

**UNIFIED PLANNING WORK
PROGRAM
(UPWP)**

FY 2022 - 2024

July 1, 2022 – June 30, 2024

**HARRISBURG AREA TRANSPORTATION STUDY
(HATS)**

Technical Committee Recommendation:
December 3, 2021

Coordinating Committee Approval:
December 17, 2021

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Overview

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

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

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

Introduction

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

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

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

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

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

Entity/Agency	Number of Votes	
	Coordinating Committee	Technical Committee
PennDOT	2	2
Cumberland County	2	2
Dauphin County	2	2
Perry County	2	2
Harrisburg City	2	2
Capital Area Transit	1	1

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

Partnering Agency Roles

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

The Pennsylvania Department of Transportation (PennDOT) works cooperatively with TCRPC in carrying out all of its transportation planning activities, and is responsible for a number of activities that affect the transportation planning process, most prominently the development of a statewide long-range plan and twelve-year plan. PennDOT also develops a Statewide Transportation Improvement Program (STIP), which combines the HATS TIP with all other MPO and RPO TIPs across the state. Accordingly, PennDOT participates actively in the process by which projects are prioritized and included in the region’s TIP.

PennDOT has the lead responsibility for developing statewide management systems and processes as recommended by ISTEA and carried forward in TEA-21, SAFETEA-LU, MAP-21, and FAST federal legislation. These data systems and processes aid HATS in identifying

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transportation needs and include congestion management, bridge management, intermodal management, pavement management, safety, public transportation and traffic monitoring data. HATS is responsible for development and enhancement of the regional congestion management process (CMP) and intermodal management system (IMS), which are dependent on these data sets, and then coordinated statewide.

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

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

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

Program Responsibilities

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

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

Activity	Required Update Cycle	Last Adopted	Next Adoption (Targeted)	FY 2022-2024 UPWP (Year 1 or 2)
Federal TMA Planning Certification Review	4 years	5/25/2021	5/25/2025	
Unified Planning Work Program (UPWP)	2 years	1/24/2020	12/17/2021	2
Regional Transportation Plan (RTP) *	4 years	9/24/2021	9/27/2025	2

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Activity	Required Update Cycle	Last Adopted	Next Adoption (Targeted)	FY 2022-2024 UPWP (Year 1 or 2)
Transportation Improvement Program (TIP) *	2 years	6/26/2020	6/24/2022	2
Federal Obligation Report	annually	12/17/2021	12/16/2022	1 / 2
Performance Measures Monitoring	annually	2/26/2021	2/25/2022	1 / 2
Congestion Management Process Plan (CMP)	As needed	6/23/2017	6/30/2023	1
Coordinated Public Transit - Human Services Plan	As needed	12/18/2015	6/30/2023	1
Bicycle Ped Study/Active Transportation Plan	As needed	9/26/2014	9/22/2023	1
Regional Freight Plan	As needed	9/22/2017	9/27/2025	
Public Participation Plan (including Limited English Proficiency)	As needed	9/24/2021	9/27/2025	
Environmental Justice Plan (EJ)** (benefits and burdens analysis)	As needed	9/24/2021	6/24/2022	2
Title VI Policy & Procedures	As needed	2/28/2014	12/17/2021	

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

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

Federal Planning Factors

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

- (1) Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the **safety** of the transportation system for motorized and non-motorized users;
- (3) Increase the **security** of the transportation system for motorized and non-motorized users;
- (4) Increase **accessibility and mobility** of people and freight;
- (5) Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system **management and operation**;
- (8) Emphasize the **preservation** of the existing transportation system;
- (9) Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and **tourism**.

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

Statewide Transportation Improvement Program (STIP) Planning Findings

A Planning Finding is a formal action taken by FTA and FHWA to ensure that STIPs and TIPs are developed according to statewide and metropolitan planning processes consistent with required statutory and regulatory planning and related provisions. A Planning Finding is an opportunity to highlight what works well and what needs improvement in a statewide or metropolitan planning process. The most recent Planning Finding, for the FFY 2021-2024 program, made the following recommendations for integration into the statewide and regional planning and programming processes:

- (1) Improve the LRTP update and agency coordination by scheduling a coordination meeting at least 30 months prior to the LRTP deadline. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation air quality requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources.
- (2) PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.
- (3) PennDOT work with MPOs/RPOs and transit agencies to integrate the transit safety performance targets and Public Transportation Agency Safety Plans into the STIP/TIP and LRTP.
- (4) Better align and utilize the public outreach efforts that are conducted for the TYP with the STIP/TIP development process. The STIP and TYP are complementary in many ways, with the STIP serving as the first four years of the TYP and the State Transportation Commission (STC) taking formal action to adopt both documents at one time. In addition, PennDOT needs to evaluate and seek to improve public notification, awareness and access to the STC meetings, agendas, and materials under consideration. Evaluate the effectiveness of virtual public involvement (VPI) tools and consider adding VPI techniques to Public Participation Plans.
- (5) PennDOT further build on progress enhancing the air quality conformity process by updating the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity (March 2014) to document the entire AQ conformity process for TIPs and LRTPs, describe roles and responsibilities, and include new program enhancements. In addition, MPOs/RPOs coordinate closely with PennDOT as they begin their LRTP update process to provide for sufficient time to accommodate the AQ conformity process and interagency coordination.

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- (6) Continue to expand membership in the State Freight Work Group to include private stakeholders and encourage the Freight Work Group to serve in an advisory role per the guidance in 49 U.S.C. 70201. Potential public and private stakeholders may include, but are not limited to, cargo carriers and logistics companies, and safety, community, energy, and environmental stakeholders.
- (7) As required by FTA, the entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. There do not appear to be projects using Section 5337 funds programmed on the Harrisburg or Lancaster TIPs despite those UZAs being apportioned Section 5337 formula funds. Similarly, Keystone related projects using Section 5307 funds do not appear on the Harrisburg and Lancaster TIPs. FTA and FHWA recommend that PennDOT coordinate with the MPOs associated with the three UZAs where the funding originates to program Keystone Corridor projects on their respective TIPs in compliance with the MOU.

Planning Certification Review

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

The following list summarizes the areas in the draft 2021 certification review report warranting closer attention through work program activities, which are incorporated into the proposed work program activities of this FY 2022-2024 UPWP:

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

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

Work Program Development

As part of previous STIP planning findings, greater collaboration and participation with PennDOT and FHWA was recommended for the development of UPWPs. In response to this directive, beginning in August, HATS staff gathered input for the work program from PennDOT Central Office staff, PennDOT District 8-0, PennDOT Bureau of Public Transportation, Capital Area Transit/rabbitransit (SRTA), tribal consultation and the HATS Technical and Coordinating Committees regarding the specifics of upcoming work program activity. These stakeholders were encouraged to review the current program provided and suggest any additional regional planning initiatives that may address emerging and/or localized issues. From this input, a preliminary draft was provided in September to the HATS Technical and Coordinating Committees for their feedback and ultimate authorization to provide the draft UPWP to FHWA for review and comment in October. Comments from the FHWA review were then integrated into a final draft UPWP provided for HATS adoption on December 17, 2021.

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Program Highlights

The primary focus areas proposed for the FY 2022-2024 UPWP include:

- (1) *Performance measures and targets* – coordination with PennDOT, CAT, and other appropriate agencies to continue data collection and analysis requirements for safety, congestion, freight, transit, and internal data management for HATS. More emphasis will be given in Year 1 to this task. 2020 Census data will be incorporated into the base demographics supporting the establishment of performance measures and targets as it becomes available, most likely during Year 1.
- (2) *Implementation of priorities identified in the adopted RTP* – ongoing expansion of data to support environmental mitigation strategies and mobility needs, land use policies defined in the *Regional Growth Management Plan* (RGMP), periodic collaboration with the established workgroups, as well as participation in *PennDOT Connects* as it supports the RGMP, RTP and HATS program and project development process. An active transportation plan will be developed during Year 1, and Year 2 will kick-off the next RTP update and include development of the next TIP (2025-2028).
- (3) *Collaboration with neighboring MPOs and PennDOT* on items of mutual interest – including benefits/burdens analysis, resiliency and storm water mitigation, regional travel demand modelling and congestion management planning, freight planning, and expansion of traffic incident management (TIM) teams. A coordinated regional public transit-human services plan will also be developed. More emphasis will be given in Year 1 to this task.

Detailed program task descriptions proposed for FY 2022-2024 are provided in the next section. Unless specifically stated as occurring exclusively in Year 1 or Year 2, all program tasks can be assumed to be taking place in both Year 1 and Year 2. Previous work accomplished through the annual work program is documented as part of the HATS Annual Report, which can be found on our website (<https://www.tcrpc-pa.org/publications>). Ongoing monthly progress reports are also provided to Tri-County Regional Planning Commission, the County Planning Commissions, as well as PennDOT Central Office for invoicing documentation.

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

The total budget for the regular FY 2022-2024 UPWP is \$2,252,500 for the two (2) year program period, equivalent to an annual program amount of \$1,126,250. This represents a 2% increase in funding levels from the previous UPWP. Within the framework of available financial and staff resources, this work program effectively addresses HATS' key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue of special need vital to the orderly growth and development of the HATS area.

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Task Descriptions

TASK I. MPO ADMINISTRATION

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

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

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

Products:

- Notification, coordination and documentation of MPO meetings
- Distribution of MPO meeting materials (not less than 5 working days prior to MPO meeting), required MPO documentation/minutes (within 30 working days after meetings), and MPO program work product through the TCRPC website
- Preparation of monthly progress reports, invoices, contracts and monitoring, including Commuter Services (SRTP) invoice processing
- Updated planning agreements, as necessary
- MPO/County Continuity of Operations Plan (COOP) updates
- Coordination of current transportation program with neighboring MPOs and other partnering organizations
- Annual audits and financial reports
- Preparation of HATS 2024-2026 UPWP
- General transit planning program administration and support, as requested
- A Safety/Drug/Alcohol Plan will be maintained in the workplace

Partnering Agencies:

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

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Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	157,675	110,880	15,260	15,540	12,180	3,815
Year 2	157,675	110,880	15,260	15,540	12,180	3,815

TASK II. REGIONAL TRANSPORTATION PLAN

A. Public Participation & Outreach

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

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

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

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

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

Products:

- Local government notifications and advertisements sent to 103 municipalities

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- Annual Obligation Report and general Annual Report of the MPO, distributed electronically and made available in hard copy
- Timely email blasts as well as four (4) newsletters, distributed electronically and made available in hard copy
- Updated content and information on the TCRPC website, HATS page
- Active Twitter and Facebook feeds, as well as YouTube access to meeting videos
- Media coverage with a diverse selection of print, radio, and television outlets
- Continue to be a resource for those requesting information on the transportation planning process and the region
- Mapping as needed to support planning and project development
- Outreach programs as described in the Public Participation Plan, including use of Zoom, GIS, and story maps
- Evaluation of information as described in the Public Participation Plan, including limited English proficiency, environmental justice activities and tribal consultation, to ensure all stakeholders have the opportunity to be involved
- Update and maintenance of a Title VI program plan document to ensure non-discriminatory procedures are implemented (including age and disability)
- Translations of meeting notices and program materials on the website and upon request
- Participation in shared program interests with neighboring MPOs, such as District 8-0 regional travel demand modelling
- Continued outreach efforts, including coordination with County Planning Commission initiatives and Regional Growth Management Plan (RGMP) implementation
- Hold public meetings for the transportation planning program following air quality conformity analysis
- Attend MPO Planning Partners meetings (2), when scheduled
- Participate in monthly statewide Planning Partner conference calls, and quarterly District 8-0 conference calls
- Collaboration with related non-profit agencies such as Harrisburg Regional Chamber/Capital Region Economic Development Corporation (CREDC), Susquehanna River Basin Commission, Tri-County Community Action
- Respond to local governments and agencies to explore alternative opportunities for transportation projects and funding
- Work with PennDOT District 8-0 through the *PennDOT Connects* initiative to ensure the successful implementation of programs and projects defined in the HATS RTP and throughout the project development process

Partnering Agencies:

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

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	157,675	110,880	15,260	15,540	12,180	3,815

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Year 2	180,200	126,720	17,440	17,760	13,920	4,360
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B. Congestion Management Process

The regional congestion management process (CMP) plan will be updated beginning in 2022, in a unified effort with surrounding MPOs. The CMP will evaluate the current condition of the region’s transportation system and suggest improvements to system operations and performance based on an evaluation of the current congestion strategies being applied. Following its adoption, the CMP will continue to be implemented, monitored, and coordinated with data collection requirements for agreed upon performance targets. The priorities recommended by the CMP, travel time and level of service (LOS) information will be included in the development of updates of the HATS RTP, safety initiatives and the transportation improvement program. TCRPC staff will also facilitate opportunities for corridor studies to identify and analyze alternatives that improve traffic flow, safety and operations on regional and local roadways.

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

Staff will continue to support and coordinate with the efforts of the Susquehanna Regional Transportation Partnership (SRTP), formed to implement travel demand management programs to help the region combat vehicle pollution and traffic congestion, as well as to increase the awareness of the transit and ridesharing alternatives in the Susquehanna Valley. Additionally, staff will continue to support the efforts of the Cumberland Perry Task Force, a coalition of seventeen municipalities assembled to address the safety and congestion problems generated by Perry County’s unique commuting patterns. Support for congested corridor improvements identified within the HATS region, corridor-wide traffic signal coordination, and the implementation of recommendations from regional planning studies will also continue.

Staff will work to further the safety goals of the RTP, FAST Act and safety targets reflected in PennDOT’s Strategic Highway Safety Plan (SHSP), as well as in any upcoming FAST Act reauthorization. TCRPC staff will continue to participate in safety planning activities that lead to a better understanding of safety in the prioritization of transportation projects. This includes maintaining the safety data dashboard developed by HATS staff, promoting its use among the municipalities in the region, and providing educational materials regarding key safety issues in the region.

In coordination with PennDOT, TCRPC staff will support or initiate safety studies/audits on CMP corridors that exhibit a large degree of systemic congestion due to crashes. This will be informed by real time data provided by the partnership with Waze to identify emerging areas of concern as well as implementing recommendations from previous corridor and safety studies: Camp Hill to Capital Corridor Study, Riverlands Safety Study, I-81 Improvements Strategy, and Market Street Road Diet (Lemoyne).

To address resiliency planning, TCRPC staff will reference PennDOT’s Extreme Weather Vulnerability Assessment to incorporate flooding resiliency into project development,

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coordinate with County hazard mitigation plans and watershed implementation plans, participate in county-level local emergency planning committee (LEPC) meetings and coordinate with traffic incident management (TIM) team efforts. TCRPC staff will continue to work with neighboring MPOs to establish additional TIM teams to further integrate travel demand management with operations activities to coordinate safety on a regional basis.

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

Efforts will continue to monitor the provision of transit service to the elderly and handicapped. An annual update to CAT's/SRTA's paratransit plan is required under the ADA law. TCRPC will assist with the plan update by supplying projections of population, route corridor assignments and other resource information it currently maintains. TCRPC will assist area community groups in identifying possible solutions to transportation shortcomings.

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

Products:

- Update and maintain the Congestion Management Process plan
- Maintain Waze partnership to provide real-time analysis and coordinate results on a regional basis
- In coordination with PennDOT, initiate or advocate safety studies based on data and local stakeholder input
- Maintain the HATS safety data dashboard and associated safety planning tools and promote their use among the municipalities in the region
- Provide educational materials regarding key safety issues in the region; coordinate educational outreach programs to disseminate information
- Monitor/update corridors and subareas for access management, future projects and implementation for congestion relief and safety improvement. When necessary, initiate corridor studies in coordination with PennDOT and impacted municipalities.
- Coordinate recommendations from County hazard mitigation plans, watershed implementation plans, emergency management plans, and TIM teams with ongoing project development and the *PennDOT Connects* process
- Support and coordination of the nine-county SRTP and its Commuter Services of Pennsylvania program
- Continue staff support and facilitation of HATS' Congestion Management Process and/or a regional approach covering the PennDOT District 8-0 area
- Coordinate with PennDOT in the planning, integration and implementation of a regional ITS system, as well as the potential deployment methods for connected vehicle technology (DSRC) as well as electric vehicles (EV)
- Ongoing coordination of the Cumberland Perry Counties Task Force

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- Continue to promote the design and construction of expanded or new park and ride facilities with PennDOT, local communities, CAT/SRTA and other stakeholders
- Track safety (PM1) and congestion (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets

Partnering Agencies:

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

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	225,250	158,400	21,800	22,200	17,400	5,450
Year 2	157,675	110,880	15,260	15,540	12,180	3,815

C. Intermodal Management Systems

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

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

Assistance will continue to be provided to CAT in the implementation of its system redesign efforts and Transit Development Plan (TDP), including ongoing evaluation of system and route performance. The Public Transit-Human Services Coordination Plan will be updated in support of direction provided by the adopted redesign/TDP and future regional coordination with planning partners of the eight counties in PennDOT District 8-0. Staff will work in conjunction with CAT to better integrate their existing service with neighboring transit providers. TCRPC staff will work with PennDOT and CAT to review performance data and assist in the reporting and tracking progress toward the attainment of critical outcomes for the region as identified in the Transit Asset Management Plan (TAMP). TCRPC staff will participate as communicated through the PA TAM Group Plan.

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Multi-modal initiatives, including pedestrian and bicycle alternatives and improvements will be explored and coordinated as part of the planning process. To enhance input from the non-motorized community, staff will continue to conduct meetings of the Bike/Ped/Passenger Task Force. Additional effort to improve community walkability and non-motorized travel will continue to be emphasized, including administration of the Transportation Alternatives Set-Aside Program (TASA) and staff efforts to expand the baseline of cyclist and pedestrian counts at critical intersections in the region. Staff will continue to implement the recommendations of the Bike/Ped Regional Study, the Cross River Connections Study, build upon the regional bike/ped backbone defined in the RTP, and initiate an Active Transportation Plan update to the current (2014) regional bike/ped plan.

Products:

- Implementation of recommendations from HATS freight plan, including hosting a regional freight summit
- Continue monitoring all aspects of intermodal facilities, including NS Crescent Corridor and national high speed rail initiatives and work to incorporate the freight provisions identified in the FAST federal legislation
- Coordination with CAT, other local transit providers, handicapped and other community groups to improve dissemination of transit information and services
- Monitor the latest information concerning passenger transportation in the nation, applied to the HATS area as appropriate
- Implement the terms of the updated PennDOT/CAT/HATS MOU in regard to long and short range transit planning; update as necessary based on performance measures and administrative restructuring between CAT and rabbittransit to form SRTA
- Assist PennDOT and CAT/SRTA develop written provisions related to performance data, selection of performance targets, and assist in the reporting and tracking progress toward the targets
- Involvement in the regional update of the Public Transit-Human Services Coordinated Plan to support the findings of CAT's/SRTA's adopted transit development plan
- Ongoing work efforts and data development to support the Bicycle/Pedestrian/Passenger Task Force, including the continuation of HATS Bike/Pedestrian counts and maintenance of the sidewalk condition inventory
- Development of an "Active Transportation Plan" to update the current (2014) regional bike/pedestrian study
- Coordinate with PennDOT to advance the recommendations of the updated Statewide Comprehensive Freight Movement Plan (CFMP)
- Continue programming and administration of HATS's share of the state's TASA program
- Track safety (PM1) and freight/CMAQ (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbittransit (SRTA)
- Human Services groups
- Freight stakeholder group
- PennDOT Program Center

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- PennDOT District 8-0
- Neighboring MPO/RPOs
- Federal Highway Administration
- Federal Transit Administration

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	225,250	158,400	21,800	22,200	17,400	5,450
Year 2	157,675	110,880	15,260	15,540	12,180	3,815

D. Data Development & Support

Regional transportation planning will be consistent with the 2045 Regional Transportation Plan (RTP), including prioritization and staging of all major capital projects based on defined transportation needs, and ensuring conformity with the requirements of federal legislation including FAST and the Clean Air Act Amendments (CAAA) of 1990. The 2045 RTP provides the foundation for project development in concert with linking land use planning and NEPA principles, *Regional Growth Management Plan (RGMP)*, *PennDOT Connects*, multi-modal improvements, performance measures, and ultimately serves to improve the implementation efficiency of the TIP. The next update to the RTP and TIP will begin in Year 2 of this UPWP and will incorporate environmental justice/benefits and burdens analysis to evaluate potential effects on low-income and minority populations.

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

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

The regional travel demand model will continue to assist TCRPC in meeting several of its annual objectives, including but not limited to, revisions to the RTP, congestion management, intermodal management, RGMP, and air quality requirements. Work with this tool will support program efforts to make a more direct link between transportation and land use planning, including freight planning and localized scenario planning efforts. Work will continue with District 8-0 MPOs to implement a district-wide travel demand model and necessary agreements for its continued operation and maintenance. The Waze Partnership will be expanded as appropriate and permitted to integrate real-time data into these planning efforts.

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Use and analysis of data provided through the detailed Census Transportation Planning Package (CTPP), PennDOT visualization tools such as PA OneMap, planning studies and application of the regional travel demand model will continue for ongoing analysis, scenario building, and monitoring. Application of the model will also contribute toward the monitoring and evaluation of PM-3 performance measures and targets in coordination with FHWA and PennDOT. Other data coordination with neighboring planning partners will be supported and applied to HATS planning and modeling analyses, as mutually agreed upon.

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

Urbanized area boundaries and transportation networks will be monitored to update, and adjust if necessary, any changes to the Federal Aid System/Functional Classification and the National Highway System network based on 2020 Census data. Specific focus will be directed at growth areas extending beyond the Census-defined urbanized area, intermodal freight connections and National Highway Freight Network linkages. Reviews will be based upon changes in demographics, land use and the transportation system including additions, adjustments, and obstacle identifications. Pavement and bridge asset management tools maintained by PennDOT will be used to monitor progress toward PM-2 performance targets and recommendations for system improvements made accordingly. Additional efforts to establish a local asset management system will be initiated to complement the statewide system and provide more detailed information at the local level toward achieving performance targets.

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

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

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

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Products:

- Maintenance of the 2045 Regional Transportation Plan to reflect performance measures and priorities, including safety, mobility, environment, congestion, goods movement and transportation systems management/operations strategies, practices which support economic strengths such as tourism, and livable, resilient, and sustainable community strategies. Kick-off of next RTP Update to occur in Year 2.
- Conduct environmental justice/benefits and burdens analyses during program development (RTP) and project implementation (TIP)
- Ongoing tracking of progress toward performance measures in coordination with PennDOT, FHWA, and FTA and other partners, to be updated and recorded in the “Tracking Our Progress” section of the web-based RTP.
- Update of the project tracking table through ongoing outreach efforts and any issues that arise through the *PennDOT Connects* process.
- Continue to fine-tune the travel demand model such that it remains a working tool for TCRPC staff planning program efforts (County, Regional and Transportation), as well as participation in the implementation of the District 8-0-wide travel demand model.
- Evaluate detailed CTPP data and other demographics as appropriate to identify specific transit/transportation needs. Work with community groups to define alternatives for implementation.
- Continue training/education efforts to successfully use the travel demand model for in-house planning applications, such as scenario planning.
- Continue participation in PA Air Quality Conformity Working Group, HSIP working group and other performance measures working groups, as needed.
- Assistance in implementation of the PA Climate Change Action Plan, where appropriate
- Submit recommendations for UZA and functional classification revisions to the PennDOT/FHWA based on 2020 Census data by April 2024
- Participate in transportation impact studies (TIS) and Highway Occupancy Permit (HOP) reviews and coordinate with municipalities, as needed.
- Traffic counts will be performed and data-entered for 90 roadway sections, of which 27 will be classification counts and 63 volume counts.
- Roadway inventory and performance measures will be verified and updated on 177 HPMS sample sections.
- Data collection will be complete by the Thursday before Thanksgiving and transmittal of traffic count information to the Department on a monthly basis, completed by the first Friday in December, through an electronic exchange of computer data between PennDOT and TCRPC. A goal of 100 percent completion of all loop, classification and manual counts on time will be pursued.
- Combine ‘in-house’ data with available PennDOT data to facilitate transportation planning and analysis.
- Evaluate the effectiveness of GIS applications.
- Maintain existing data and improve applications with new and/or updated data.
- Work with PennDOT to ensure uniform collection of transportation and environmental inventories of local transportation assets.
- Continue to work with PennDOT to ensure all regional problems are documented within the *PennDOT Connects* system.

Partnering Agencies:

- Tri-County Regional Planning Commission

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- Capital Area Transit/rabbittransit (SRTA)
- Freight stakeholder group
- Emergency responders
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Federal Transit Administration
- Neighboring MPOs
- Local governments in HATS region

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	337,875	237,600	32,700	33,300	26,100	8,175
Year 2	450,500	316,800	43,600	44,400	34,800	10,900

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TASK III. PLAN IMPLEMENTATION

A. Transportation Improvement Program (TIP/STIP)

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

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

The update for the FFY 2025-2028 TIP will begin in mid-2023 (Year 2 of this UPWP). Project implementation dates will be monitored and revised as needed. Modifications to the TIP will necessarily comply with the administrative procedures adopted under the federal surface transportation planning regulations. The HATS TIP will be consistent with the requirements of federal legislation including FAST, and CAAA of 1990.

- i. HIGHWAY ELEMENT FFY 2023 through 2026 will be implemented and amended as needed within fiscal constraint and CAAA requirements, and in compliance with adopted modification procedures as specified in the regional MOU. The FFY 2025 through 2028 highway TIP also will be generated within fiscal constraint and CAAA requirements, and in compliance with the HATS' adopted Public Participation Plan.
- ii. TRANSIT ELEMENT FFY 2023 through 2026, will be implemented and amended similar to the Highway TIP. The FFY 2025 through 2028 transit TIP also will be generated within fiscal constraint and CAAA requirements, and in compliance with HATS' adopted Public Participation Plan.

Products:

- Implementation of a fiscally constrained FFY 2023-2026 highway and transit TIP that draws from the RTP and responds to the defined needs of the region.
- Review and participation in development of the Twelve Year Program as requested by PennDOT.
- Adoption of an updated highway and transit TIP for FFY 2025-2028.
- Coordination with PennDOT regarding potential P3 projects.
- Provide an additional round of RTP Implementation Program funding, and ongoing project development support for projects already funded and underway
- Participate in project scoping meetings and monitor highway occupancy permit (HOP) processes to ensure consistency with established planning and land use priorities
- Participate in project delivery activities for projects selected in the region for the PA Multimodal Transportation Fund (MTF) Program

Partnering Agencies:

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

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

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	22,525	15,840	2,180	2,220	1,740	545
Year 2	22,525	15,840	2,180	2,220	1,740	545

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Budget Summary

UPWP Budget - FY 2022-2024 - Year 1
 (July 1, 2022 - June 30, 2023)

	TOTAL PROGRAM	FEDERAL			STATE	LOCAL	
		PL	MPP	STBG		PL	MPP
I. MPO ADMINISTRATION	157,675	110,880	15,260	0	15,540	12,180	3,815
II. REGIONAL TRANSPORTATION PLAN	946,050	665,280	91,560	0	93,240	73,080	22,890
A. Public Participation/Outreach	157,675	110,880	15,260	0	15,540	12,180	3,815
B. Congestion Management Process	225,250	158,400	21,800	0	22,200	17,400	5,450
C. Intermodal Management Systems	225,250	158,400	21,800	0	22,200	17,400	5,450
D. Data Development & Support	337,875	237,600	32,700	0	33,300	26,100	8,175
III. PLAN IMPLEMENTATION	22,525	15,840	2,180	0	2,220	1,740	545
A. Transportation Improvement Program (TIP/STIP)	22,525	15,840	2,180	0	2,220	1,740	545
TOTAL REGULAR PROGRAM	1,126,250	792,000	109,000	0	111,000	87,000	27,250
IV. SUPPLEMENTAL PLANNING FUNDS	0	0	0	0	0	0	0
V. SPECIAL PROJECTS	0	0	0	0	0	0	0
TOTAL LOCAL PROGRAM	1,126,250	792,000	109,000	0	111,000	87,000	27,250

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UPWP Budget - FY 2022-2024 - Year 2
(July 1, 2023 - June 30, 2024)

	TOTAL PROGRAM	FEDERAL			STATE	LOCAL	
		PL	MPP	STBG		PL	MPP
I. MPO ADMINISTRATION	157,675	110,880	15,260	0	15,540	12,180	3,815
II. REGIONAL TRANSPORTATION PLAN	946,050	665,280	91,560	0	93,240	73,080	22,890
A. Public Participation/Outreach	180,200	126,720	17,440	0	17,760	13,920	4,360
B. Congestion Management Process	157,675	110,880	15,260	0	15,540	12,180	3,815
C. Intermodal Management Systems	157,675	110,880	15,260	0	15,540	12,180	3,815
D. Data Development & Support	450,500	316,800	43,600	0	44,400	34,800	10,900
III. PLAN IMPLEMENTATION	22,525	15,840	2,180	0	2,220	1,740	545
A. Transportation Improvement Program (TIP/STIP)	22,525	15,840	2,180	0	2,220	1,740	545
TOTAL REGULAR PROGRAM	1,126,250	792,000	109,000	0	111,000	87,000	27,250
IV. SUPPLEMENTAL PLANNING FUNDS	0	0	0	0	0	0	0
V. SPECIAL PROJECTS	0	0	0	0	0	0	0
TOTAL LOCAL PROGRAM	1,126,250	792,000	109,000	0	111,000	87,000	27,250