIC PARTICIPATION PLAN (PPP), AND AIR QUALITY CONFORMITY DETERMINATION

The Harrisburg Area Transportation Study (HATS) is the organization that will consider and approve the plans and programs and the Federal and State funding for the highway and transit systems in the Harrisburg Urbanized Area and Tri-County Region. Organizational members include: the Counties of Cumberland, Dauphin and Perry, Harrisburg City, the Pennsylvania Department of Transportation and Capital Area Transit. This notice appears pursuant to the HATS Public Participation Plan adopted April 21, 2017, and public involvement for the RTP is also used to satisfy public involvement requirements for the Pennsylvania Department of Transportation Section 5307 program of projects.

A 60-day public review and comment period for the draft HATS 2045 Regional Transportation Plan (RTP), Public Participation Plan (PPP), and the associated Air Quality Conformity Determination will begin on Thursday July 1, 2021 and will end on Tuesday August 31, 2021.

The 2045 RTP Update is a comprehensive listing of all federally funded highway, bridge, transit, and miscellaneous transportation improvement projects in the HATS region for the next 20 years.

The Air Quality Conformity Determination demonstrates the forecast summer day VOC, NOx and PM2.5, and annual direct PM2.5 and NOx emissions satisfy the applicable conformity tests for ozone and fine particulate standards.

Copies of the draft HATS 2045 RTP, PPP, and the Air Quality Conformity Determination are available for public review on the web and at Tri-County Regional Planning Commission's Office – 112 Market Street, 2nd Floor, Harrisburg; Cumberland County Planning Commission's Office – 310 Allen Road, Carlisle; Perry County Planning Commission's Office – Veterans Office Building, New Bloomfield provided the offices are reopened to the public based on guidelines set by the state and CDC concerning COVID-19.

To view the PPP and RTP materials please visit the following links:
PPP: <https://www.tcrpc-pa.org/s/DRAFT-2020-Public-Participation-Plan.pdf>
RTP and AQ: <https://www.hatsregionaltransportationplan.org/2045-rtp-draft>

Two virtual meetings will be held on July 14th, and August 11th to allow for additional comment opportunities on the RTP, PPP, and Air Quality Conformity Determination. For participation details, please visit www.tcrpc-pa.org/calendar/.

All comments should be submitted in writing to Lauren Weaver, Tri-County Regional Planning Commission, 112 Market Street, 2nd Floor, Harrisburg, PA, 17101-2015; email: lweaver@tcrpc-pa.org, no later than 9:00am on Tuesday August 31, 2021.

HATS will consider approving the RTP, PPP, and the associated Air Quality Conformity Determination at its meeting on Friday, September 24, 2021 to be held virtually. For details visit the TCRPC Calendar at www.tcrpc-pa.org/calendar/

HATS is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting locations are accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight, speech, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact Lauren Weaver at Tri-County Regional Planning Commission, 717-234-2639.

HATS Sample Public Meeting Display Ad

MEETING NOTICE HARRISBURG AREA TRANSPORTATION STUDY TECHNICAL AND COORDINATING COMMITTEE MEETINGS

The Harrisburg Area Transportation Study (HATS) is the organization that will consider and approve the plans and programs and the Federal and State funding for the highway and transit systems in the Harrisburg Urbanized Area and Tri-County Region. Organizational members include: the Counties of Cumberland, Dauphin and Perry, Harrisburg City, the Pennsylvania Department of Transportation and Capital Area Transit.

The Coordinating Committee is the designated Metropolitan Planning Organization for the transportation systems in the Tri-County Region and is the decision-making body of HATS. The Technical Committee advises the Coordinating Committee.

Principal agenda items for the meetings include Regional Transportation Plan Updates and Public Participation Plan Updates. Visit our website (<http://www.tcrpc-pa.org/hatsmeetings>) for past meeting minutes, current meeting agenda and materials.

TECHNICAL COMMITTEE MEETING —
Friday, December 4, 2020 - 9:00 a.m.
and
COORDINATING COMMITTEE MEETING —
Friday, December 18, 2020 - 9:00 a.m.

Should public meetings be restricted to online access, the meetings will be conducted virtually. Instructions to access and participate in the meeting and meeting materials are available on TCRPC's website (<http://www.tcrpc-pa.org/hatsmeetings>). To join by telephone only, call 717-234-2639 (or email planning@tcrpc-pa.org) at least two days prior to the meeting and leave a message on how to contact you with meeting access information. The meeting will also be recorded and the recording posted on the website after the meeting.

Public attendance at HATS meetings is encouraged and persons wishing to comment on the transportation program will be heard. Public involvement for the TIP is used to satisfy public involvement requirements for the Pennsylvania Department of Transportation Section 5307 program of projects.

HATS is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, speech, sight, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact Lauren Weaver at Tri-County Regional Planning Commission, 717-234-2639 or lweaver@tcrpc-pa.org

HATS Sample Legal Ad

NOTICE OF PUBLIC MEETING

HARRISBURG AREA TRANSPORTATION STUDY DRAFT FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM AND AIR QUALITY CONFORMITY DETERMINATION

The Harrisburg Area Transportation Study (HATS) is the organization that will consider and approve the plans and programs and the Federal and State funding for the highway and transit systems in the Harrisburg Urbanized Area and Tri-County Region. Organizational members include: the Counties of Cumberland, Dauphin and Perry, Harrisburg City, the Pennsylvania Department of Transportation and Capital Area Transit. This notice appears pursuant to the HATS Public Participation Plan adopted April 21, 2017, and public involvement for the TIP is also used to satisfy public involvement requirements for the Pennsylvania Department of Transportation Section 5307 program of projects.

A 30-day public review and comment period for the draft HATS FFY 2021-2024 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination will begin on Monday, May 18, 2020 and will end on Friday, June 19, 2020.

The draft HATS FFY 2021-2024 TIP includes a comprehensive listing of all federally funded transportation highway, bridge, transit and miscellaneous transportation improvement projects in the HATS area programmed for funding over the next four years.

The Air Quality Conformity Determination demonstrates the forecast summer day VOC, NOx and PM2.5, and annual direct PM2.5 and NOx emissions satisfy the applicable conformity tests for ozone and fine particulate standards.

Copies of the draft HATS FFY 2021-2024 TIP and the Air Quality Conformity Determination are available for public review on the web at <http://www.tcrpc-pa.org/tip/>, and at Tri-County Regional Planning Commission's Office – 112 Market Street, 2nd Floor, Harrisburg; Cumberland County Planning Commission's Office – 310 Allen Road, Carlisle; Perry County Planning Commission's Office – Veterans Office Building, New Bloomfield provided the offices are reopened to the public based on guidelines set by the state and CDC concerning COVID-19.

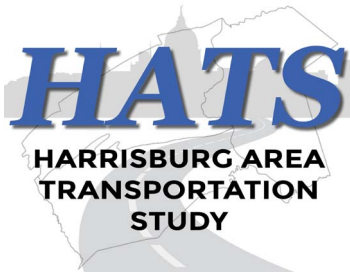
A display table at the Strawberry Square Atrium – 320 Market Street, Harrisburg – will be available on Wednesday, June 10, 2020 from 11:30 am to 1:00 pm to allow for additional comment opportunities on the TIP and Air Quality Conformity Determination.

All comments should be submitted in writing to Lauren Weaver, Tri-County Regional Planning Commission, 112 Market Street, 2nd Floor, Harrisburg, PA, 17101-2015; email: lweaver@tcrpc-pa.org, no later than 9:00am on Friday, June 19, 2020.

HATS will consider approving the TIP and the associated Air Quality Conformity Determination at its meeting on Friday, June 26, 2020 to be held in the 2nd Floor Board Room of the Capital Area Transit Offices, 901 N. Cameron Street, Harrisburg, starting at 9 am. Online access to the meeting is also available. For details visit the TCRPC Calendar at www.tcrpc-pa.org/calendar/

HATS is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting locations are accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight, speech, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact Lauren Weaver at Tri-County Regional Planning Commission, 717-234-2639.

HATS Sample Local Government Notice



HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
112 MARKET ST., 2nd FLOOR, HARRISBURG, PA 17101-2015
(717) 234-2639

November 2, 2020

To: Municipal Governments of the
HARRISBURG AREA TRANSPORTATION STUDY
Cumberland, Dauphin and Perry Counties

From: HATS Planning Staff

The next meetings of the HATS Technical and Coordinating Committees are scheduled as follows:

Technical Committee - Friday, May 1, 2020 - 9:00 a.m.
Coordinating Committee - Friday, May 15, 2020 - 9:00 a.m.

These meetings are open to the public and you are encouraged to participate. Principal agenda items for the meetings include Regional Transportation Plan Updates and Public Participation Plan Updates.

Meeting agendas and materials are posted on the HATS website <http://www.tcrpc-pa.org/hatsmeetings> one week prior to the Technical Committee meeting.

Final meeting dates are published in the Patriot News at least one week prior to HATS meetings. All meetings will be held in the 2nd Floor Board Room of Capital Area Transit offices, 901 N. Cameron Street, Harrisburg and are accessible to persons with disabilities.

Should public meetings be restricted to online access, the meetings will be conducted virtually. Instructions to access and participate in the meeting and meeting materials are available on TCRPC's website (<http://www.tcrpc-pa.org/hatsmeetings>). The meeting will also be recorded and the recording posted on the website after the meeting.

Public involvement for the TIP is used to satisfy public involvement requirements for the Pennsylvania Department of Transportation Section 5307 program of projects.

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

HATS Press Release Distribution List

Newspapers

- Carlisle Sentinel/Cumberlink
- Central Penn Business Journal
- Hummelstown Sun
- Middletown Press & Journal
- Paxton Herald
- PennLive/ Patriot News
- Perry County Times
- Shippensburg News-Chronicle/Newville Valley Times-Star
- Upper Dauphin Sentinel

“Non-Traditional” Outlets

- Today’s the Day Harrisburg
- Roxbury News
- TheBurg
- The Latino Connection

TV/Radio Stations

- FOX 43
- CBS 21
- WGAL NBC-8
- WHP-580AM
- WHTM ABC-27
- WITF
- WPMT
- WCHE
- WIOO
- WINK-104
- Radio PA

HATS Response to Public Comments

Appendix F

HATS Committee Membership

HATS Coordinating Committee - Voting Members	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
Cumberland County - Commissioner Gary Eichelberger	M	X							
Cumberland County - Toby Fauver	M	X							
Dauphin County - Commissioner Jeff Haste	M	X							
Dauphin County - August "Skip" Memmi	M	X							
Perry County - Commissioner Gary Eby	M	X							
Perry County - James Turner	M	X							
Harrisburg City - Wayne Martin	M	X							
Harrisburg City - Ambrose Buck	M	X							
CAT - Eric Bugaile	M	X							
PennDOT Central Office - Larry Shifflet	M	X							
PennDOT District 8-0 -Mike Keiser	M	X							

HATS Technical Committee - Voting Members	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
Cumberland County - Debi Ealer	F	X							
Cumberland County - Kirk Stoner	M	X							
Dauphin County - James Szyzborski	M	X							
Dauphin County - August "Skip" Memmi	M	X							
Perry County - Commissioner Gary Eby	M	X							
Perry County - James Turner	M	X							
Harrisburg City - Wayne Martin	M	X							
Harrisburg City - Geoffrey Knight	M	X							
CAT - Rich Farr	M	X							
PennDOT Central Office - Ray Green	M		X						
PennDOT District 8-0 - Michelle Tarquino	F	X							

Cumberland Perry Task Force	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
East Pennsboro Twp - John Owen	M	X							
Hampden Twp - Keith Metts	M	X							
Middlesex Twp - Mark Carpenter	M	X							
Silver Spring Twp - Theresa Eberly	F	X							
Bloomfield Borough - Karl Cless	M	X							
Carroll Twp - Nina Fitchet	F	X							
Centre Twp - Colin Reynolds	M	X							
Duncannon Borough - Kraig Nace	M	X							
Duncannon Borough - Kathy Bauer	F	X							
Howe Twp - Nancy Cangioli	F	X							
Marysville Borough - Zach Border	M	X							
Newport Borough - Bob Sharar	M	X							
Oliver Twp - Jill Hoover	F	X							
Penn Twp - Helen Klinepeter	F	X							
Rye Twp - Ken Quigley	M	X							
Rye Twp - Daisy Lightner	M	X							
Watts Twp - Stephanie Dorman	F	X							
Wheatfield Twp- - James Fuller	M	X							
Representative Mark Keller	M	X							

Bike/Ped/Passenger Task Force	Male/Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
Cumberland County Planning - Stephanie Williams	F	X							
Dauphin County Parks & Rec - Carl Dickson	M	X							
PennDOT District 8-0 - Michelle Tarquino	F	X							
Bike South Central PA - Marilyn Chastek	F	X							
Bike South Central PA - Dick Norford	M	X							
Bike Enthuiast - Sandy Ballard	F	X							
Harrisburg Bike Club - Tom Helm	M	X							
PA DCNR - Lori Yeich	F	X							
Recycle Bicycle - Ross Willard	M	X							
Harrisburg Bike Club - Jim Buckheit	M	X							
Commuter Services - Laura Heilman	F	X							

*No established membership, list reflects regular participants.

Traffic Incident Management Team	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
Hershey Entertainment and Resorts - Jared Copeland	M	X							
PennDOT District 8-0 - Matt Clouser	M	X							
Hampden Twp - Al Bienstock	M	X							
PennDOT District 8-0 - Chris Flad	M	X							
Colonial Park Fire Department - John Fogg	M	X							
PA South Central Task Force - Art Kaplan	M	X							
Swatara Twp Police - Dennis Krahling	M	X							
PennDOT District 8-0 - Marcus LaManna	M	X							
PA Turnpike Commission - Todd Leiss	M	X							
Hampden Twp Volunteer Fire Department - Michelle Parsons	F	X							
Northern Dauphin County 4 Regional EMA - Don Shutt	M	X							
Harrisburg City - John Snedeker	M	X							
Swatara Twp Police - Thomas Stuafter	M	X							
Cumberland County Department of Public Safety - Mike Taylor	M	X							
Dauphin County Emergency Management - Bart Shellenhammer	M	X							
Gannett Fleming - Chuck Yorks	M	X							

RTP Freight Advisory Group	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
SARAA - Marie Byers	F	X							
Perry County - Frank Campbell	M	X							
CREDC - Shaun Donovan	M	X							
PennDOT - Matt Hedge	M	X							
Norfolk Southern - Rudy Husband	M	X							
PennDOT Central Office - Mike Rimer	M	X							
PA Motor Truck Association - TBA (formerly Kevin Stewart)	M	X							
PA Turnpike Commission - Joe Sutor	M	X							
FHWA - Dan Walston	M	X							
DC Community & Economic Development - Doug Brown	M	X							

RTP Congestion Management & Safety Advisory Group	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
Commuter Services - Matt Boyer	M	X							
Commuter Services - Stacy Newcomer	F	X							
PennDOT District 8-0 - Rich Deen	M	X							
PennDOT Central Office - Ray Green	M		X						
PennDOT District 8-0 - Eric Kinard	M	X							
Harrisburg City - Wayne Martin	M	X							
Michael Baker Intl - Dan Szekeres	M	X							
PennDOT District 8-0 - Nathan Walker	M	X							
Duncannon Council/EMS - Kraig Nace	M	X							
PennDOT District 8-0 - Mike Groody	M	X							
PennDOT District 8-0 - Jason Hershock	M	X							
PennDOT District 8-0 - Jeff Roecker	M	X							

RTP Environmental Advisory Group	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
DCNR - Lori Yeich	F	X							
DEP - Lisa Dorman	F	X							
DEP - Lee Murphy	M	X							
Dauphin County Conservation District - Bob Christoff	M	X							
PA Game Commission - Tracey Librandi Mumma	F	X							
PSU Extension - Jennifer Fetter	F	X							
Capital Region Water - Tanya Dierolf	F	X							
FHWA - Jonathan Crum	M	X							
PennDOT District 8-0 - Sharon Okin	F	X							
PennDOT Central Office - Mark Lombard	M	X							
PennDOT Central Office - Richard Heineman	M	X							
PHMC - Elizabeth Rairigh	F	X							
Manada Conservancy - Sally Zaino	F	X							
Susquehanna River Basin Commission - John Balay	M	X							
Alliance for the Chesapeake Bay - Jenna Mitchell	F	X							
USACOE - John Gibble	M	X							
PA Fish & Boat Commission - Bill Savage	M	X							
Trout Unlimited - Cyndi Camp	F	X							

RTP Alternate Mode Advisory Group	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
Bike Harrisburg - Marilyn Chastek	F	X							
Lower Allen Township - Dan Flint	M	X							
PennDOT Central Office - Angela Watson	F	X							
Marcy Lucas	F	X							
PennDOT District 8-0 - Michelle Tarquino	F	X							
Commuter Services - Laura Heilman	F	X							
Bike South Central PA - Dick Norford	M	X							
CAT - Rich Farr	M	X							
Lebanon Transit - Theresa Guirintano	F	X							
South Central Transit Authority - Jeff Glisson	M	X							
PA Dept of Health - Justin Lehman	M	X							
Harrisburg City - Geoffrey Knight	M	X							
Capital Area Greenbelt - Mike Krempasky	M	X							

RTP Disabled/Disadvantaged & Elderly Mobility Advisory Group	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
Center for Community Building - Bill Peterson	M		X						
Tri-County Community Action - Jennifer Wintermyer	F	X							
Dauphin County Office of Aging - Bob Burns	M	X							
Cumberland County Office of Aging - Sandra Gurreri	F	X							
Perry County Office of Aging - Gregory Wirth	M	X							
CAT - Rich Farr	M	X							
Cumberland Link to Aging and Disability Services - Ginger Monsted	F	X							
Disability Rights Network - Peri Jude Radevic	F	X							
Center for Independent Living for Central PA - Theo Braddy	M	X							
Center for Independent Living for Central PA - Pam Auer	F	X							
Dauphin County Human Services - Randie Yeager	F	X							

RTP Asset Management Advisory Group	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
PennDOT District 8-0 - Nathan Walker	M	X							
PennDOT Central Office - Ray Green	M		X						
Perry County Bridge Engineer - Will Cameron	M	X							
Cumberland & Dauphin County Bridge Engineer - Brian Emberg	M	X							
CAT - Rich Farr	M	X							

RTP Growth Management Advisory Group	Male/ Female	Caucasian	Black or African American	Asian	American Indian & Alaska Native	Native Hawaiian & Other Pacific	Other	Two or More Races	Hispanic
Perry County /TCRPC - Rich Stees	M	X							
Cumberland County Planning Commission - Kirk Stoner	M	X							
Cumberland County Planning Commission - Rick Trynoski	M	X							
CREDC - Shaun Donovan	M	X							
TCRPC - Andrew Bomberger	M	X							
Dauphin County Planning Commission/TCRPC - Jerry Duke	M	X							
Perry County Planning Commission/TCRPC - Jason Finnerty	M	X							
Dauphin County Planning Commission/TCRPC - John Kerschner	M	X							
Dauphin County Planning Commission/TCRPC - Gary Lenker	M	X							

Appendix G

HATS Meeting Minutes

(to be included upon adoption)

Appendix H

HATS FFY 2021-2024 TIP Environmental Justice Analysis

Environmental Justice Analysis

Harrisburg Area Transportation Study
2021-2024 Transportation Improvement Program

In 2018, South Central Pennsylvania MPOs, PennDOT District 8-0, PennDOT Central Office, the Federal Highway Administration, and the Federal Transit Administration worked with the Alan M. Voorhees Transportation Center at Rutgers University to develop the Environmental Justice Unified Process and Methodology Guide, which builds on PennDOT's Every Voice Counts guidance and provides specific practices to facilitate a more meaningful environmental justice process. The Guide provided a set of Core Elements that would form the backbone of this process, which this analysis will examine regarding the projects proposed for the 2021-2024 Transportation Improvement Program.

Identifying Environmental Justice Populations

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin. The Office of Management and Budget (OMB) issued Policy Directive 15, Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity, in 1997, establishing five minimum categories for data on race. Executive Order 12898 of 1994 and DOT Environmental Justice Order 5610.2(a) of 2012 address persons belonging to any of the following groups:

Minority, meaning a person is:

Black -- a person having origins in any of the black racial groups of Africa.

Hispanic or Latino -- a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

Asian -- a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.

American Indian and Alaskan Native -- a person having origins in any of the original people of North America, Central America, or South America, and who maintains cultural identification through tribal affiliation or community recognition.

Native Hawaiian or Other Pacific Islander -- a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Low-Income -- a person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

American Community Survey data (2013-2017 5-year estimates) was compiled, analyzed, and mapped to show the concentrations and distribution of environmental justice populations in the HATS Region. In past environmental justice analyses, census block groups with minority or low-income higher than the regional average were identified as "environmental justice communities". To provide a more nuanced and complete picture of the geographic location and needs of, as well as potential impacts on, the HATS region's environmental justice populations, this analysis will examine statistically grouped concentrations, rather than solely using a threshold distinction.

Tables 1 – 4 provide a demographic profile of the HATS region.

Table 1

Profile of Low-Income and Minority Populations, 2017

Demographic Indicator	HATS MPO		Cumberland County		Dauphin County		Perry County	
	Population	Percentage	Population	Percentage	Population	Percentage	Population	Percentage
White, Non-Hispanic	440,844	78.02%	213,538	86.87%	183,372	67.09%	43,934	95.76%
Minority	124,164	21.98%	32,263	13.13%	89,957	32.91%	1,944	4.24%
Black or African American, Non-Hispanic	57,312	10.14%	8,656	3.52%	48,258	17.66%	398	0.87%
American Indian and Alaska Native, Non-Hispanic	615	0.11%	210	0.09%	334	0.12%	71	0.15%
Asian alone, Non-Hispanic	20,534	3.63%	9,719	3.95%	10,649	3.90%	166	0.36%
Native Hawaiian and Other Pacific Islander, Non-Hispanic	78	0.01%	11	0.00%	67	0.02%	-	-
Some other race, Non-Hispanic	655	0.12%	155	0.06%	467	0.17%	33	0.07%
Two or more races, Non-Hispanic	12,148	2.15%	4,814	1.96%	6,867	2.51%	467	1.02%
Hispanic	32,822	5.81%	8,698	3.54%	23,315	8.53%	809	1.76%
Low-Income Households	21,715	10.37%	7,219	7.37%	13,065	11.72%	1,431	7.98%
Low-Income Population	57,419	10.52%	18,112	7.80%	35,516	13.22%	3,791	8.39%

Table 2

Distribution of Population by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0% -10.08%	10.09% -21.97%	21.98% -42.78%	42.79% -67.46%	67.47% -98.09%	
Total Population	238,772	137,286	95,427	55,022	38,501	565,008
Total Population (in %)	42.3%	24.3%	16.9%	9.7%	6.8%	100%
Minority Population	10,641	20,866	29,977	29,367	33,313	124,164
Minority Population (in %)	8.6%	16.8%	24.1%	23.7%	26.8%	22%

Table 3

Distribution of Population by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% -6.67%	6.68% -10.51%	10.52% -30.33%	30.34% -52.55%	52.56% -85.92%	
Total Population	269,883	129,432	122,760	39,362	3,571	565,008
Total Population (in %)	47.8%	22.9%	21.7%	7.0%	0.6%	100%
Below Poverty Population	16,617	9,432	9,898	9,100	12,372	57,419
Below Poverty Population (in %)	28.9%	16.4%	17.2%	15.8%	21.5%	10%

Table 4

Poverty Rate among Racial/Ethnic Groups

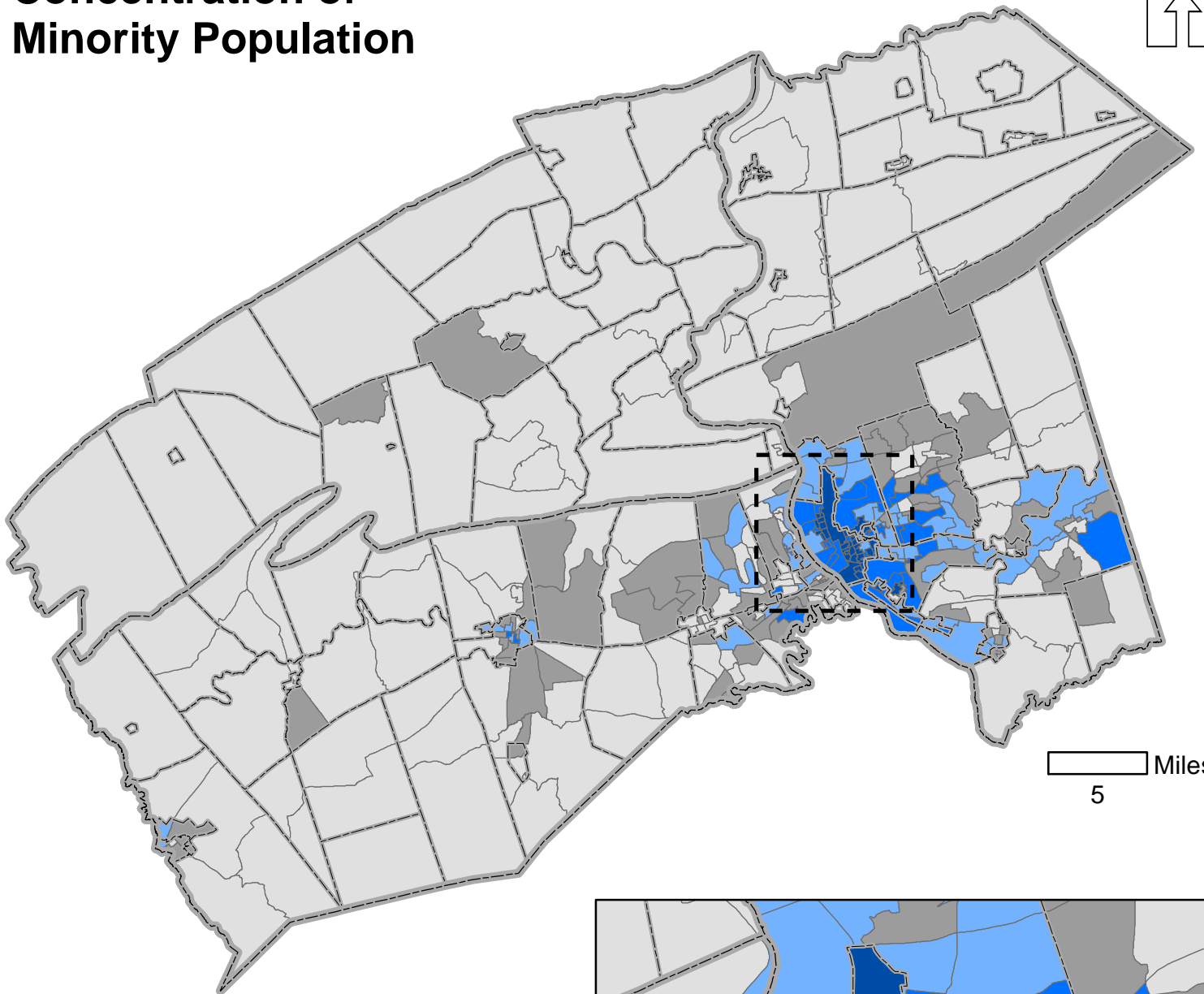
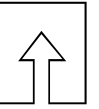
		HATS MPO	Cumberland County	Dauphin County	Perry County
White, Non-Hispanic	Total	428,218	203,983	180,799	43,436
	Low-Income	30,900	13,394	13,973	3,533
	Percentage	7.22%	6.57%	7.73%	8.13%
Black, Non-Hispanic	Total	56,861	6,798	49,780	283
	Low-Income	14,650	1,848	12,776	26
	Percentage	25.76%	27.18%	25.66%	9.19%
American Indian, Non-Hispanic	Total	831	205	540	86
	Low-Income	115	47	60	8
	Percentage	13.84%	22.93%	11.11%	9.30%
Asian, Non-Hispanic	Total	20,116	9,360	10,590	166
	Low-Income	1,939	480	1,454	5
	Percentage	9.64%	5.13%	13.73%	3.01%
Native Hawaiian, Non-Hispanic	Total	72	5	67	0
	Low-Income	0	0	0	0
	Percentage	0.00%	0.00%	0.00%	0.00%
Some Other Race, Non-Hispanic	Total	9,207	2,312	6,769	126
	Low-Income	3,151	745	2,386	20
	Percentage	34.22%	32.22%	35.25%	15.87%
Two or More, Non-Hispanic	Total	14,274	5,256	8,547	471
	Low-Income	2,663	1,008	1,590	65
	Percentage	18.66%	19.18%	18.60%	13.80%
Hispanic	Total	31,047	7,462	22,826	759
	Low-Income	8,974	1,627	7,203	144
	Percentage	28.90%	21.80%	31.56%	18.97%

Source: 2013-2017 American Community Survey 5-Year Estimates

Maps 1 and 3 also illustrate this data, by displaying percentage minority and low-income populations by census block groups. **Maps 2 and 4** add dot densities for the demographic data, which depicts minority and low-income populations within census block groups that have relatively low concentrations. It is important to note that these dot densities are a graphic device used to illustrate a population within the entire census block group and should not be interpreted to be portraying an exact location.

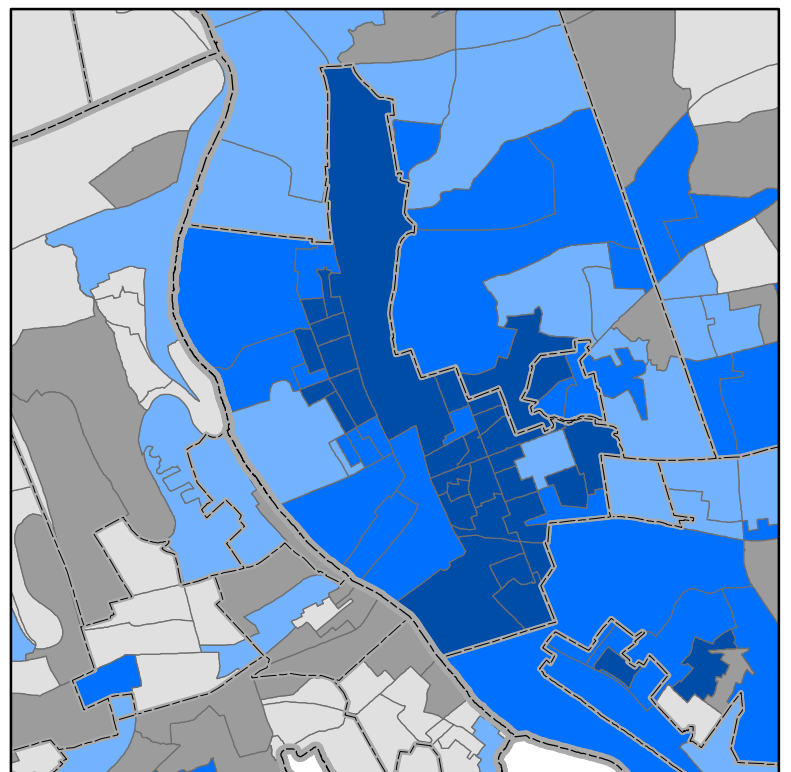
Approximately 33.4% of the region's total population and 74.6% of the region's minority population lives within a block group with higher than average minority population. Approximately 29.3% of the region's total population and 54.5% of the region's low-income population lives within a block group with higher than average low-income population. This indicates the region's minority population is more concentrated than the region's low-income population. This is also shown on the provided mapping. The cross-tabulation data shows minority populations are more likely to be low-income than non-minority populations, indicating a high degree of cross-over between minority and low-income populations in the region.

Map 1 Concentration of Minority Population



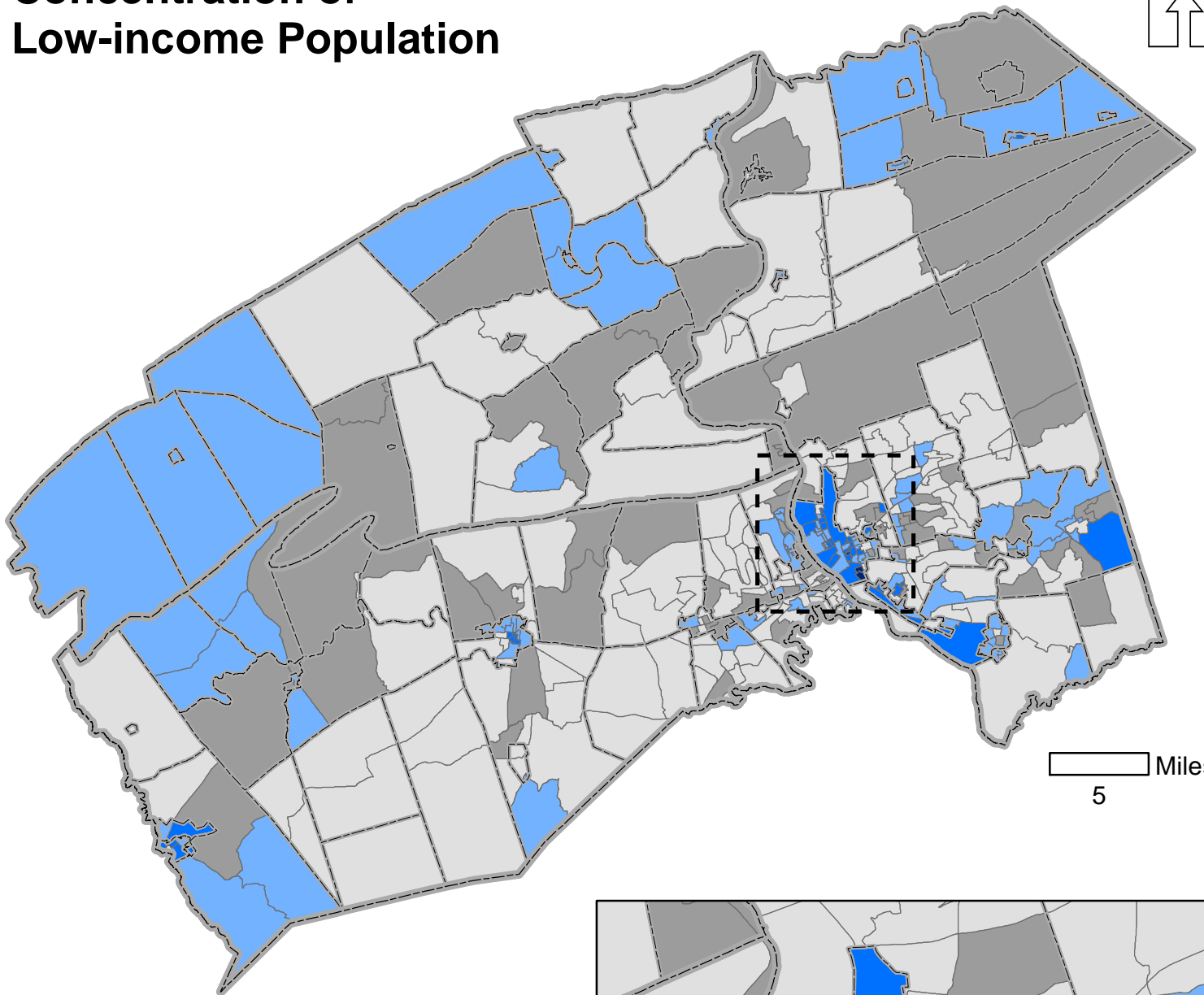
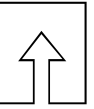
Minority by Block Group

- Less than 10.09%
- 10.09 - 21.97%
- 21.98 - 42.78%
- 42.79 - 67.46%
- Greater than 67.46%



Source:
2013-2017 American Community Survey 5-Year Estimates

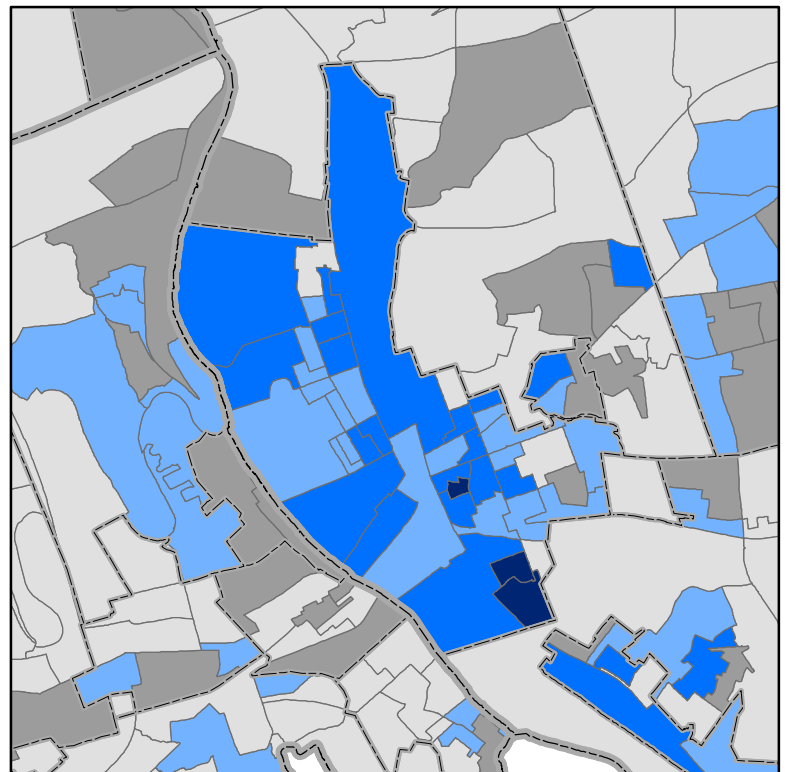
Map 2 Concentration of Low-income Population



5 Miles

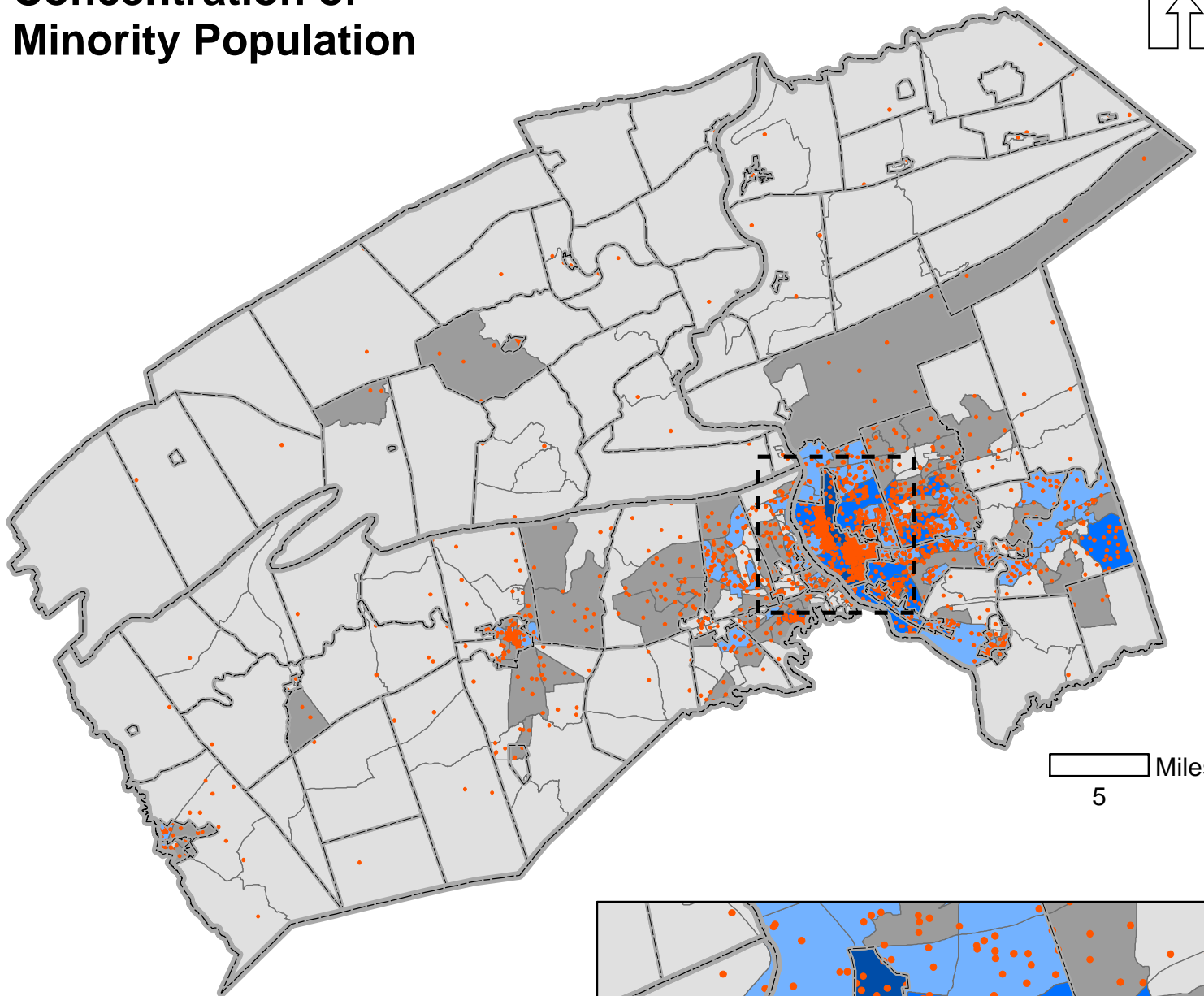
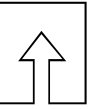
Low-income by Block Group

- Less than 6.67%
- 6.68 - 10.51%
- 10.52 - 30.33%
- 30.34 - 52.55%
- Greater than 52.56%










Source:
2013-2017 American Community Survey 5-Year Estimates

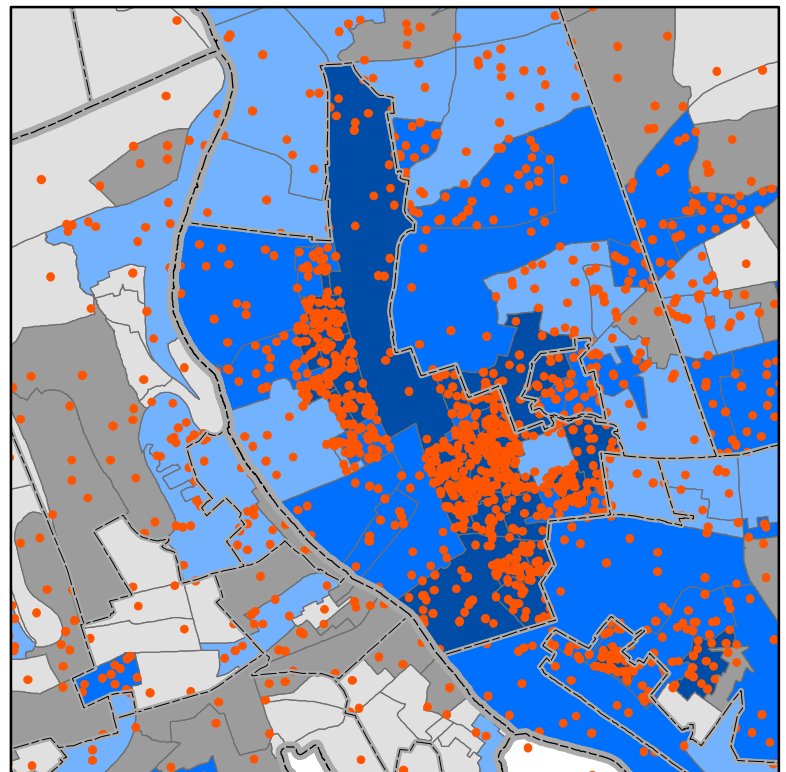
Map 3 Concentration of Minority Population



5 Miles

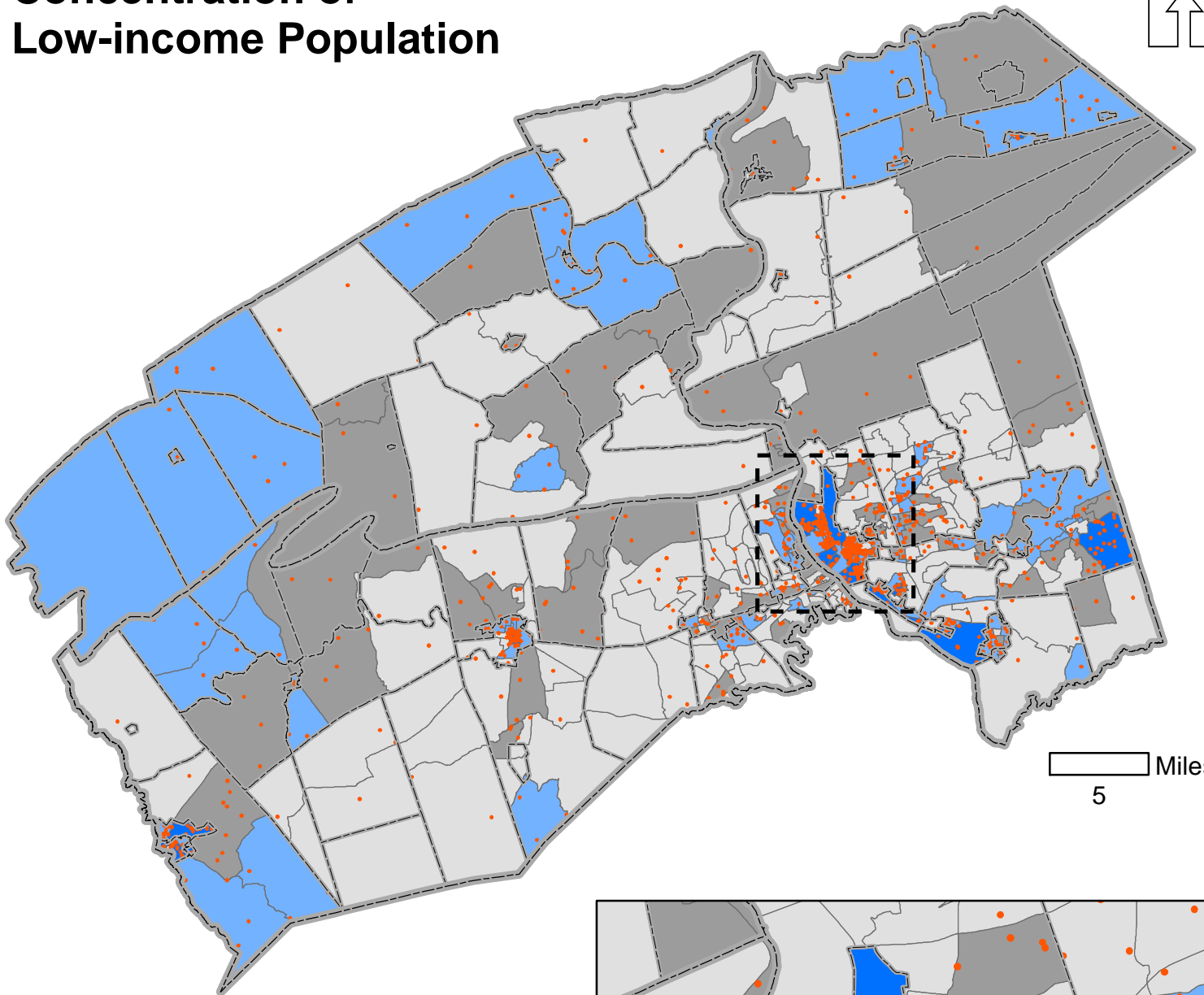
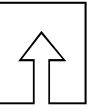
Minority by Block Group

-  Less than 10.09%
-  10.09 - 21.97%
-  21.98 - 42.78%
-  42.79 - 67.46%
-  Greater than 67.46%
-  1 Dot = 50
-  minority_c



Source:
2013-2017 American Community Survey 5-Year Estimates

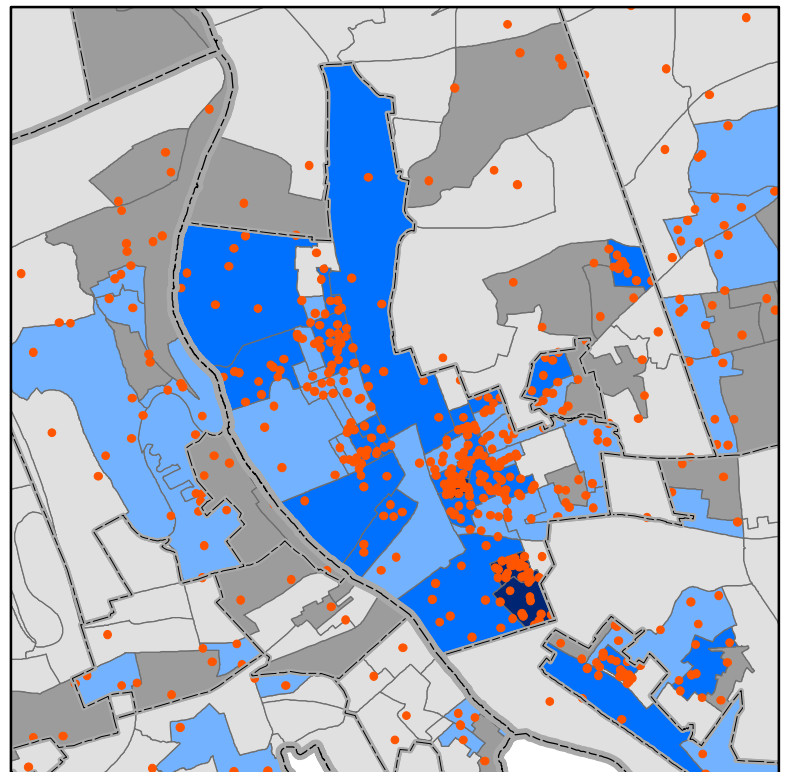
Map 4 Concentration of Low-income Population



5 Miles

Low-income by Block Group

- Less than 6.67%
- 6.68 - 10.51%
- 10.52 - 30.33%
- 30.34 - 52.55%
- Greater than 52.56%
- 1 Dot = 50
- poverty_cn



Source:
2013-2017 American Community Survey 5-Year Estimates

Assess Conditions

An accurate picture of our transportation program’s impact on environmental justice communities requires not just an examination of the projects being proposed over the next four fiscal years, but an assessment of the current conditions of the transportation system. Working cooperatively with PennDOT, a variety of indicators were compared to the distribution and concentration of environmental justice communities and are presented below. These assessments, and the resulting statistics, will allow HATS to gauge the impacts of Transportation Improvement Programs going forward, while helping to identify additional areas of need and gaps in our system. In addition to the following tables, maps showing the geographic distribution of the indicators are provided at the end of this document.

As previously mentioned, the regional threshold will not be solely used to identify specific communities as “environmental justice communities”. However, the regional average will still be referenced in some of the following analyses.

Table 5

Distribution of Poor Condition Bridges by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0% -10.08%	10.09% -21.97%	21.98% -42.78%	42.79% -67.46%	67.47% -98.09%	
Poor Condition Bridge Count	60	40	21	13	12	146
Percentage	41.1%	27.4%	14.4%	8.9%	8.2%	100%
Total Population	238,772	137,286	95,427	55,022	38,501	565,008
Total Population (in %)	42.3%	24.3%	16.9%	9.7%	6.8%	100%
Minority Population	10,641	20,866	29,977	29,367	33,313	124,164
Minority Population (in %)	8.6%	16.8%	24.1%	23.7%	26.8%	22%
Poor Condition Bridges Per 1000 Pop.	0.25	0.29	0.22	0.24	0.31	0.26

Table 6

Distribution of Poor Condition Bridges by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% -6.67%	6.68% -10.51%	10.52% -30.33%	30.34% -52.55%	52.56% -85.92%	
Poor Condition Bridge Count	36	43	32	32	3	146
Percentage	24.7%	29.5%	21.9%	21.9%	2.1%	100%
Total Population	269,883	129,432	122,760	39,362	3,571	565,008
Total Population (in %)	47.8%	22.9%	21.7%	7.0%	0.6%	100%
Below Poverty Population	16,617	9,432	9,898	9,100	12,372	57,419
Below Poverty Population (in %)	28.9%	16.4%	17.2%	15.8%	21.5%	10%
Poor Condition Bridges Per 1000 Pop.	0.13	0.33	0.26	0.81	0.84	0.26

As shown in Tables 5 and 6, there are 146 poor condition bridges in the HATS region, with 46 (31.5%) located within block groups with higher than average minority populations, and 67 (45.9%) located within block groups with higher than average low-income populations. Additionally, there are more poor condition bridges per 1,000 population in block groups with a percentage of low-income population over 30.33%.

Table 7
Distribution of Poor Pavement by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0% -10.08%	10.09% -21.97%	21.98% -42.78%	42.79% -67.46%	67.47% -98.09%	
Poor Pavement Mileage	67.84	84.04	9.06	15.29	16.88	193.11
Percentage	35.1%	43.5%	4.7%	7.9%	8.7%	100%
Total Population	238,772	137,286	95,427	55,022	38,501	565,008
Total Population (in %)	42.3%	24.3%	16.9%	9.7%	6.8%	100%
Minority Population	10,641	20,866	29,977	29,367	33,313	124,164
Minority Population (in %)	8.6%	16.8%	24.1%	23.7%	26.8%	22%
Poor Pavement Per 1000 Pop.	0.28	0.61	0.09	0.28	0.44	0.34

Table 8
Distribution of Poor Pavement by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% -6.67%	6.68% -10.51%	10.52% -30.33%	30.34% -52.55%	52.56% -85.92%	
Poor Pavement Mileage	31.86	76.73	31.37	43.90	9.25	193.11
Percentage	16.5%	39.7%	16.2%	22.7%	4.8%	100%
Total Population	269,883	129,432	122,760	39,362	3,571	565,008
Total Population (in %)	47.8%	22.9%	21.7%	7.0%	0.6%	100%
Below Poverty Population	16,617	9,432	9,898	9,100	12,372	57,419
Below Poverty Population (in %)	28.9%	16.4%	17.2%	15.8%	21.5%	10%
Poor Pavement Per 1000 Pop.	0.12	0.59	0.26	1.12	2.59	0.34

As shown in Tables 7 and 8, the HATS region has 193.11 miles of roads with poor pavement condition, with approximately 41.23 miles (24.4%) located within block groups with higher than average minority populations, and 84.52 (43.8%) located within block groups with higher than average low-income populations. Additionally, there are more mileage of poor condition pavement per 1,000 population in block groups with a percentage of low-income population over 30.33%.

Table 9

Distribution of Excellent Pavement by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0% -10.08%	10.09% -21.97%	21.98% -42.78%	42.79% -67.46%	67.47% -98.09%	
Excellent Pavement Mileage	262.48	199.79	41.01	21.25	12.98	537.51
Percentage	48.8%	37.2%	7.6%	4.0%	2.4%	100%
Total Population	238,772	137,286	95,427	55,022	38,501	565,008
Total Population (in %)	42.3%	24.3%	16.9%	9.7%	6.8%	100%
Minority Population	10,641	20,866	29,977	29,367	33,313	124,164
Minority Population (in %)	8.6%	16.8%	24.1%	23.7%	26.8%	22%
Excellent Pavement Per 1000 Pop.	1.10	1.46	0.43	0.39	0.34	0.95

Table 10

Distribution of Excellent Pavement by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% -6.67%	6.68% -10.51%	10.52% -30.33%	30.34% -52.55%	52.56% -85.92%	
Excellent Pavement Mileage	193.83	208.24	67.63	59.40	8.41	537.51
Percentage	36.1%	38.7%	12.6%	11.1%	1.6%	100%
Total Population	269,883	129,432	122,760	39,362	3,571	565,008
Total Population (in %)	47.8%	22.9%	21.7%	7.0%	0.6%	100%
Below Poverty Population	16,617	9,432	9,898	9,100	12,372	57,419
Below Poverty Population (in %)	28.9%	16.4%	17.2%	15.8%	21.5%	10%
Excellent Pavement Per 1000 Pop.	0.72	1.61	0.55	1.51	2.36	0.95

As shown in Tables 9 and 10, the HATS region has 537.51 miles of roads with excellent pavement condition, with approximately 75.24 miles (14.0%) located within block groups with higher than average minority population, and 135.44 (25.2%) located within block groups with higher than average low-income populations. Additionally, there are less mileage of excellent condition pavement per 1,000 population in block groups with higher than average minority population. And in comparison to Table 8, which showed there is more mileage of poor condition pavement per 1,000 population in block groups with a percentage of low-income population over 30.33%, Table 10 shows there is more mileage of excellent condition pavement per 1,000 population in those same block groups.

Table 11

Distribution of Bicycle & Pedestrian related crashes by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0% -10.08%	10.09% -21.97%	21.98% -42.78%	42.79% -67.46%	67.47% -98.09%	
Bike-Pedestrian Crash Count	92	206	90	233	296	917
Percentage	10.0%	22.5%	9.8%	25.4%	32.3%	100%
Total Population	238,772	137,286	95,427	55,022	38,501	565,008
Total Population (in %)	42.3%	24.3%	16.9%	9.7%	6.8%	100%
Minority Population	10,641	20,866	29,977	29,367	33,313	124,164
Minority Population (in %)	8.6%	16.8%	24.1%	23.7%	26.8%	22%
Crashes Per 1000 Pop.	0.39	1.50	0.94	4.23	7.69	1.62

Table 12

Distribution of Bicycle & Pedestrian related crashes by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% -6.67%	6.68% -10.51%	10.52% -30.33%	30.34% -52.55%	52.56% -85.92%	
Bike-Pedestrian Crash Count	193	191	203	251	79	917
Percentage	21.0%	20.8%	22.1%	27.4%	8.6%	100%
Total Population	269,883	129,432	122,760	39,362	3,571	565,008
Total Population (in %)	47.8%	22.9%	21.7%	7.0%	0.6%	100%
Below Poverty Population	16,617	9,432	9,898	9,100	12,372	57,419
Below Poverty Population (in %)	28.9%	16.4%	17.2%	15.8%	21.5%	10%
Crashes Per 1000 Pop.	0.72	1.48	1.65	6.38	22.12	1.62

As shown in Tables 11 and 12, there were 917 crashes involving a bicycle or pedestrian within the HATS region, with 619 (67.5%) occurring within block groups with higher than average minority populations, and 533 (58.1%) occurring within block groups with higher than average low-income populations. The tables also show significantly higher crashes per 1000 population in block groups with minority population percentages higher than 42.78 and low-income population percentages higher than 30.33%.

Table 13

Distribution of Injury & Fatal related crashes by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0% -10.08%	10.09% -21.97%	21.98% -42.78%	42.79% -67.46%	67.47% -98.09%	
Injury-Fatal Crash Count	4,090	6,232	2,181	3,240	2,385	18,128
Percentage	22.6%	34.4%	12.0%	17.9%	13.2%	100%
Total Population	238,772	137,286	95,427	55,022	38,501	565,008
Total Population (in %)	42.3%	24.3%	16.9%	9.7%	6.8%	100%
Minority Population	10,641	20,866	29,977	29,367	33,313	124,164
Minority Population (in %)	8.6%	16.8%	24.1%	23.7%	26.8%	22%
Crashes Per 1000 Pop.	17.13	45.39	22.86	58.89	61.95	32.08

Table 14

Distribution of Injury & Fatal related crashes by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% -6.67%	6.68% -10.51%	10.52% -30.33%	30.34% -52.55%	52.56% -85.92%	
Injury-Fatal Crash Count	6,779	4,684	4,014	2,219	432	18,128
Percentage	37.4%	25.8%	22.1%	12.2%	2.4%	100%
Total Population	269,883	129,432	122,760	39,362	3,571	565,008
Total Population (in %)	47.8%	22.9%	21.7%	7.0%	0.6%	100%
Below Poverty Population	16,617	9,432	9,898	9,100	12,372	57,419
Below Poverty Population (in %)	28.9%	16.4%	17.2%	15.8%	21.5%	10%
Crashes Per 1000 Pop.	25.12	36.19	32.70	56.37	120.97	32.08

As shown in Tables 13 and 14, there were 18,128 crashes resulting in a serious injury or fatality within the HATS region, with 7,806 (43.1%) occurring within block groups with higher than average minority populations, and 6,665 (36.8%) located within block groups with higher than average low-income populations. The tables also show significantly higher crashes per 1000 population in block groups with minority population percentages higher than 42.78 and low-income population percentages higher than 30.33%.

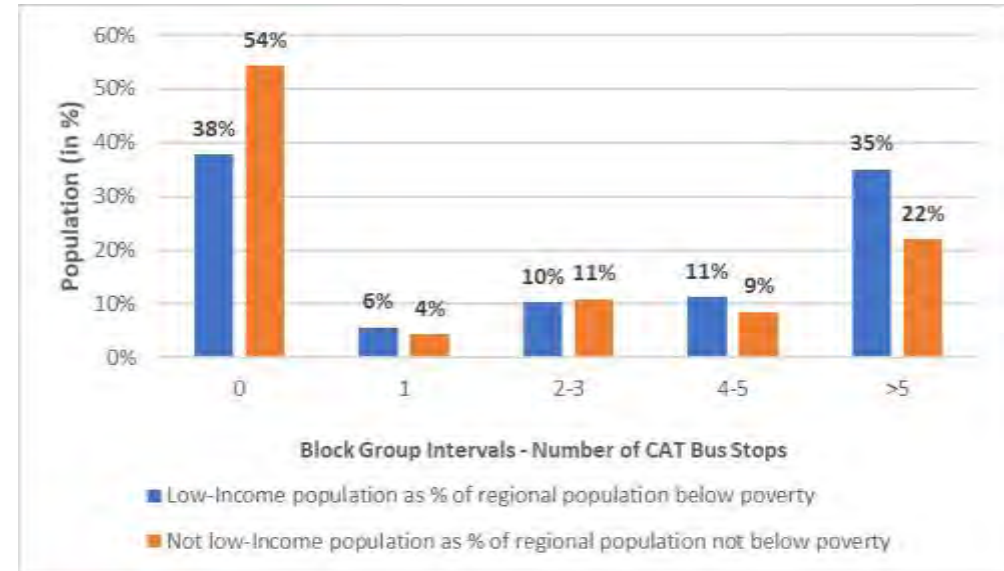
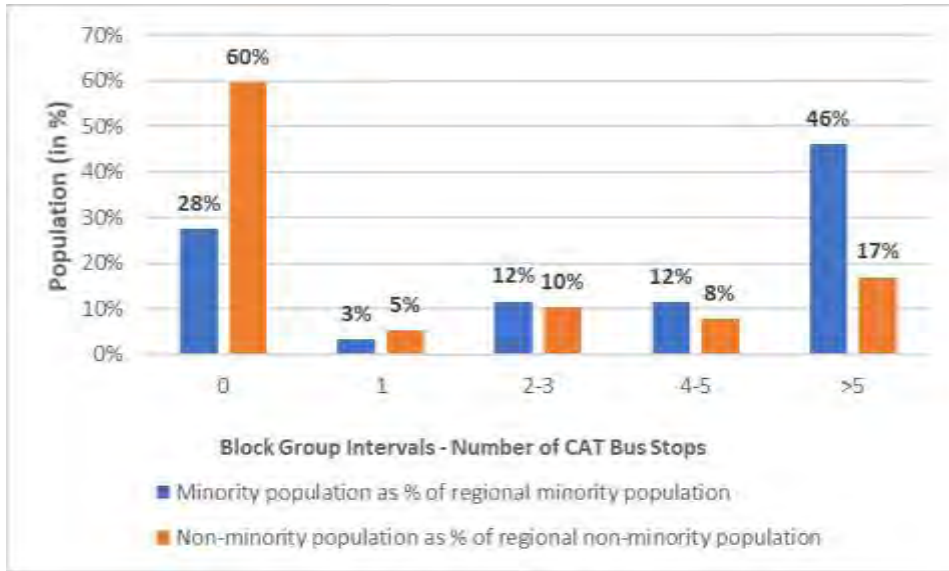


Figure 1. Access to Transit by Minority Population

Figure 2. Access to Transit by Low-income Population

As shown in Figure 1, approximately 60% of the non-minority population and 28% of the minority population lives within a block group with no designated CAT bus stops, while approximately 46% of the minority population and 17% of the non-minority population lives within a block group with more than 5 designated CAT bus stops. As shown in Figure 2, approximately 54% of the non-low-income population and 38% of the low-income population lives within a block group with no designated CAT bus stops, while approximately 35% of the low-income population and 27% of the non-low-income population lives within a block group with more than 5 designated CAT bus stops.

The analysis shown in the preceding tables shows poor condition bridges and pavement, as well as bike/ped and serious injury/fatal crashes, are more prevalent in areas with higher concentrations of minority and/or low-income populations. Some of those issues are addressed in the proposed 2021-2024 Transportation Improvement Program, and some are going to require further monitoring and analysis to accurately understand what is causing those differences and how best to mitigate. This analysis is one step in the ongoing process to ensure environmental justice is achieved through our transportation program, whether through subsequent Transportation Improvement Programs, further updates to our Regional Transportation Plan, or supplemental studies.

Benefits and burdens

The benefits that the transportation improvement program can provide include improved access, mobility, safety and environmental quality. The burdens of the program can be a reduction in any of those areas to a community. Many transportation projects require a trade-off between those aspects of the transportation system and the distribution of the benefits and burdens. For example, a project that decreases congestion along one corridor can improve access, mobility, and safety for those who use that corridor, while decreasing the environmental quality for those that live or work along that corridor. Increased safety may require a trade off in access or mobility, and increased access may bring mobility concerns. These impacts can vary both community to community, and among populations or individuals within a single community. Benefits and burdens analysis in respect to environmental justice is done to ensure that the benefits of transportation investment are being shared equally and that the burdens created by new projects are not being borne by one part of the public over another.

Types of projects and distribution

While there is no singular, all-encompassing analysis that shows the environmental justice impacts a transportation improvement program will have, one method is to examine how the distribution of projects and allocation of funding compares to the location of our region’s environmental justice populations. [Maps 5 and 6](#) show this distribution, while the analysis that follows discusses how funding was allocated among project categories in census block groups below and above the regional average for minority and low-income population.

The draft 2021-2024 Highway & Bridge and Interstate TIPs total \$808,467,591 (excluding line-items) and include identified roadway and bridge projects, Bike/Ped projects, intermodal projects, line items, and interstate projects. The draft 2021-204 Transit TIP includes projects totaling \$65,473,466 which are dedicated to maintaining the existing transit and paratransit service for the Harrisburg Region. HATS also traditionally flexes a portion of the federal CMAQ funds allocation to CAT to assist in providing quality transit service. Any increases in transit funding will allow for additional bus routing and stops, thus expanding the availability of alternative transportation and increasing mobility to access employment opportunities and health services.

Table 13

Distribution of Programmed Dollars, by Project Category

Project Category	Minority Only		Poverty Only		Both		Neither		Total
	Amount	%	Amount	%	Amount	%	Amount	%	
Bike/Ped	\$0	0.0%	\$0	0.0%	\$3,232,272	84.0%	\$617,436	16.0%	\$3,849,708
Bridge	\$0	0.0%	\$26,086,923	21.4%	\$38,680,274	31.7%	\$57,082,009	46.8%	\$121,849,206
Intermodal	\$0	0.0%	\$985,000	100.0%	\$0	0.0%	\$0	0.0%	\$985,000
Roadway	\$18,615,921	20.2%	\$38,221,002	41.6%	\$16,343,250	17.8%	\$18,778,356	20.4%	\$91,958,529
Subtotal	\$18,615,921	8.5%	\$65,292,925	29.9%	\$58,255,796	26.6%	\$76,477,801	35.0%	\$218,642,443
Interstate	\$147,123,454	24.9%	\$0	0.0%	\$442,701,694	75.1%	\$0	0.0%	\$589,825,148
All Projects	\$165,739,375	20.5%	\$65,292,925	8.1%	\$500,957,490	62.0%	\$76,477,801	9.5%	\$808,467,591

As shown in Table 13, approximately 65.0% of 2021-2024 Highway & Bridge TIP funding is allocated to projects located within a census block group with minority and/or low-income populations that exceed the regional average. Bridges represent the majority of funding allocated within block groups that have minority and low-income populations below the regional average. The need to maintain current facilities and continue making

progress regarding PM2 requires investments in poor condition bridges, which are predominantly located within block groups with minority or low-income populations below the regional average, as is shown in Table 5.

Because of the location and associated funding amounts of the Interstate Program, it has been considered and presented separately for this analysis. Significant investment (more than twice the amount of the Highway & Bridge TIP) is being made, which skews any examination of funding allocation, as shown in Table 13. The Interstate Program will be discussed in more detail later in the analysis.

There are 41 bridge projects programmed for preservation, rehabilitation, or replacement work totaling \$121,849,206. The distribution of bridge projects is such that 21.4% of the funding is within census block groups with higher than average low-income populations and 31.7% of funding is within census block groups with higher than average minority and low-income populations.

There are 21 roadway/highway improvement projects programmed for the TIP totaling \$91,958,529. The distribution of these projects is such that 79.6% of the funding is within a block group with a minority and/or low-income population above the regional population.

There is one intermodal project programmed totaling \$985,000, which is located within a block group with a low-income population higher than the regional average. In addition to these, several line items or projects with locations yet-to-be-determined are included on the draft 2021-2024 TIP, including BRT Signal Preemption, Rolling Stock Replacement, and CAT Employment Access. All three of these items will increase the access to and efficiency of our region's public transportation system.

There are three bike/ped projects programmed totaling \$3,849,708. Two of these projects are located within census block groups that have higher than average minority and low-income populations. The third project (the Lemoyne Bottleneck Improvements) is located adjacent to a census block with higher than average minority and low-income populations and will substantially improve bicycle and pedestrian access and safety between the City of Harrisburg and the Borough of Lemoyne. In addition to these, several line items or projects with locations yet-to-be-determined are included on the draft 2021-2024 TIP, including the RTP Implementation Program and HATS Bike Share. These bike/ped projects, and the intermodal projects discussed above, are particularly relevant because they offer residents a transportation option that does not require a car, thus improving the accessibility and mobility of the local population.

The interstate program includes five projects totaling \$589,825,148. Of the five, four projects are located within block group with higher than average minority and low-income populations, and one is located within a block group with higher than average minority population. These projects provide capacity improvements, reduce congestion and delays, and improve safety to the system, and reduce the environmental impact of traffic on the interstate.

Significant Interstate Projects

For the HATS 2021-2024 TIP the vast majority of projects will not require significant right-of-way acquisition, require the displacement of people, or cause burdens on the mobility, access, or environmental health of any community or population group. This is because the vast majority of the HATS Highway & Bridge TIP is proposed to be programmed to maintain or enhance the existing transportation system.

The major exceptions to this are the projects associated with I-83 on the Interstate TIP (MPMS 92931, 97828, 113357, 113378, 113380) which will improve and significantly reconfigure the Eisenhower Interchange and expand I-83 to the South Bridge, which is an identified freight route and high congestion corridor. While all of these projects are in different stages of development, none have progressed past preliminary phases in which right-of-way impacts and potential takings have been finalized but will be addressed throughout the project development process when identified.

While this projects will require displacement, they is also propose to improve the operations of the multiple interchanges and over-/under-passes, while also adding bicycle and pedestrian improvements, which would improve the mobility of both the impacted block group and other nearby populations. It should be noted that these projects pass through block groups with a total population of 18,112, a minority population of 11,180, and low-income population of 2,218. Overall these project will have widespread benefits for both the region and the state.

Moving Forward

Our condition assessment identified bridge and pavement condition disparities in per 1000 population rates within areas with higher than average concentrations of low-income populations. While this doesn't necessarily indicate adverse or disparate impact, it is important to monitor moving forward. In our proposed program, 53.2% of the bridge funding and 59.4% of the roadway funding is located within those block groups. The impact of those projects will be better gauged in the Environmental Justice Analysis done for future TIP and Regional Transportation Plan updates.

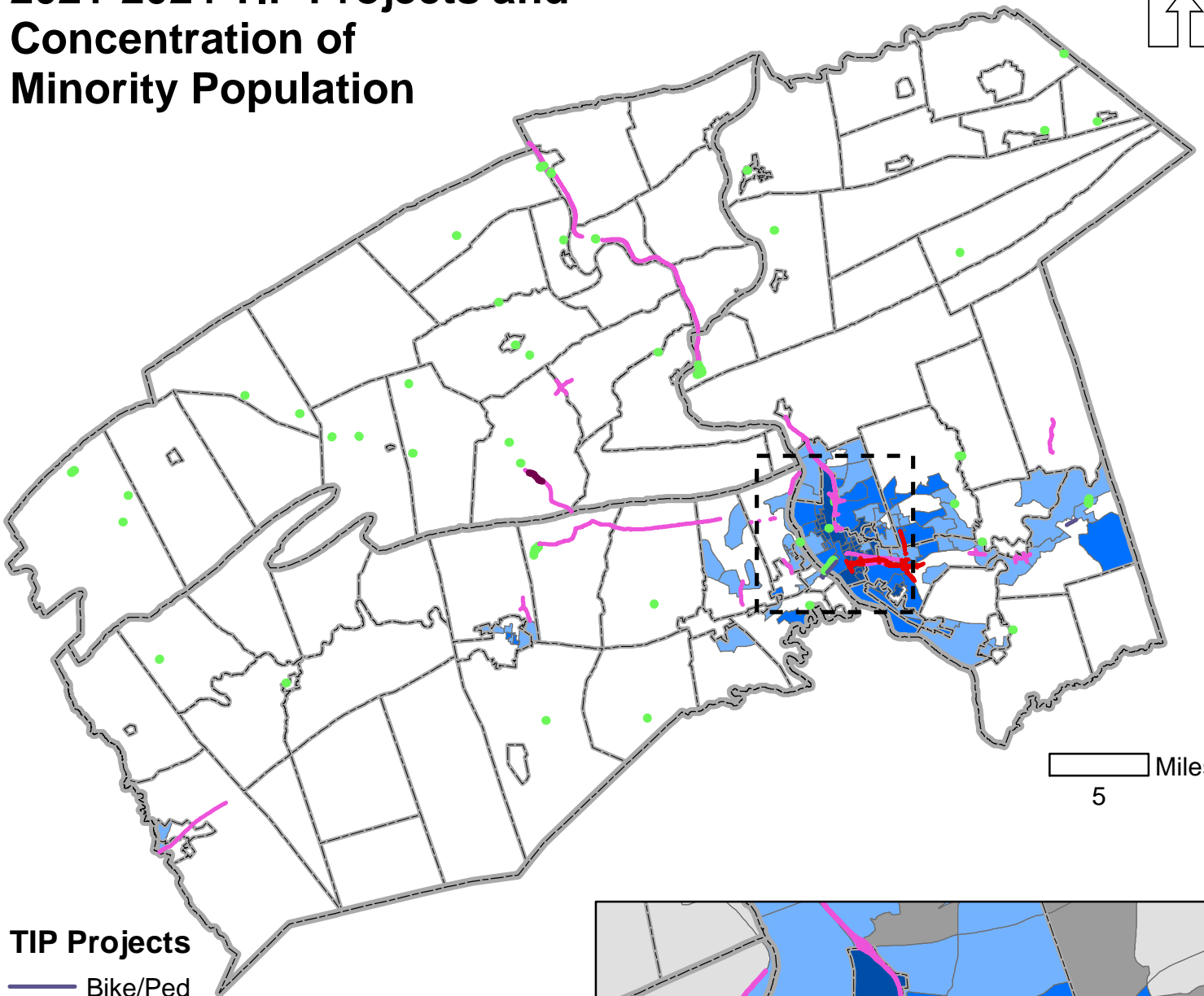
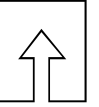
Disparities in crash rates were also apparent in the analysis. The overall program distribution indicates significant amounts of project will be located in areas with higher than average concentrations of minority and low-income populations. Virtually every project has some aspect of safety built in, whether it is labeled as a roadway improvement or bike/ped project. As such, our Transportation Improvement Program will address safety within those block groups. Like the bridge and roadway projects referenced above, the impacts of the proposed projects on these indicators will be better understood with more analysis.

This analysis is a snapshot of the current conditions and how this proposed program will address them. Environmental Justice is incorporated into the evaluation criteria of our RTP Project Pipeline, which prioritizes locally identified transportation needs, and our RTP Project List. No statistical analysis provides a complete picture. Our understanding of how the condition of our transportation system and our transportation programs impact and achieve environmental justice will continue to evolve over time. As that understanding of the causes improves, so does our ability mitigate or address them.

Conclusion

The majority (35%) of project funding proposed for the 2021-2024 Transportation Improvement Program is located within block groups with higher than average minority and/or low-income populations. The majority of project funding located outside these block groups is due to bridge projects meant to address asset management concerns and continue progress on Performance Measure 2. While some statistical disparities were made apparent during the condition assessment conducted as part of this analysis, the 2021-2024 Transportation Improvement Program will not exacerbate them and will provide an equitable distribution of benefits and burdens.

Map 5 2021-2024 TIP Projects and Concentration of Minority Population



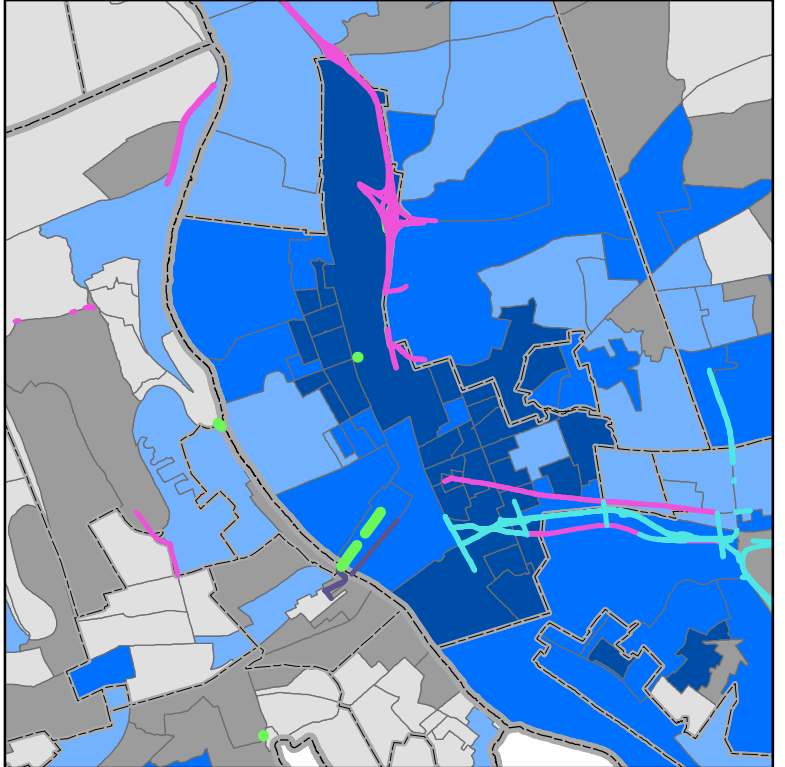
5 Miles

TIP Projects

- Bike/Ped
- Bridge
- Intermodal
- Interstate
- Roadway

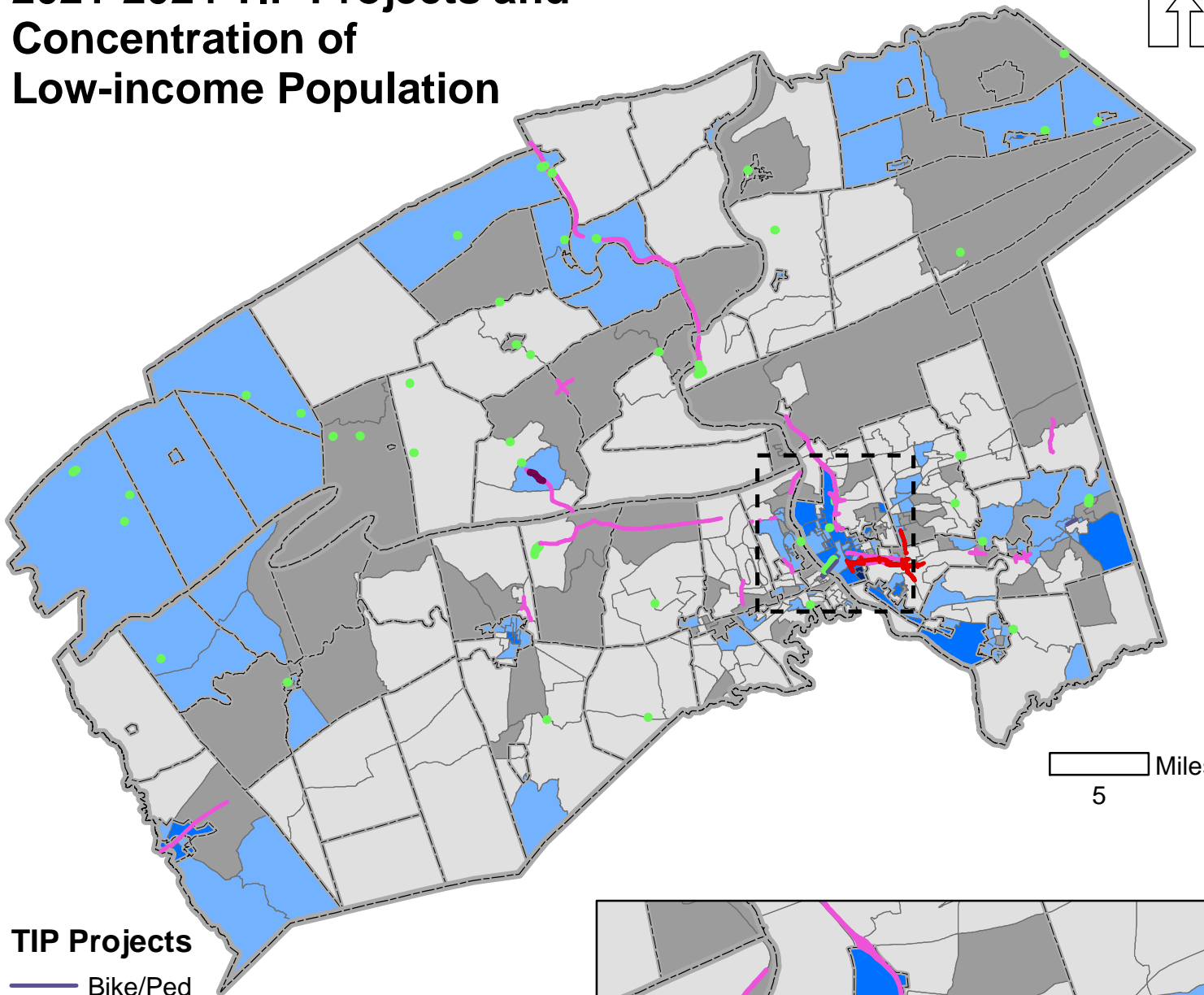
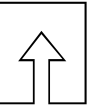
Minority by Block Group

- Less than 10.09%
- 10.09 - 21.97%
- 21.98 - 42.78%
- 42.79 - 67.46%
- Greater than 67.46%



Source:
2013-2017 American Community Survey 5-Year Estimates

Map 6 2021-2024 TIP Projects and Concentration of Low-income Population



5 Miles

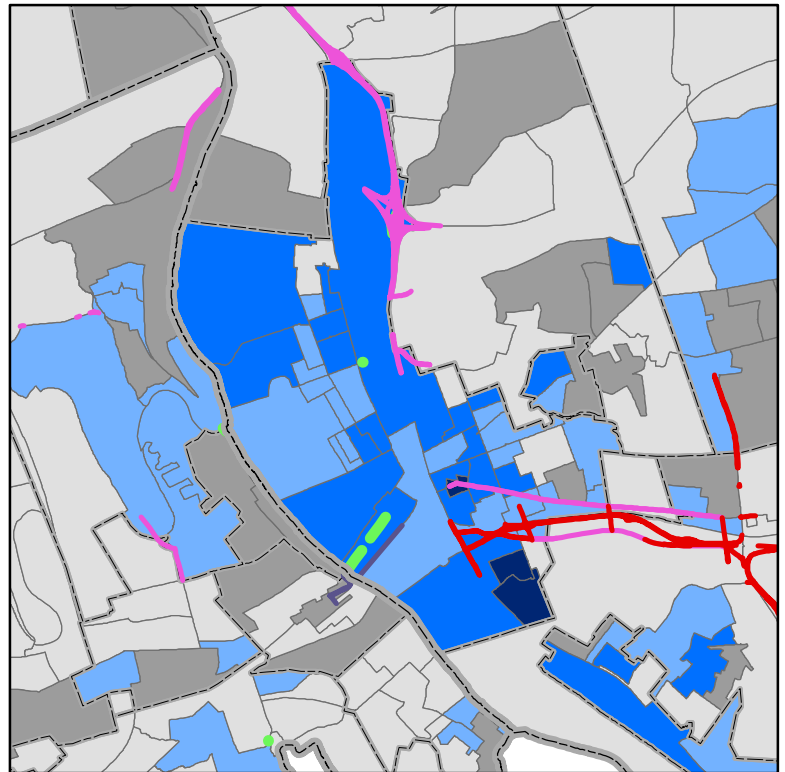
TIP Projects

- Bike/Ped
- Bridge
- Intermodal
- Interstate
- Roadway

Low-income by Block Group

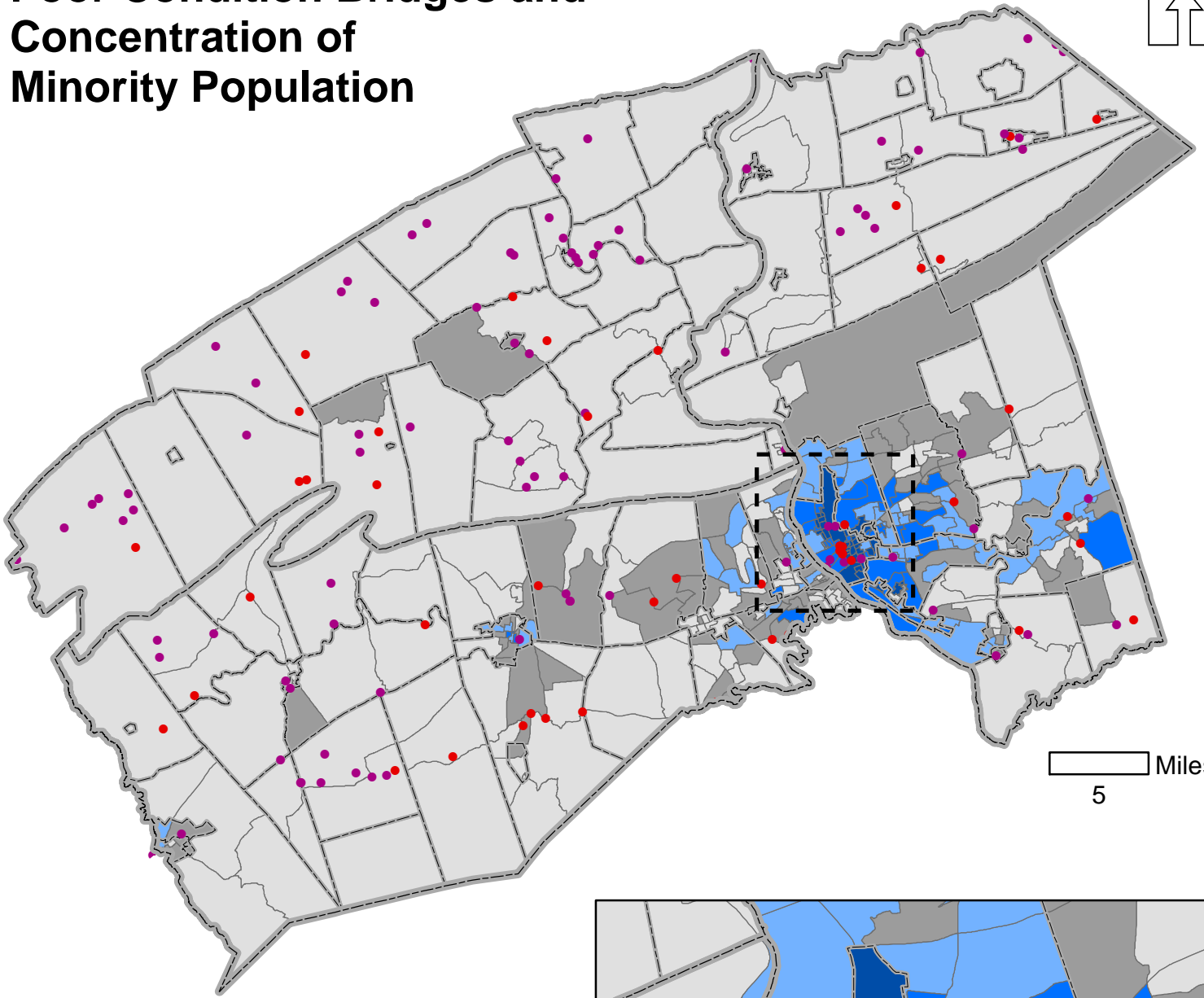
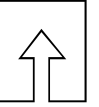
- Less than 6.67%
- 6.68 - 10.51%
- 10.52 - 30.33%
- 30.34 - 52.55%
- Greater than 52.56%

Source:
2013-2017 American Community Survey 5-Year Estimates
Pennsylvania Crash Information Tool (2013 - 2017)








Map A

Poor Condition Bridges and Concentration of Minority Population





5 Miles

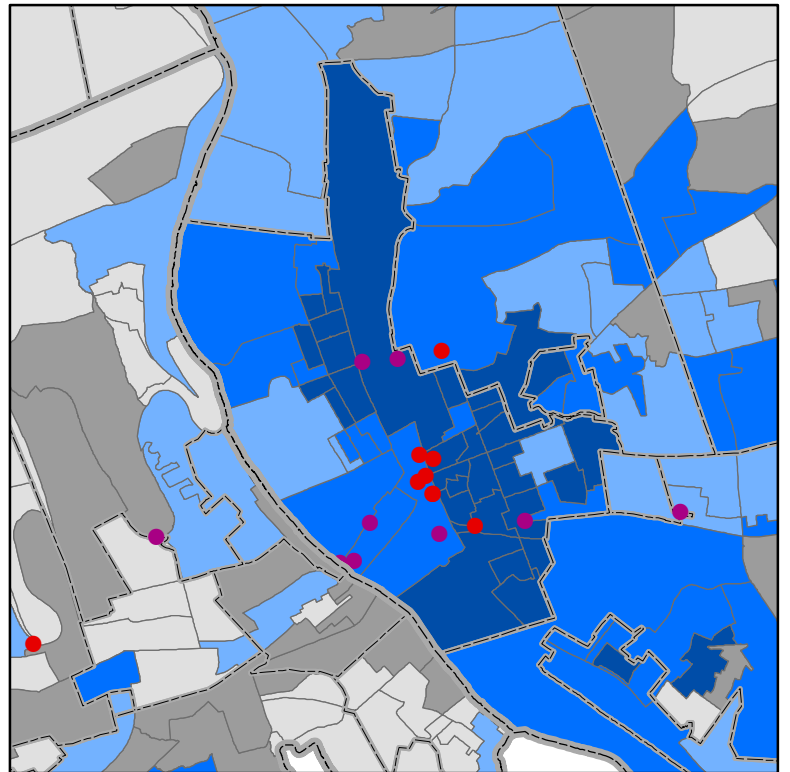
Minority by Block Group

-  Less than 10.09%
-  10.09 - 21.97%
-  21.98 - 42.78%
-  42.79 - 67.46%
-  Greater than 67.46%

Poor Condition Bridges

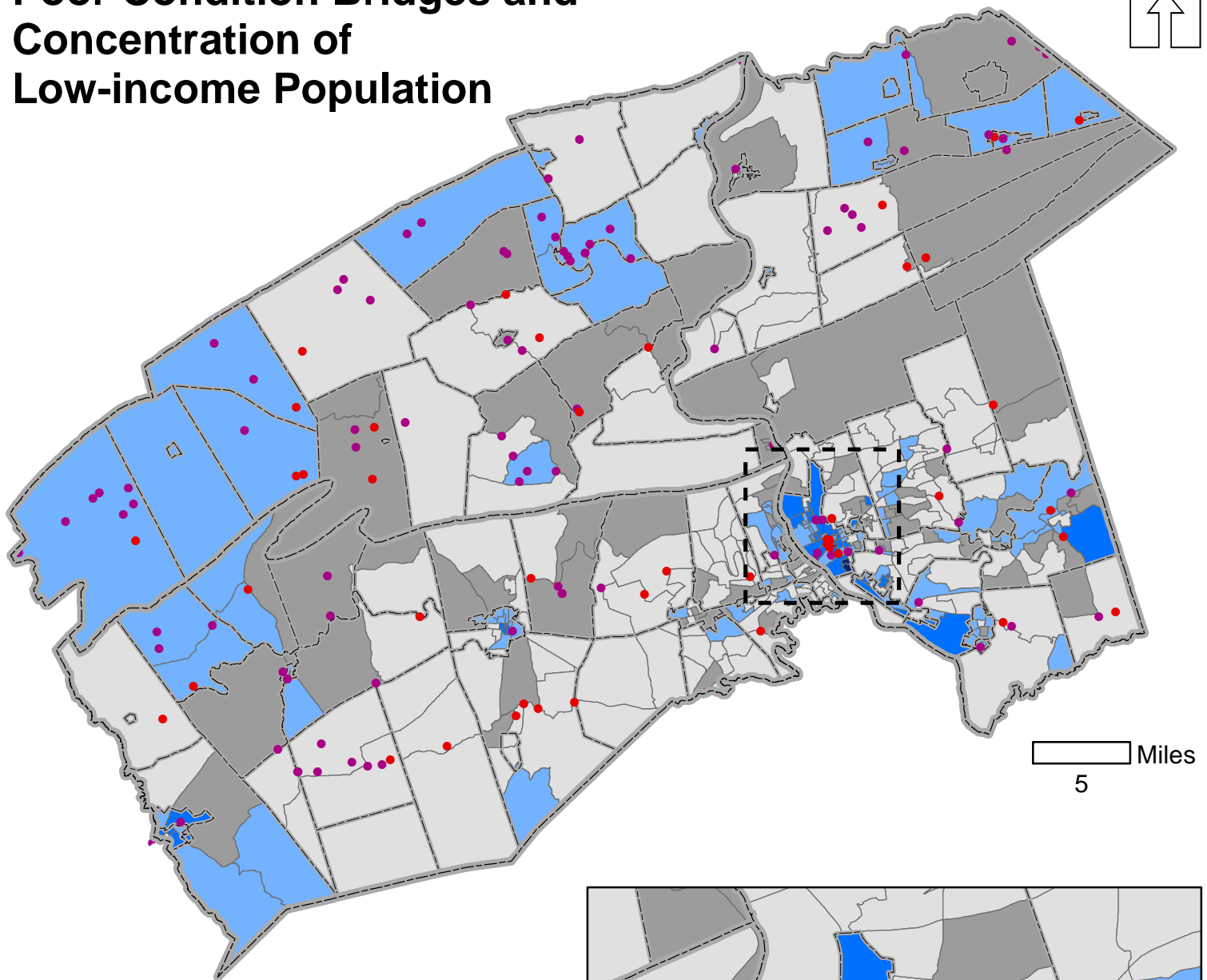
-  Locally Owned
-  State Owned

Source:
2013-2017 American Community Survey 5-Year Estimates
Pennsylvania Crash Information Tool (2013 - 2017)

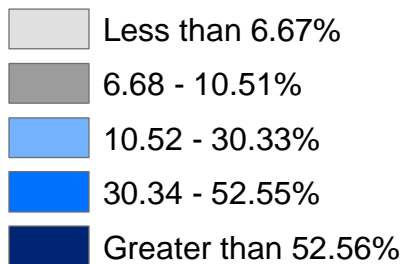


Map B

Poor Condition Bridges and Concentration of Low-income Population



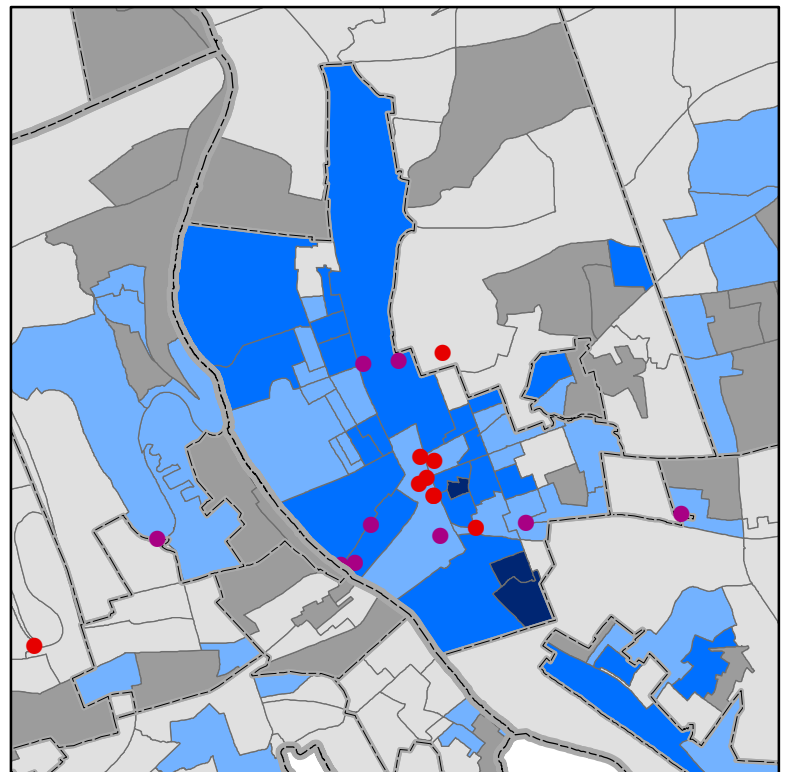
Low-income by Block Group



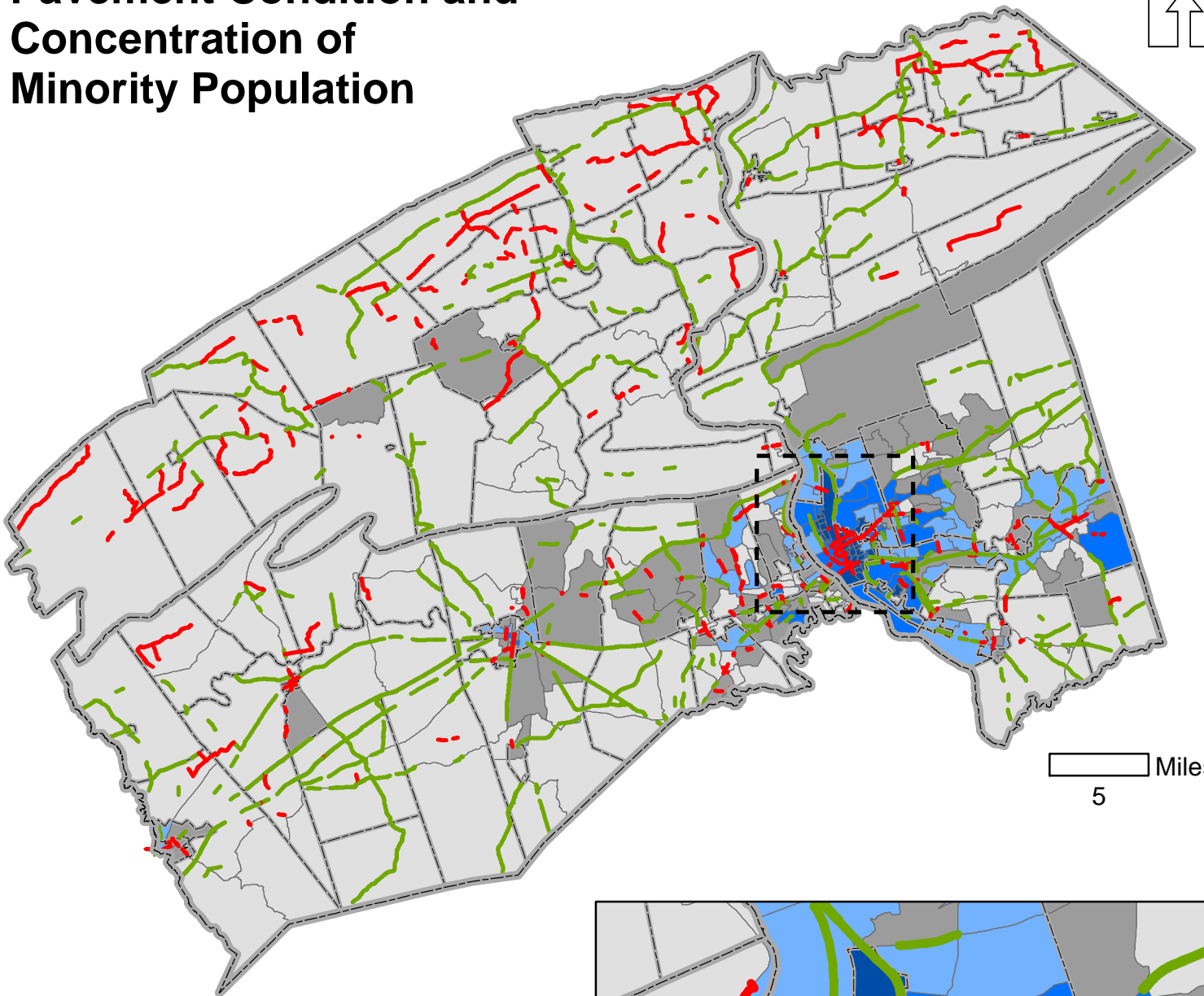
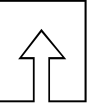
Poor Condition Bridges

- Locally Owned
- State Owned

Source:
2013-2017 American Community Survey 5-Year Estimates
Pennsylvania Crash Information Tool (2013 - 2017)



Map C Pavement Condition and Concentration of Minority Population



5 Miles

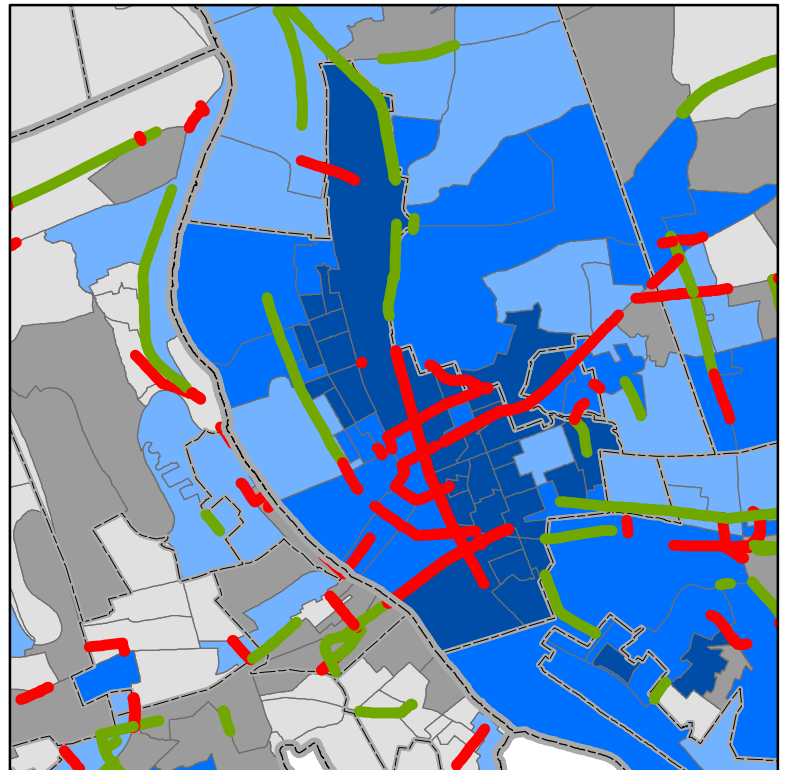
Minority by Block Group

- Less than 10.09%
- 10.09 - 21.97%
- 21.98 - 42.78%
- 42.79 - 67.46%
- Greater than 67.46%

Pavement Condition

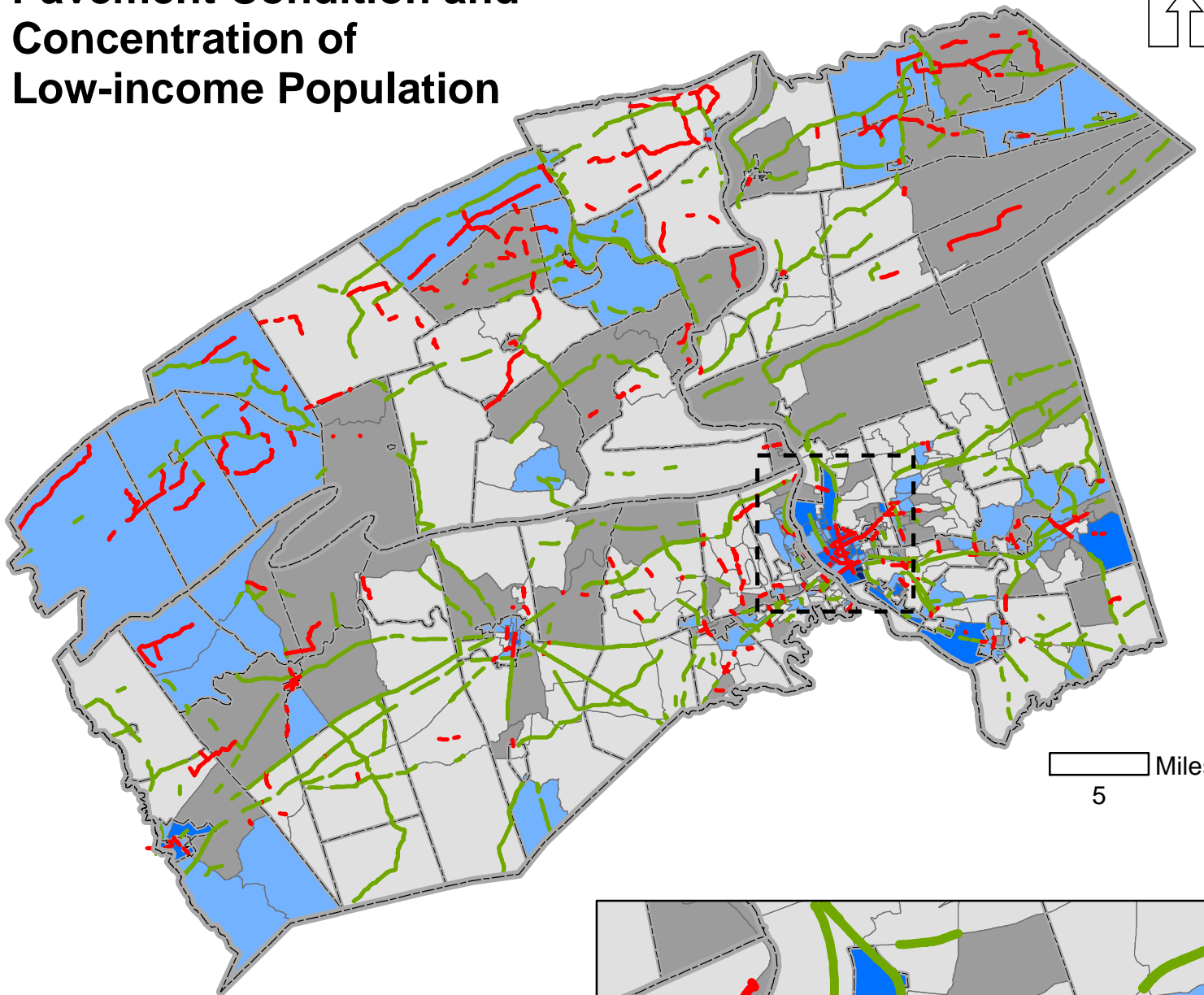
- Excellent
- Poor

Source:
2013-2017 American Community Survey 5-Year Estimates
Pennsylvania Crash Information Tool (2013 - 2017)








Map D

Pavement Condition and Concentration of Low-income Population



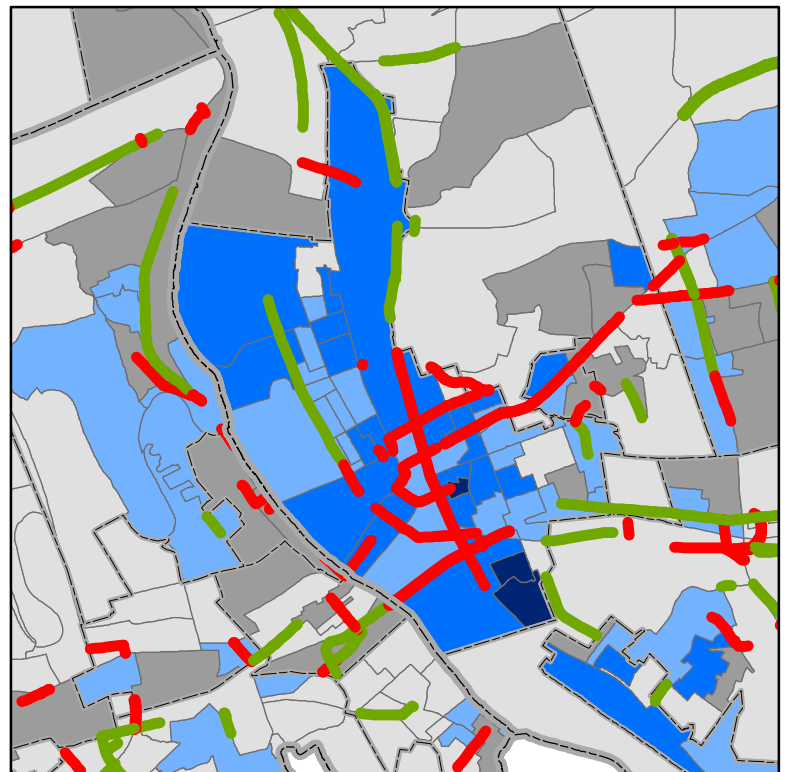
Low-income by Block Group

-  Less than 6.67%
-  6.68 - 10.51%
-  10.52 - 30.33%
-  30.34 - 52.55%
-  Greater than 52.56%

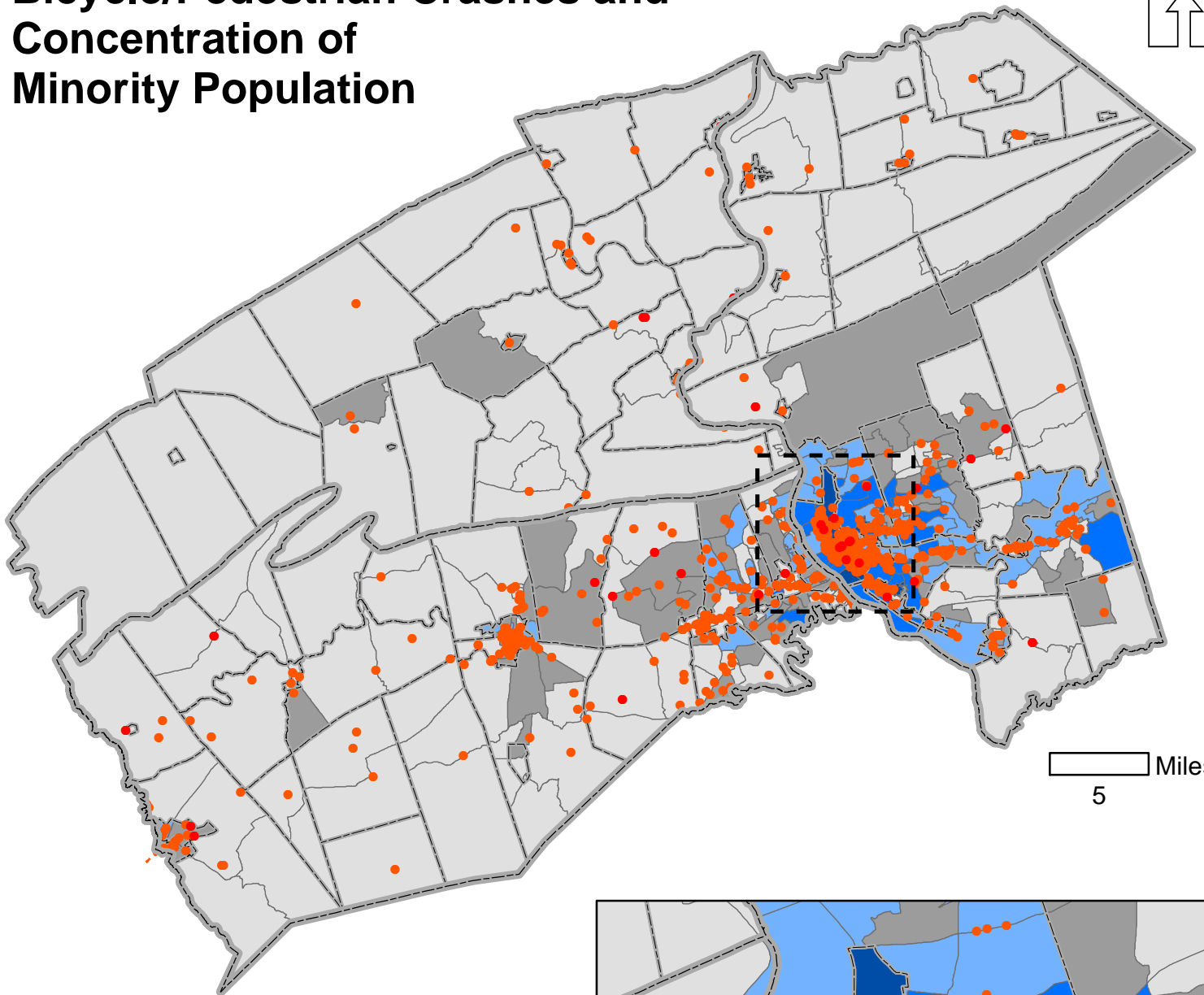
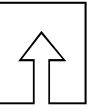
Pavement Condition

-  Excellent
-  Poor

Source:
2013-2017 American Community Survey 5-Year Estimates
Pennsylvania Crash Information Tool (2013 - 2017)



Map E Bicycle/Pedestrian Crashes and Concentration of Minority Population

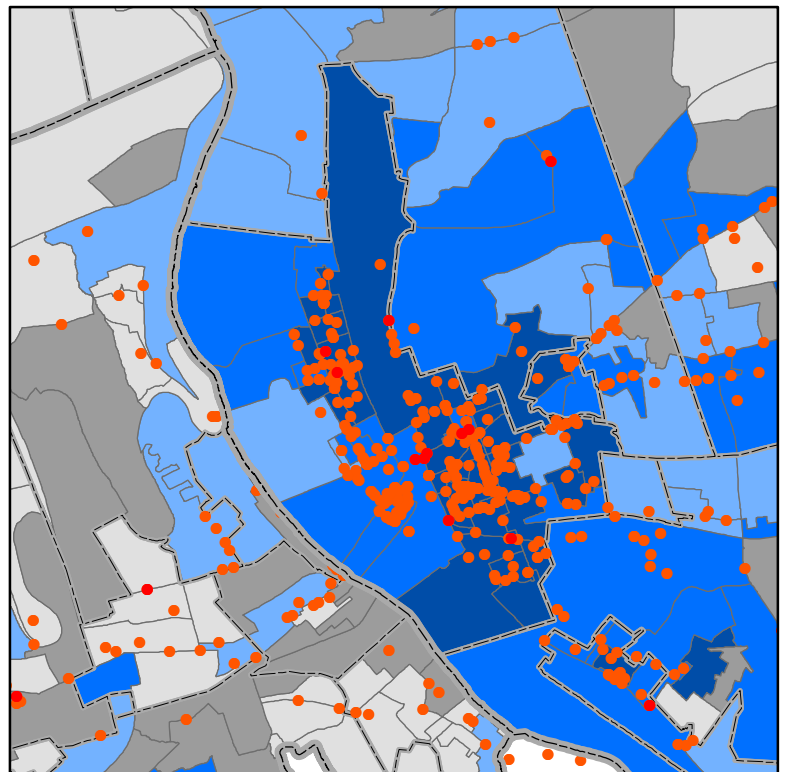


5 Miles

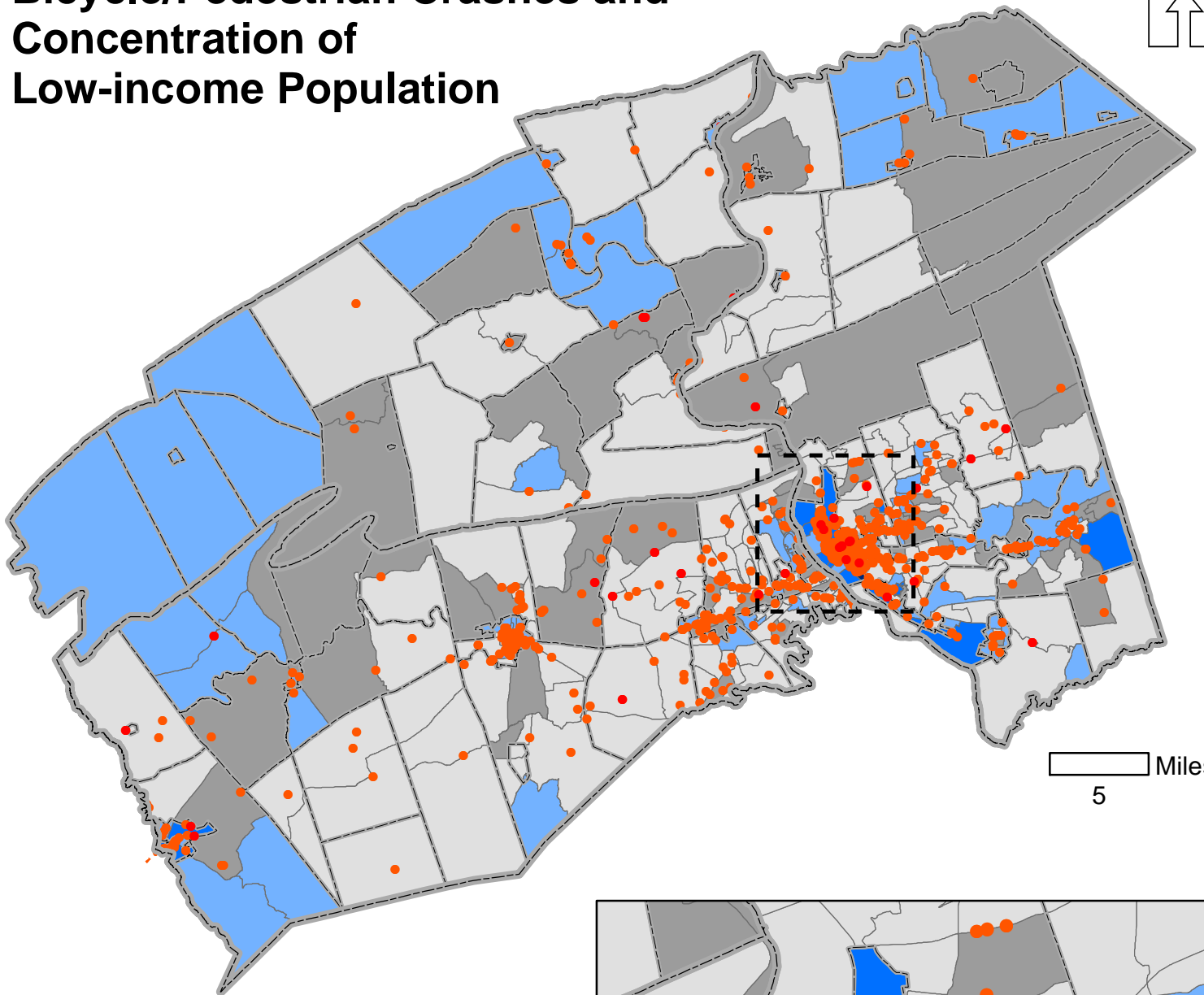
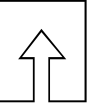
Minority by Block Group

- Less than 10.09%
- 10.09 - 21.97%
- 21.98 - 42.78%
- 42.79 - 67.46%
- Greater than 67.46%
- Fatal Bicycle/Pedestrian Crash
- Bicycle/Pedestrian Crash

Source:
2013-2017 American Community Survey 5-Year Estimates
Pennsylvania Crash Information Tool (2013 - 2017)



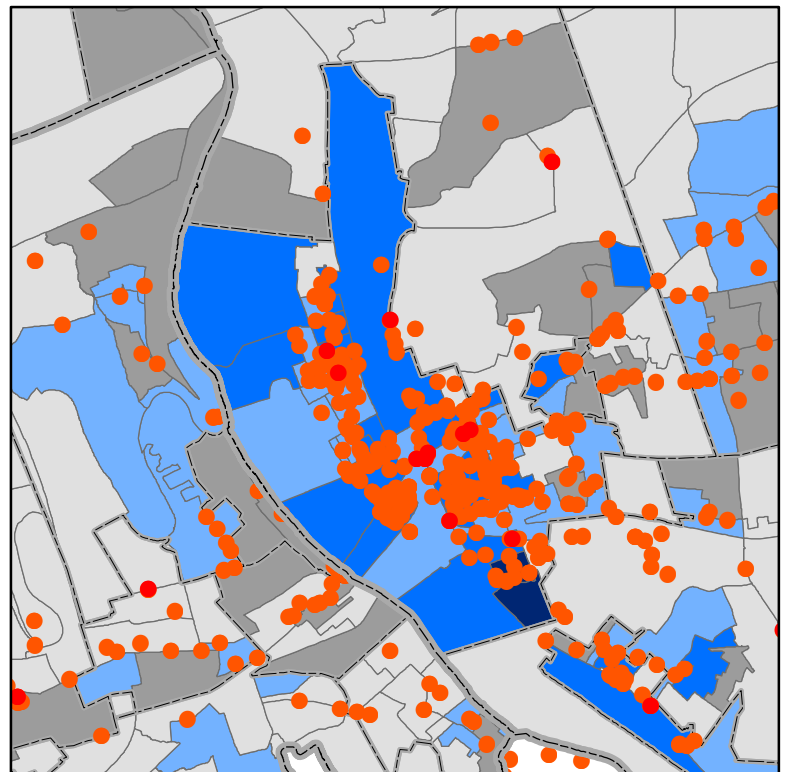
Map F Bicycle/Pedestrian Crashes and Concentration of Low-income Population



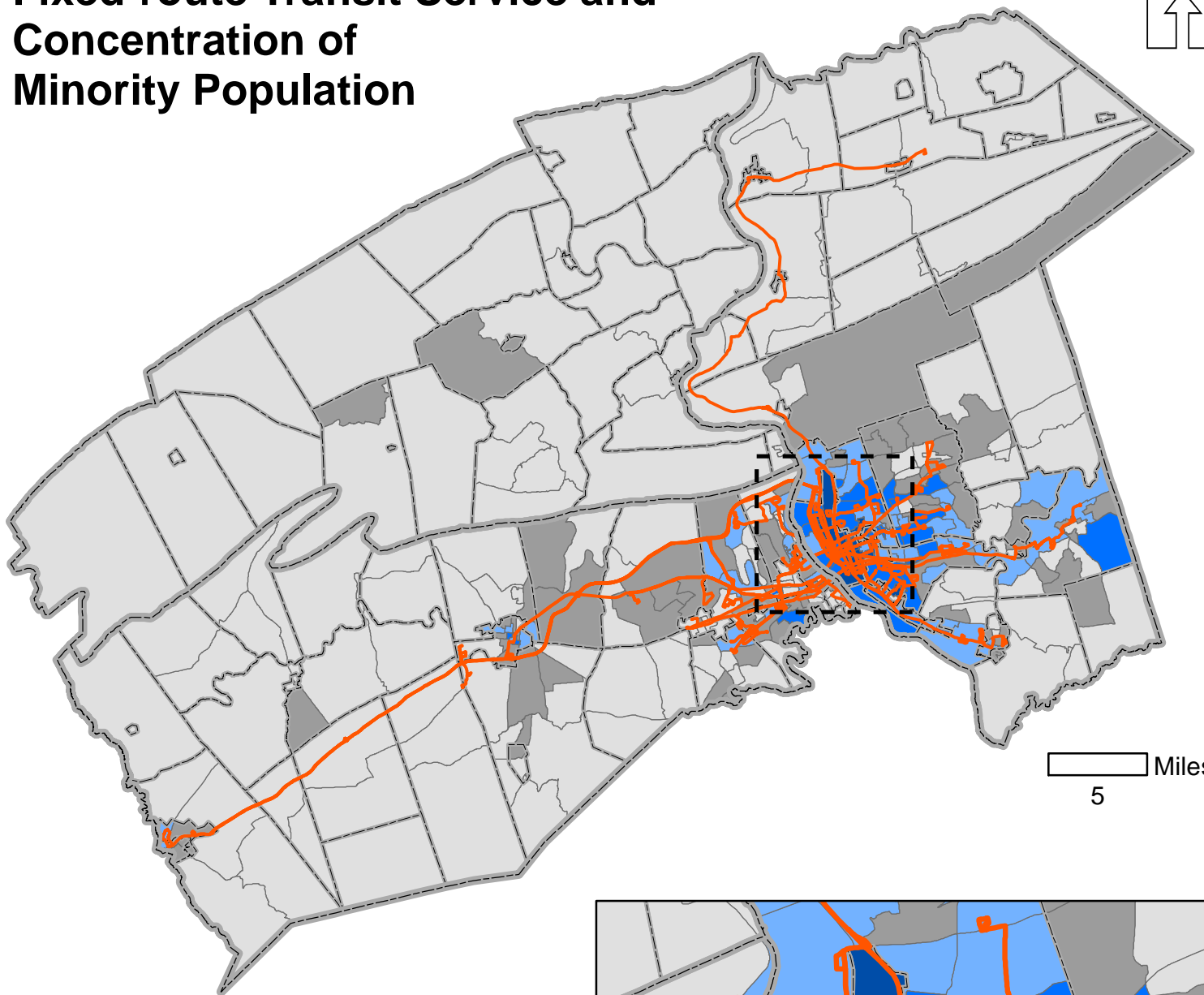
Low-income by Block Group

- Less than 6.67%
- 6.68 - 10.51%
- 10.52 - 30.33%
- 30.34 - 52.55%
- Greater than 52.56%
- Fatal Bicycle/Pedestrian Crash
- Bicycle/Pedestrian Crash

Source:
2013-2017 American Community Survey 5-Year Estimates
Pennsylvania Crash Information Tool (2013 - 2017)



Map G Fixed-route Transit Service and Concentration of Minority Population

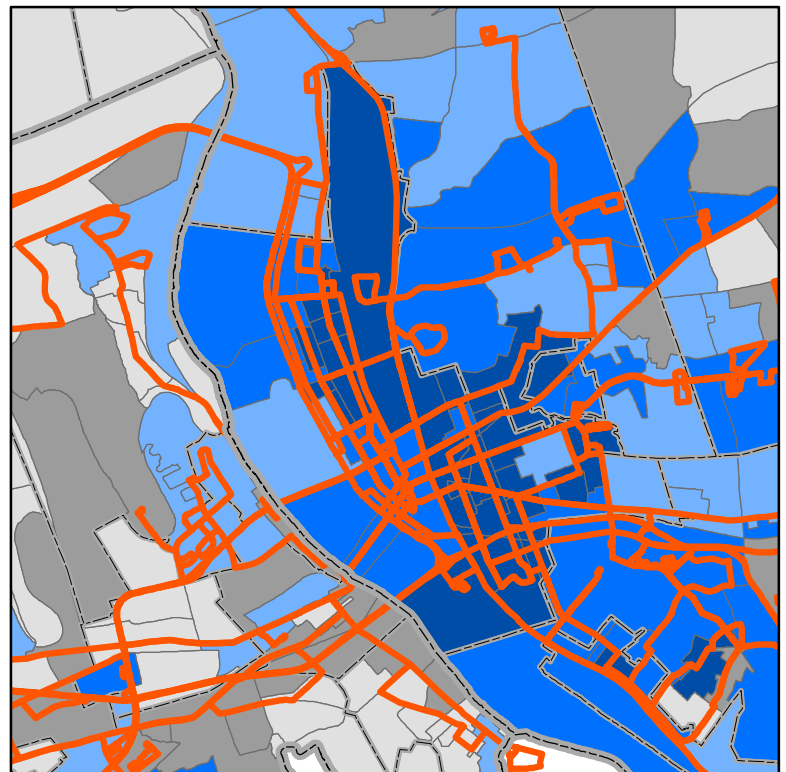


Minority by Block Group

- Less than 10.09%
- 10.09 - 21.97%
- 21.98 - 42.78%
- 42.79 - 67.46%
- Greater than 67.46%

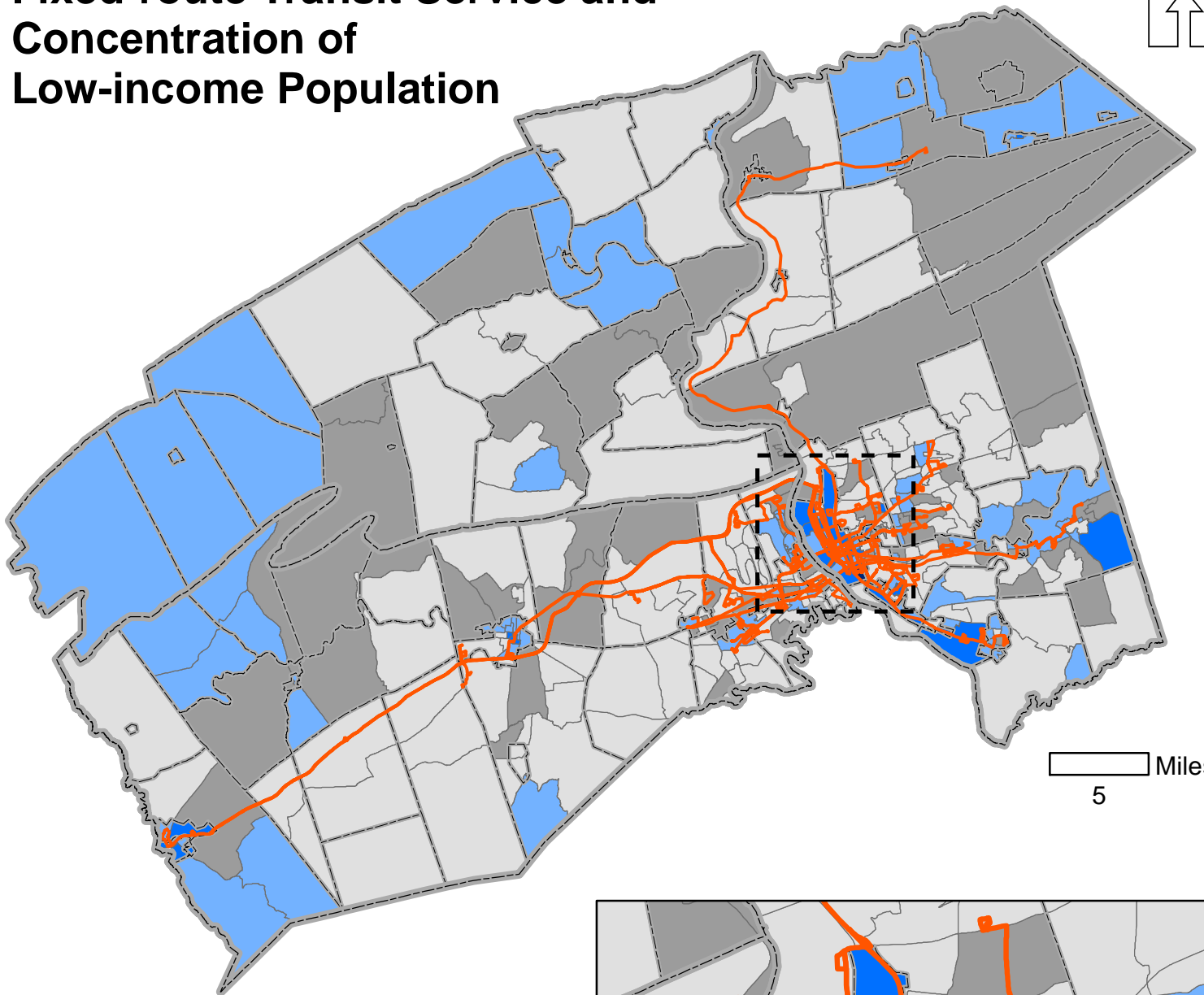
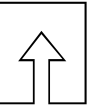
Transit Service

- CAT Routes



Source:
2013-2017 American Community Survey 5-Year Estimates

Map H Fixed-route Transit Service and Concentration of Low-income Population



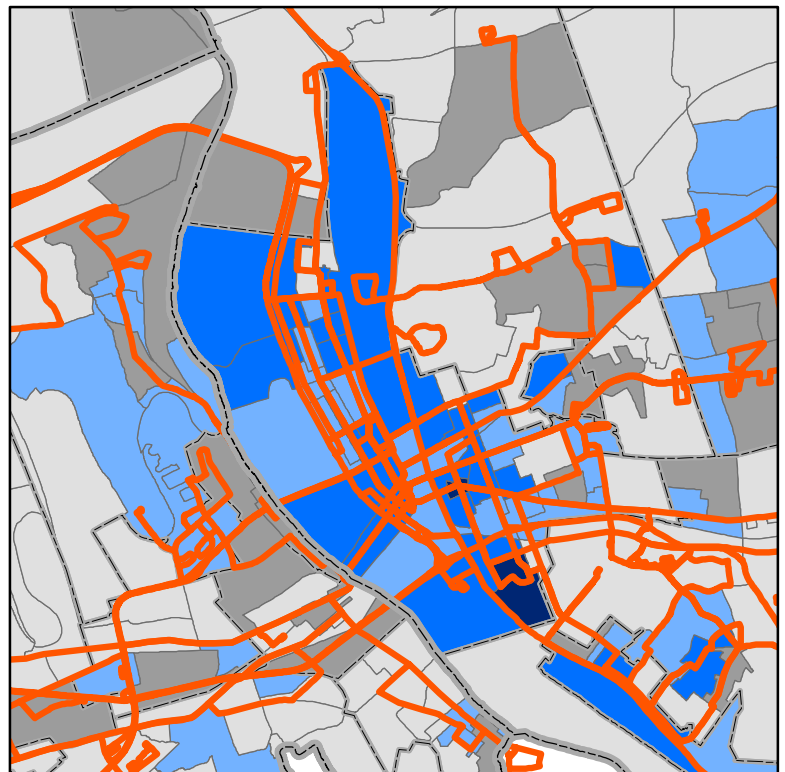
5 Miles

Low-income by Block Group

- Less than 6.67%
- 6.68 - 10.51%
- 10.52 - 30.33%
- 30.34 - 52.55%
- Greater than 52.56%

Transit Service

- CAT Routes



Source:
2013-2017 American Community Survey 5-Year Estimates