

UNIFIED PLANNING WORK PROGRAM (UPWP)

FY 2025 - 2027

July 1, 2025 – June 30, 2027

**HARRISBURG AREA TRANSPORTATION STUDY
(HATS)**

Technical Committee
Recommendation:
December 6, 2024

Coordinating Committee
Approval:
December 20, 2024

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

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Harrisburg Area Transportation Study Work Program – FY 2025-2027

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 usage of federal transportation funds. Current federal law regulating the metropolitan planning process, Infrastructure Investment and Jobs Act (IIJA), specifies the roles and responsibilities by which metropolitan planning organizations (MPO) must operate to maintain eligibility for those funds and implementation of the 3C planning process. Final rulemaking/legislation as related to the reauthorization of the IIJA will be implemented in cooperation with all planning partners, as appropriate.

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

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

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

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

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

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

Partnering Agency Roles

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

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

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

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

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

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

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

Program Responsibilities

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

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

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Milestone Tasks & Activities	Fiscal Year <i>(July 1 through June 30)</i>		
	2025-26	2026-27	Last Action*
EVERY YEAR			
Update safety performance targets (PM-1)	✓	✓	2/23/2024
Review transit performance targets (per Resolution 2021-01)	✓	✓	9/13/2024
Conduct TIP/RTP administrative modifications and amendments	✓	✓	
Publish annual listing of obligated projects	✓	✓	12/15/2023
Process UPWP amendments and budget adjustments	✓	✓	7/1/2024
Adjust TCRPC annual budget based on UPWP amendments	✓	✓	
Undertake mode and subarea studies supporting the MPO process & plan	✓	✓	
Revise HATS committee appointments and elect officers	✓	✓	2/23/2024
EVERY TWO YEARS			
Develop UPWP and annual budgets		✓	2/23/2024
Update infrastructure condition performance targets (PM-2)		✓	4/28/2023
Update system performance targets (PM-3)		✓	4/28/2023
Conduct TIP update/adoption **	✓		6/21/2024
EVERY FOUR YEARS			
Update Regional Transportation Plan **	✓		9/24/2021
Update Public Participation Plan	✓		9/24/2021
Hold TMA planning certification review	✓		9/8/2021
EVERY TEN YEARS			
Update urbanized area boundary			6/23/2023
Approve metropolitan planning area boundary			2/28/2024
Complete functional classification review	✓		7/25/2016
Update planning process Memoranda of Agreement (York, Lebanon)			12/15/2023
PERIODIC (AS NECESSARY)			
Update Regional Safety Plan			9/27/2024
Update Regional Active Transportation Plan			9/27/2024
Update Regional Congestion Management Plan and process			6/30/2025
Update Coordinated Public Transit-Human Services Plan			6/30/2025
Update Regional Freight Plan	✓		9/22/2017
Conduct air quality conformity analysis **	✓		6/21/2024
Conduct Demographic Analysis ***	✓		6/21/2024
Update Title VI/ADA Policy & Procedures			12/17/2021
Update Metropolitan Planning Agreement (PennDOT/HATS/SRTA)	✓		11/28/2012

* or as anticipated as of September 2024

** 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.

*** Demographic analysis is encouraged to be performed as part of each RTP and TIP program update.

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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**.

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

Statewide Transportation Improvement Program (STIP) Planning Findings

A Planning Finding is a formal action taken by FTA and FHWA to ensure that STIPs and TIPs are developed according to statewide and metropolitan planning processes consistent with required statutory and regulatory planning 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 2025-2028 program, made the following recommendations for integration into the statewide and regional planning and programming processes:

- (1) Continue ongoing efforts to maximize percentage of HSIP annual apportionment and schedule regular coordination meetings with FHWA and PennDOT to discuss challenges and identify opportunities to improve safety programming, programming, project delivery, and HSIP utilization rates.
- (2) Better integrate PennDOT Asset Management Systems (AMS) into the STIP development processes. PennDOT, MPOs/RPOs, and transit agencies review and

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evaluate their planning agreements and processes to more fully integrate the AMS into the project selection process.

- (3) Improve the LRTP update and agency coordination by scheduling a kickoff meeting early in the update process. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation air quality requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources.
- (4) As required by CFR 450.314, each Metropolitan Planning Area must have written agreement among the MPO, the State, and the providers of public transportation which identifies their mutual responsibilities in carrying out the metropolitan planning process. These MOUs/MOAs need to be evaluated as needed to ensure that all required parties are included and mutual responsibilities in carrying out the metropolitan planning process are identified.
- (5) Ways to strengthen multimodal planning, communication and collaboration among PennDOT, HATS and SRTA need to be considered. This includes evaluating procedures for addressing how transit activities are reflected in the TIPs, UPWPs and other planning documents and reporting.

To ensure consistency with required statutory and regulatory planning and related provisions, HATS will address the STIP findings by continuing to improve upon the development of the annual list of obligated projects report, work with PennDOT to improve the programming of safety funds through the recently adopted Safe Streets For All Qualified Safety Plan, and coordinate a review of the existing MOU with PennDOT and CAT/SRTA as well as other planning agreements with neighboring MPOs. In addition, a 2050 RTP coordination kickoff meeting was held with regional stakeholders on April 19, 2024.

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, with one corrective action that was addressed by developing and adopting the required Title VI plan in December 2021. The 2021 review also offered several commendations and recommendations for follow-up and incorporation into future work program activities. The complete certification review report is available on the HATS website (<https://www.tcrpc-pa.org/hats-mpo-resources>) and will be updated following the certification review anticipated during 2025.

The following list summarizes the areas in the 2021 certification review report warranting closer attention through work program activities, which have been addressed in subsequent UPWPs and will continue to be monitored:

- (1) **Continuous, Cooperative, and Comprehensive (3C) Process**
On June 25, 2021 an update to the 2012 MOU between HATS, PennDOT and CAT/SRTA to document the process for adopting targets and developing projects associated with Transit Asset Management (TAM) and the Safety Plan was

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adopted. This documentation helps streamline coordination and makes clear the roles and procedures for the parties involved and members of the public.

(2) **Civil Rights (Title VI, ADA)**

HATS submitted a remedial action plan, including a list of planned actions for creating a cohesive Title VI Program document that meets the requirements of FTA Circular 4702.1B, Chapters III and VI. HATS Title VI Program was formally adopted by HATS in December 2021.

(3) **Public Participation & Outreach**

HATS staff continues to engage in consultation with all demographic groups whenever conducting public outreach, and tracks progress on improving public participation and involvement through targeted outreach strategies and goals as described in the Public Participation Plan (PPP).

(4) **Transportation Improvement Program**

HATS and CAT continue to work together to 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 continue to build on their collaborative process and work together to better integrate the PBPP and the TAMP into the RTP and TIP program development process.

(6) **Transportation Safety**

Continue to focus on safety in its project development process 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; 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) **Planning and Environmental Features Linkage**

Consider expanding a mapping tool to provide a more comprehensive environmental features analysis for the region.

(9) **Congestion Management Process/Management and Operations**

A regional Congestion Management Plan (CMP) with support from PennDOT Central Office, PennDOT District 8-0, and regional TMAs was initiated in July 2024. 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 2024, HATS staff gathered input for the initial draft of the work program from FHWA, FTA, PennDOT Central Office staff, PennDOT District 8-0, PennDOT Bureaus of Public Transportation and Rail Freight, Capital Area Transit/rabbitransit (SRTA), and the HATS Technical and Coordinating Committees regarding the specifics of upcoming work program activity. These stakeholders were encouraged to review the program provided

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and suggest any additional regional planning initiatives that may address emerging and/or localized issues. From this input, comments were incorporated and a draft was provided to FHWA/FTA in October for its official review, comments then incorporated into a final draft distributed to the HATS Committees, anticipating a December adoption.

Program Highlights

The primary focus areas proposed for the FY 2025-2027 UPWP include:

- (1) *Performance measures and targets* – coordination with PennDOT, Capital Area Transit/rabbitransit (SRTA), and other appropriate agencies to continue data collection and analysis requirements for safety, congestion, freight, transit, and internal data management for HATS. 2020 Census data will be incorporated to finalize the base demographics supporting the establishment of performance measures and targets.
- (2) *Implementation of priorities identified in the adopted RTP* – ongoing expansion of data to support overall strategies for mobility needs, safety issues, land use policies defined in the *Regional Growth Management Plan* (RGMP), periodic collaboration with the established workgroups, as well as participation in *PennDOT Connects* as it supports the RGMP, RTP and HATS program and project development process. An RTP update will wrap up during the first year of this UPWP.
- (3) *Collaboration with neighboring MPOs and PennDOT* on items of mutual interest – including benefits/burdens analysis, resiliency and storm water planning, regional travel demand modelling and congestion management planning, and freight planning. A coordinated CMP Hub will begin to be implemented and consistent data integrated into planning analyses among neighboring MPOs.

Detailed program task descriptions proposed for FY 2025-2027 are provided in the next section. Previous work accomplished through the annual work program is documented as part of the HATS Annual Report, which can be found on our website (<https://www.tcrpc-pa.org/hats-plans-publications>). Ongoing monthly progress reports are also provided to Tri-County Regional Planning Commission, the County Planning Commissions, as well as PennDOT Central Office for invoicing documentation.

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

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

The total budget for the regular FY 2025-2027 UPWP is \$2,470,000 for the program period. This represents a 6.4% increase in annual funding levels from the previous UPWP. Within the framework of available financial and staff resources, this work program effectively addresses HATS' key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue of special need vital to the orderly growth and development of the HATS area.

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Task Descriptions

TASK I. MPO ADMINISTRATION

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

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

TCRPC staff will coordinate with neighboring MPOs and CAT/rabbittransit (SRTA) to update planning agreements as needed based on detailed 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 and stakeholder contact/ mailing lists
- Preparation of monthly progress reports, invoices, contracts and monitoring, including Commute PA (a program of SRTP) invoice processing
- Updated planning agreements, as necessary
- Include Appendix A and E of the USDOT Standard Assurances in federally-assisted contracts
- Ensure all subcontractors provide their services in accordance with 2CFR200
- MPO/County Continuity of Operations Plan (COOP) updates, as needed
- Coordination of current transportation program and agreements with neighboring MPOs and other partnering organizations
- Annual audits and financial reports
- Preparation of HATS 2027-2029 UPWP (August 2026-January 2027)
- General transit planning program administration and support, as requested
- A Safety/Drug/Alcohol policy will be maintained in the workplace, as per FTA regulations and in compliance with the Federal 'Drug-Free Workplace Act of 1988'

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Partnering Agencies:

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

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	185,250	129,600	18,600	16,200	16,200	4,650
Year 2	185,250	129,600	18,600	16,200	16,200	4,650

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. 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. During the first program year, preparations for the formal federal planning certification review will be made and review conducted as directed by FHWA and FTA.

All HATS meetings are open to the public. The meetings of the MPO are conducted and recorded through Zoom uploaded to the TCRPC website (through YouTube), 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 maintaining/replacing appointments to the HATS Technical, Coordinating and sub-committees as changes arise.

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 and transit 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 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.

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Products:

- Local government notifications and advertisements sent to 103 municipalities
- Annual Obligation Report by end of the calendar year and general Annual Report of the MPO, distributed electronically and made available in hard copy
- Prepare for and participate in formal federal certification review
- Timely email blasts as well as four (4) newsletters, distributed electronically and made available in hard copy
- Updated content and information on the TCRPC website, HATS page
- Active Twitter and Facebook feeds, as well as YouTube access to meeting videos
- Use media coverage with a diverse selection of print, radio, and television outlets
- Continue to be a resource for those requesting information on the transportation planning process and the region
- Mapping as needed to support planning and project development
- Outreach programs as described in the Public Participation Plan, including use of Zoom, Teams, GIS, and story maps
- Evaluation of information as described in the Public Participation Plan demographic analysis to ensure all stakeholders have the opportunity to be involved, as well as tracking progress on effectiveness of strategies identified in plan. Update as needed based on results of evaluation.
- Continue maintenance of the Title VI program plan document to ensure nondiscriminatory procedures are implemented and update if needed during this program cycle
- Review outreach materials to ensure compliance with ADA requirements
- Direct distribution 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) updates and implementation
- Hold public meetings for the transportation planning program following air quality conformity analysis
- Attend MPO Planning Partners meetings, when scheduled
- Participate in bimonthly 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
- Promote available (LTAP) training to municipalities in support of HATS' transportation planning priorities identified in the RTP
- 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

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Partnering Agencies:

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

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	185,250	129,600	18,600	16,200	16,200	4,650
Year 2	197,600	138,240	19,840	17,280	17,280	4,960

B. Congestion Management Process

The current regional congestion management process (CMP) plan update will be complete just prior to the first program year (6/30/25), 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 (beginning 7/01/25), the CMP will continue to be implemented, monitored, and coordinated with data collection requirements for agreed upon performance targets via the CMP Hub. The priorities recommended by the CMP and the regional mobility data generated from the CMP Hub will be included in the development of future updates of the HATS RTP, safety initiatives and the transportation improvement program when they are prepared. 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, Capital Area Transit/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.

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

Staff will work to further the safety goals of the RTP, IIJA and safety targets reflected in PennDOT's Strategic Highway Safety Plan (SHSP). TCRPC staff will also work on the

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implementation of the regional Safe Streets For All Qualified Safety Plan, while also continuing to participate in safety planning activities that lead to a better understanding of safety in the prioritization of transportation projects. This includes maintaining the safety data dashboard developed by HATS staff, promoting its use among the municipalities in the region, and providing educational materials regarding key safety issues in the region.

In coordination with PennDOT, TCRPC staff will support or initiate safety studies/audits on identified CMP priority corridors that exhibit a large degree of systemic congestion due to crashes. This will be informed by real time data provided by the newly developed CMP Hub to identify emerging areas of concern as well as implement recommendations from previous corridor and safety studies: Market Street Bike/Ped Accommodations (Lemoyne), Market Street Corridor Two- Way Study, and Duncannon Traffic Access Evaluation.

To address resiliency planning, TCRPC staff will reference PennDOT's Extreme Weather Vulnerability Assessment to incorporate flooding resiliency into project development, coordinate with County hazard mitigation plans and watershed implementation plans, incorporate public safety considerations into implementation of the Safe Streets For All Qualified Safety Plan recommendations, and any planning requirements of IJJA programs. Transportation planning efforts will consider the adaptation strategies of PA DEP's emissions plans when setting performance targets.

TCRPC staff will consider the application of Intelligent Transportation Systems (ITS), including dynamic signal coordination technology and dedicated short-range communication (DSRC) systems, when appropriate to a project or corridor, and will contribute to the update of PennDOT's regional ITS architecture and Regional Operations Plan, as needed.

Efforts will continue to monitor the provision of transit service to the elderly and handicapped. An annual update to the Capital Area Transit/rabbitransit (SRTA) 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/rabbitransit (SRTA), since FTA regulations call for a self-certification in this area. Depending upon the assessment, amendments may be necessary to the four-year capital improvement program.

Products:

- Complete and begin implementation of a regional Congestion Management Process plan
- Continue implementation of Safe Streets For All Qualified Safety Plan
- Maintain CMP Hub to provide real-time analysis and coordinate results on a regional basis

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- In coordination with PennDOT, initiate or advocate safety studies based on data and local stakeholder input
- Maintain the HATS safety data dashboard and associated safety planning tools and promote their use among the municipalities in the region
- Provide educational materials regarding key safety issues in the region; coordinate educational outreach programs to disseminate information
- Monitor/update corridors and subareas for access management, future projects and implementation for congestion relief and safety improvement. When necessary, initiate corridor studies in coordination with PennDOT and impacted municipalities.
- Coordinate recommendations from County hazard mitigation plans, watershed implementation plans, and emergency management plans with ongoing project development and the *PennDOT Connects* process
- Support and coordination of the nine-county SRTP and its Commute PA 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)
- Ongoing municipal coordination specific to corridors of concern identified in regional studies
- Continue to promote the implementation of expanded or new park and ride facilities with PennDOT, local communities, Capital Area Transit/rabbittransit (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/rabbittransit (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 MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	160,550	112,320	16,120	14,040	14,040	4,030
Year 2	160,550	112,320	16,120	14,040	14,040	4,030

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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 work with regional stakeholders during the first program year to review and update the recommendations from the Regional Freight Plan adopted in June 2017. This update may include certification of candidate critical urban and rural freight corridors, additional methods for traffic incident management along interstates, truck parking needs, rail freight service, safety and weather-related resiliency. TCRPC staff will continue to coordinate with and gather updated information from freight stakeholders. Additional regional freight summits may be held as appropriate to contribute to the plan update.

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

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

Products:

- Implementation of recommendations from HATS freight plan, including potentially hosting a regional freight roundtable
- Implement recommendations from HATS Regional Active Transportation Plan
- Continue monitoring all aspects of intermodal facilities, including national high speed rail initiatives and work to incorporate the freight provisions identified in the IIJA federal legislation
- Coordination with Capital Area Transit/rabbittransit (SRTA), 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

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- Implement the terms of the updated PennDOT/CAT/HATS MOU regarding long and short range transit planning; update as necessary based on performance measures and administrative restructuring of SRTA
- Assist PennDOT and Capital Area Transit/rabbittransit (SRTA) develop written provisions related to performance data, selection of performance targets, and assist in the reporting and tracking progress toward the targets
- Implement the updated Public Transit-Human Services Coordinated Plan in support of the findings of Capital Area Transit/rabbittransit (SRTA) adopted transit development plan
- Ongoing work efforts and data development to support local bicycle and pedestrian planning efforts, including the continuation of HATS Bike/Pedestrian counts and maintenance of the sidewalk condition inventory
- Coordinate with PennDOT to advance the recommendations of the latest 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
- PennDOT District 8-0
- Neighboring MPO/RPOs
- Federal Highway Administration
- Federal Transit Administration

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	148,200	103,680	14,880	12,960	12,960	3,720
Year 2	148,200	103,680	14,880	12,960	12,960	3,720

D. Data Development & Support

Regional transportation planning will include the final stages of the 2050 Regional Transportation Plan (RTP) update during the first program year. This will define prioritization and staging of all major capital projects based on defined transportation needs, and ensure conformity with the requirements of federal legislation including IIJA and the Clean Air Act Amendments (CAAA) of 1990. The 2050 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

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ultimately serves to improve the implementation efficiency of the TIP. Each RTP update incorporates demographic analysis and conducts analysis in all TIP and TYP planning processes to understand potential impacts of transportation projects on the community.

As part of the RTP update, staff will continue to coordinate with the region's municipalities and RTP workgroups to maintain support for overall 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 flooding resiliency planning, TCRPC staff will continue its outreach to municipalities regarding potential stormwater projects for coordination as 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 planning and improve emergency preparedness through outreach regional partners and stakeholders.

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

Use and analysis of detailed data, PennDOT visualization tools such as PA OneMap, planning studies, the regional CMP Hub, 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 emissions.

Necessary adjustments to the Federal Aid System/Functional Classification and the National Highway System network will be made during the first program year. Specific focus will be directed at growth areas extending beyond the 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

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progress toward PM-2 performance targets and recommendations for system improvements addressed accordingly during Year 2 of the program. Additional efforts to improve data collection and analysis of locally-owned bridges and roads to aid in project development, complementing the statewide system and providing more detailed information at the local level toward achieving performance targets.

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

- the long range transportation plan (RTP) -- specifically to identify environmental resources and potential mitigation opportunities, as well as gaps in accessibility and mobility;
- the project development process (including identifying land use resources as part of *PennDOT Connects*);
- the congestion management process, including CMP Hub spatial analysis and reporting capabilities;
- 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.

Products:

- Completion of the Regional Transportation Plan update to reflect performance measures and priorities, including safety, mobility, congestion, goods movement and transportation systems management/operations strategies, practices which support economic strengths such as tourism, and livable, resilient, and sustainable community strategies. Updated tools include expanded mapping.
- Conduct demographic analysis during program development (RTP) and project implementation (TIP). The region will also conduct analysis in all TIP, TYP and LRTP planning processes to understand the potential impacts of transportation projects on the community.
- Tracking of progress toward performance measures in coordination with PennDOT, FHWA, and FTA and other partners, to be updated and recorded in the RTP.
- Update of the Project Pipeline through ongoing outreach efforts with regional partners and stakeholders including counties and municipalities, and any issues that arise through the *PennDOT Connects* process.
- Continue to fine-tune the travel demand model such that it remains a working tool for TCRP staff planning program efforts (County, Regional and Transportation), as well as participation in the implementation of the District 8-0-wide travel demand model.
- Continue to monitor and maintain the CMP Hub for planning and analysis

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- 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.
- Review and submit timely recommendations for functional classification revisions to the PennDOT/FHWA
- Participate in transportation impact studies (TIS) and Highway Occupancy Permit (HOP) reviews and coordinate with municipalities, as needed.
- Traffic counts will be performed and data-entered for 90 roadway sections, of which 36 will be classification counts and 54 volume counts.
- Roadway inventory and performance measures will be verified and updated on 177 HPMS sample sections.
- Data collection will be complete by the Thursday before Thanksgiving and transmittal of traffic count information to the Department on a monthly basis, completed by the first Friday in December, through an electronic exchange of computer data between PennDOT and TCRPC. A goal of 100 percent completion of all loop, classification and manual counts on time will be pursued.
- 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 inventories of local transportation assets.
- Continue to work with PennDOT to ensure all regional problems are documented within the *PennDOT Connects* system.

Partnering Agencies:

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

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Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	494,000	345,600	49,600	43,200	43,200	12,400
Year 2	481,650	336,960	48,360	42,120	42,120	12,090

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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, 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 2027-2030 TIP (including both highway and transit elements) will be adopted by HATS during Year 1 of the program, and then implemented during Year 2. Project implementation dates will be monitored and revised as needed. Modifications to the TIP will necessarily comply with the amendment and administrative procedures adopted under the federal surface transportation planning regulations and captured in the adopted TIP MOU. The HATS TIP will be consistent with the requirements of federal legislation including IJIA, and CAAA of 1990.

- i. HIGHWAY ELEMENT FFY 2025 through 2028 will be implemented and amended as needed within fiscal constraint and CAAA requirements, and in compliance with adopted modification procedures as specified in the regional MOU. The FFY 2027 through 2030 highway TIP will be generated during Year 1 of the program, will be within fiscal constraint and CAAA requirements, and in compliance with the HATS' adopted Public Participation Plan.
- ii. TRANSIT ELEMENT FFY 2025 through 2028, will be implemented and amended similar to the Highway TIP. The FFY 2027 through 2030 transit TIP will also be generated during Year 1 of the program (followed by implementation in Year 2), will be within fiscal constraint and CAAA requirements, and in compliance with HATS' adopted Public Participation Plan.

Products:

- Implementation of a fiscally constrained FFY 2025-2028 highway and transit TIP, with administrative modifications and amendments made as necessary and in cooperation with all planning partners
- Development and adoption of a fiscally constrained FFY 2027-2030 highway and transit TIP that draws from the RTP and responds to the defined needs of the region.
- Review and participation in development of the Twelve Year Program as requested by PennDOT.
- Coordination with PennDOT regarding potential P3 projects.
- Provide an additional round of RTP Implementation Program funding, and ongoing project development support for projects already funded and underway

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- Participate in project scoping meetings and monitor highway occupancy permit (HOP) processes to ensure consistency with established planning and land use priorities
- Participate in project review activities for projects selected in the region for the PA Multimodal Transportation Fund (MTF) Program

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbittransit (SRTA)
- PennDOT Program Center
- PennDOT District 8-0
- FHWA, FTA, US EPA

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	61,750	43,200	6,200	5,400	5,400	1,550
Year 2	61,750	43,200	6,200	5,400	5,400	1,550

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TASK IV. SUPPLEMENTAL PLANNING FUNDS

A. Safe and Accessible Transportation Options

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

Products:

- Update the HATS safety data dashboard and network screening tools
- Update corridors and subareas for access management, future projects and implementation for safety improvement
- Identify and target low-cost, systemic pedestrian and bicycle countermeasures and alternatives
- Research toward implementable elements leading to a Complete Streets policy
- Support planning activities recommended through the HATS Safety Action Plan (SS4A)

Partnering Agencies:

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

Project Cost and Funding:

	Total	Federal		State MLF	Local Match	
		PL	MPP		Hwy	Transit
Year 1	22,000	22,000	0	0	0	0
Year 2	22,000	22,000	0	0	0	0

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Budget Summary

UPWP Budget - FY 2025-2026 - Year 1
July 1, 2025 - June 30, 2026

	TOTAL PROGRAM	FEDERAL			STATE MLF	LOCAL MATCH	
		PL/CMAQ	MPP	STBG		Hwy	Transit
I. MPO ADMINISTRATION	185,250	129,600	18,600	0	16,200	16,200	4,650
II. REGIONAL TRANSPORTATION PLAN	988,000	691,200	99,200	0	86,400	86,400	24,800
A. Public Participation/Outreach	185,250	129,600	18,600	0	16,200	16,200	4,650
B. Congestion Management Process	160,550	112,320	16,120	0	14,040	14,040	4,030
C. Intermodal Management Systems	148,200	103,680	14,880	0	12,960	12,960	3,720
D. Data Development & Support	494,000	345,600	49,600	0	43,200	43,200	12,400
III. PLAN IMPLEMENTATION	61,750	43,200	6,200	0	5,400	5,400	1,550
A. Transportation Improvement Program (TIP/STIP)	61,750	43,200	6,200	0	5,400	5,400	1,550
TOTAL REGULAR PROGRAM	1,235,000	864,000	124,000	0	108,000	108,000	31,000
IV. SUPPLEMENTAL PLANNING FUNDS	22,000	22,000	0	0	0	0	0
A. Safe and Accessible Transportation Options	22,000	22,000	0	0	0	0	0
TOTAL LOCAL PROGRAM	1,257,000	886,000	124,000	0	108,000	108,000	31,000

Harrisburg Area Transportation Study
Work Program - FY 2025-2027

Budget Summary

UPWP Budget - FY 2026-2027 - Year 2
July 1, 2026 - June 30, 2027

	TOTAL PROGRAM	FEDERAL			STATE MLF	LOCAL MATCH	
		PL/CMAQ	MPP	STBG		Hwy	Transit
I. MPO ADMINISTRATION	185,250	129,600	18,600	0	16,200	16,200	4,650
II. REGIONAL TRANSPORTATION PLAN	988,000	691,200	99,200	0	86,400	86,400	24,800
A. Public Participation/Outreach	197,600	138,240	19,840	0	17,280	17,280	4,960
B. Congestion Management Process	160,550	112,320	16,120	0	14,040	14,040	4,030
C. Intermodal Management Systems	148,200	103,680	14,880	0	12,960	12,960	3,720
D. Data Development & Support	481,650	336,960	48,360	0	42,120	42,120	12,090
III. PLAN IMPLEMENTATION	61,750	43,200	6,200	0	5,400	5,400	1,550
A. Transportation Improvement Program (TIP/STIP)	61,750	43,200	6,200	0	5,400	5,400	1,550
TOTAL REGULAR PROGRAM	1,235,000	864,000	124,000	0	108,000	108,000	31,000
IV. SUPPLEMENTAL PLANNING FUNDS	22,000	22,000	0	0	0	0	0
A. Safe and Accessible Transp Options	22,000	22,000	0	0	0	0	0
TOTAL LOCAL PROGRAM	1,257,000	886,000	124,000	0	108,000	108,000	31,000