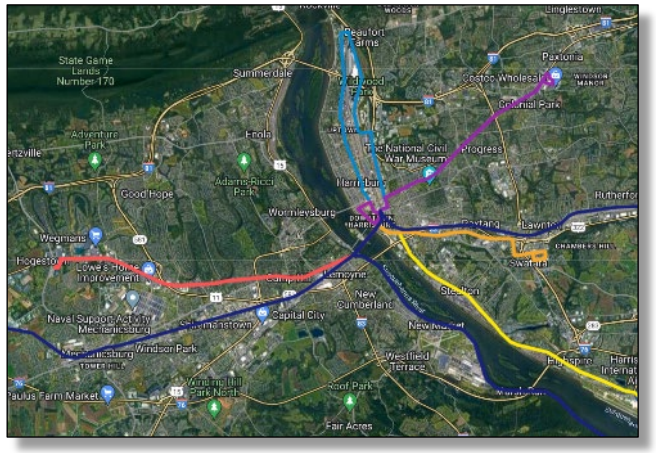
Project Prioritization and Selection

Evaluating Transportation Needs for the Region







Andrew Bomberger, AICP
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TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

HATS
HARRISBURG AREA TRANSPORTATION STUDY

DAUPHIN COUNTY

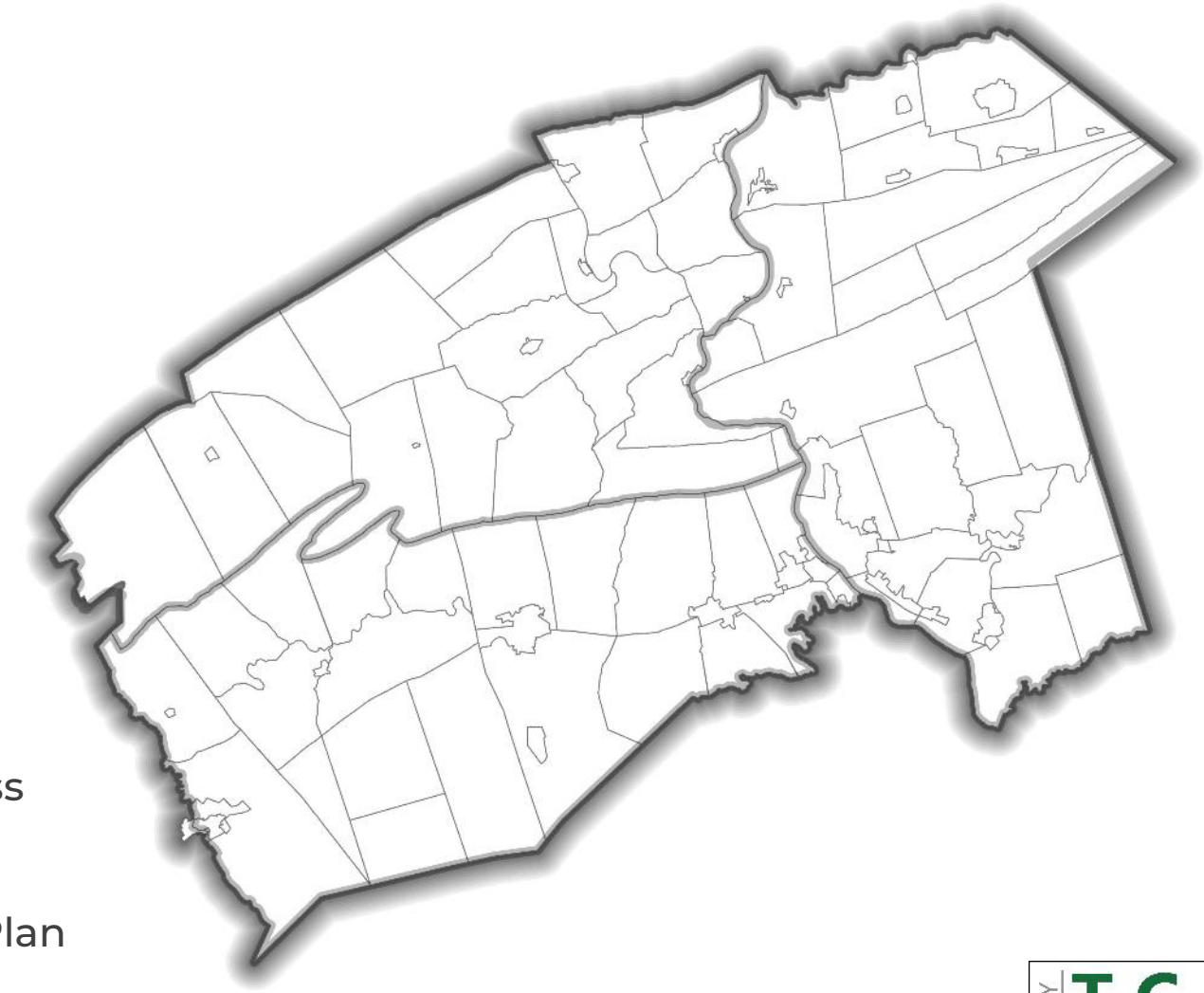
TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

Perry County
PENNSYLVANIA

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

HATS

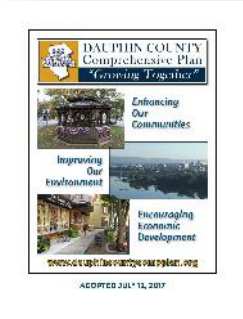
HARRISBURG AREA TRANSPORTATION STUDY

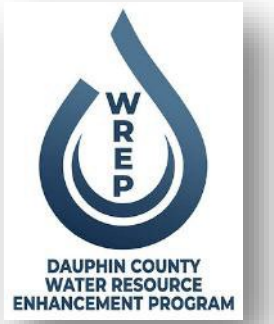


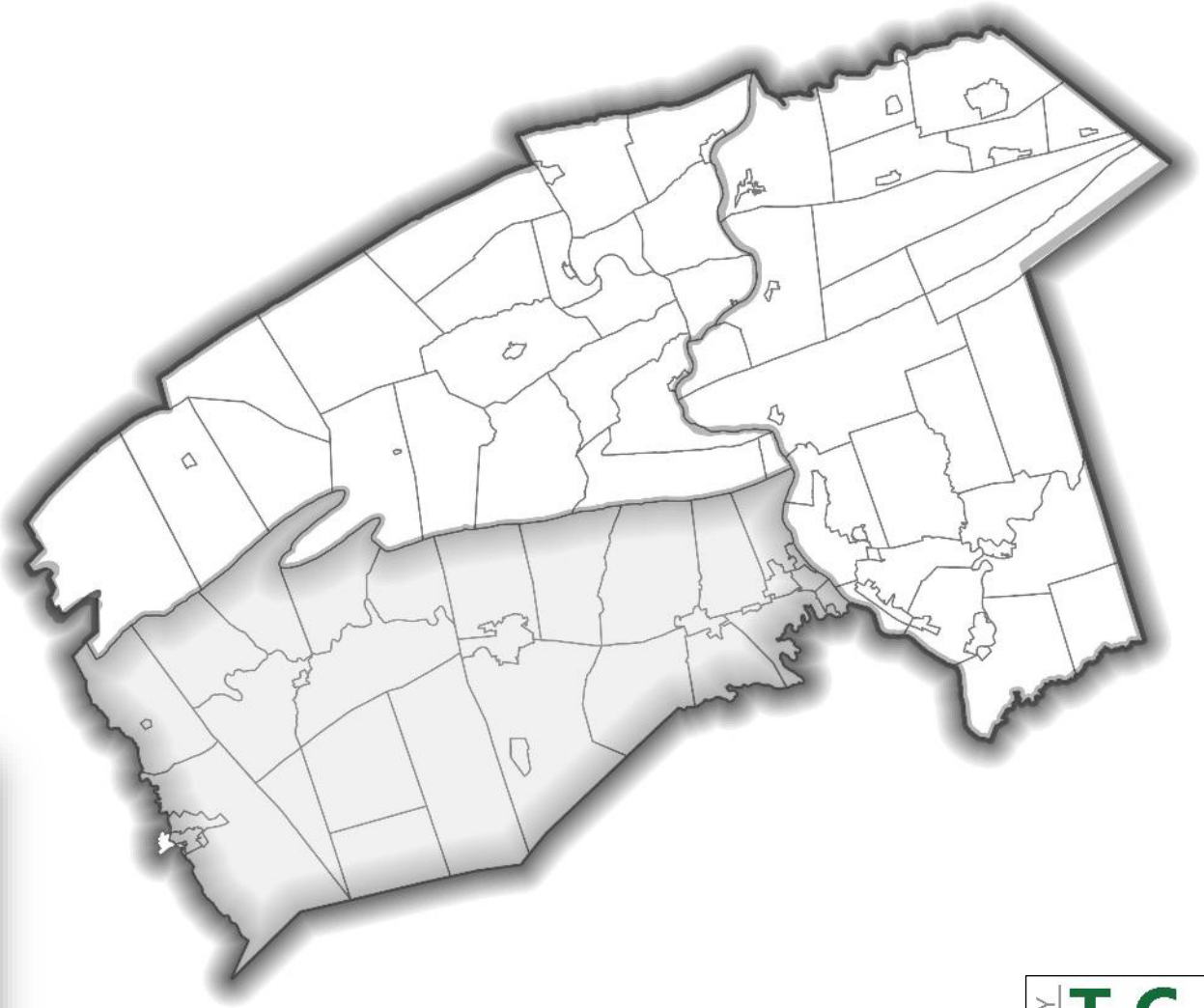
- Regional Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Regional Freight Plan
- Regional Active Transportation Plan

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

DAUPHIN COUNTY

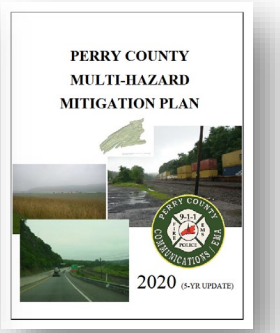






Perry County
PENNSYLVANIA

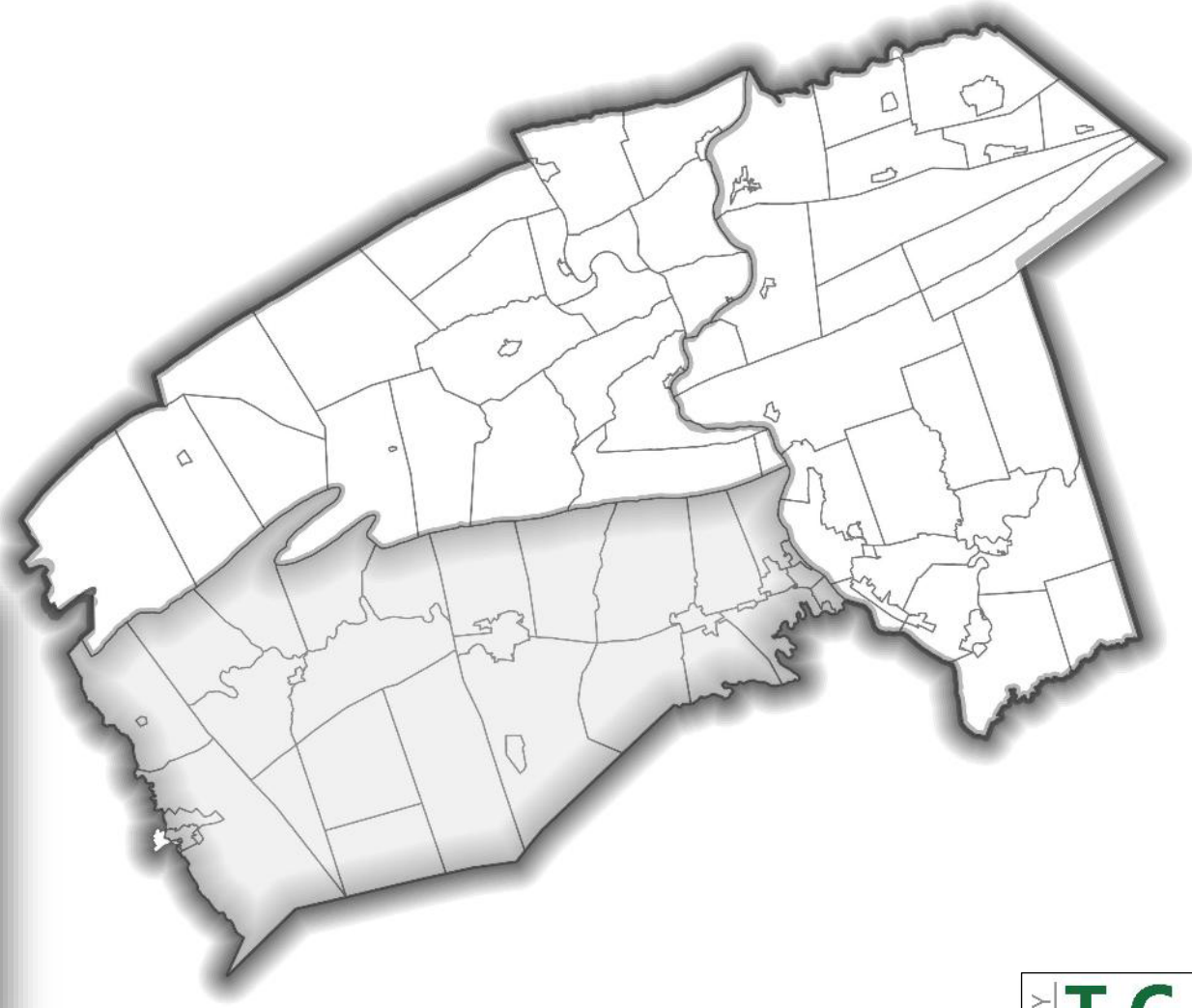




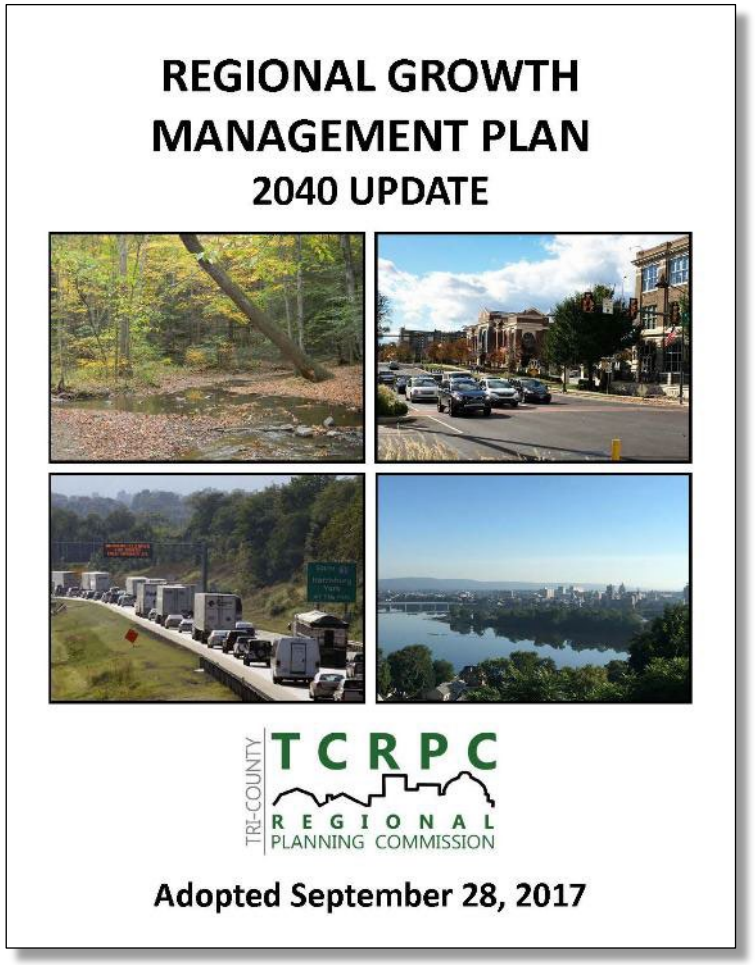
TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION





TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION



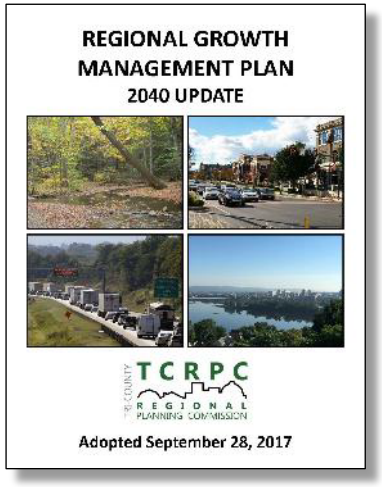
Regional Growth Management Plan (RGMP)

- Addresses multi-jurisdictional issues from a regional perspective
- Act as an informational resource
- Provide an overarching model for development

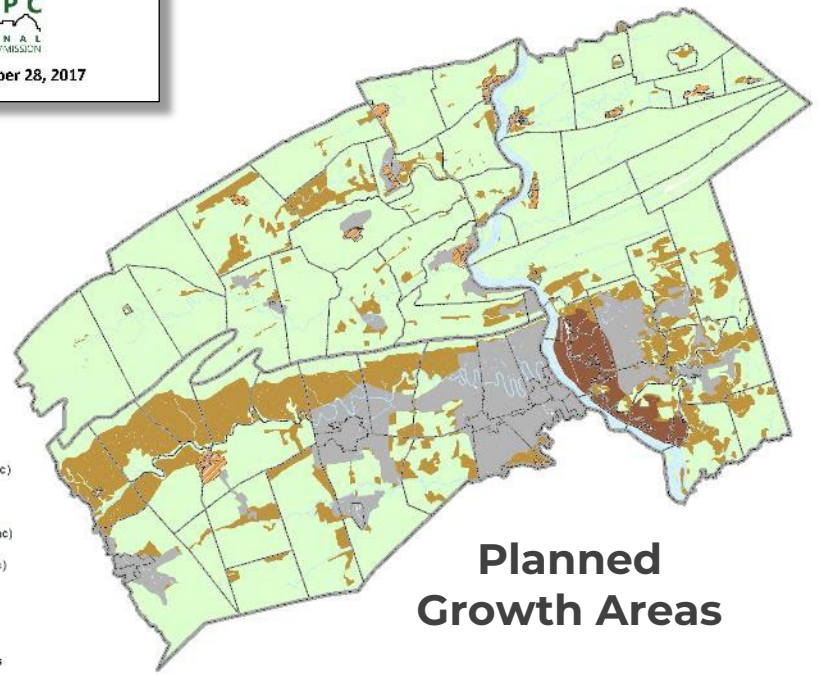
- Identifies Regional Issues through a cooperative process involving a variety of stakeholders

- Uses scenario planning to estimate land needs and impacts

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

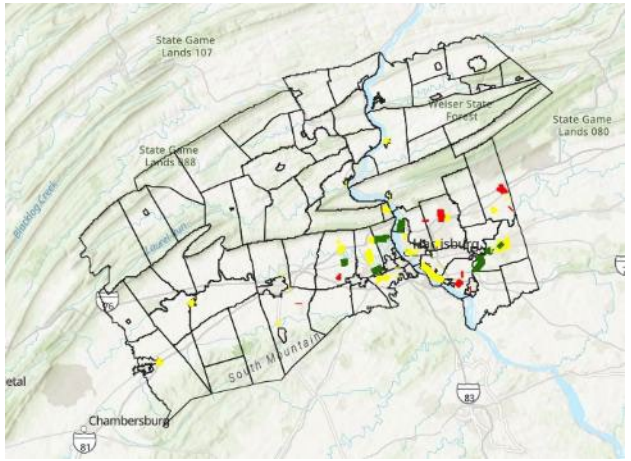


Regional Issues



Planned Growth Areas





Project Pipeline

HATS REGIONAL TRANSPORTATION PLAN

County	Municipality	Location	Brief Description	Primary Issue	Mid-Term Estimate (2028)	Long-Term Estimate (2039)	Regional Priority	RTP Timeframe
C	Hampden	Trindle Road (Spurring Hill Road to Camp Hill Borough)	Congestion caused by traffic volume	Congestion	$6,999,140		High	Mid-Range
D	Harrisburg	Bridge Market Street over Paxton Creek	Poor Condition Bridge	Bridge Condition	$4,427,348		High	Mid-Range
D	Swatara	Derry St Bridge over Spring Creek	Frequent flooding caused by bridge abutments	Stormwater Management (Resiliency)	$2,041,501		High	Mid-Range
C	Hampden	Intersection of Orrs Bridge Road, Carlisle Pike & Central Blvd	Offset intersection alignment and safety concerns	Congestion	$6,991,845		High	Mid-Range
C	Hampden	Intersection of Carlisle Pike and St. Johns Church Rd	Congestion caused by traffic volume	Congestion	$1,076,720		High	Mid-Range
C	Silver Spring	Hogestown - Carlisle Pike from Commerce Drive to SR 114	Congestion, difficult for pedestrians to cross	Road Risk/Growth Management	$82,404		High	Mid-Range
D	Derry	Horizontal bi-level between Route 422 and Route 322	Missing sidewalks, difficult for pedestrians to cross, accessibility	Non-Motorized	$368,863		High	Mid-Range

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

HATS REGIONAL TRANSPORTATION PLAN



- Adopted in September 2025
- Developed as an online, interactive document

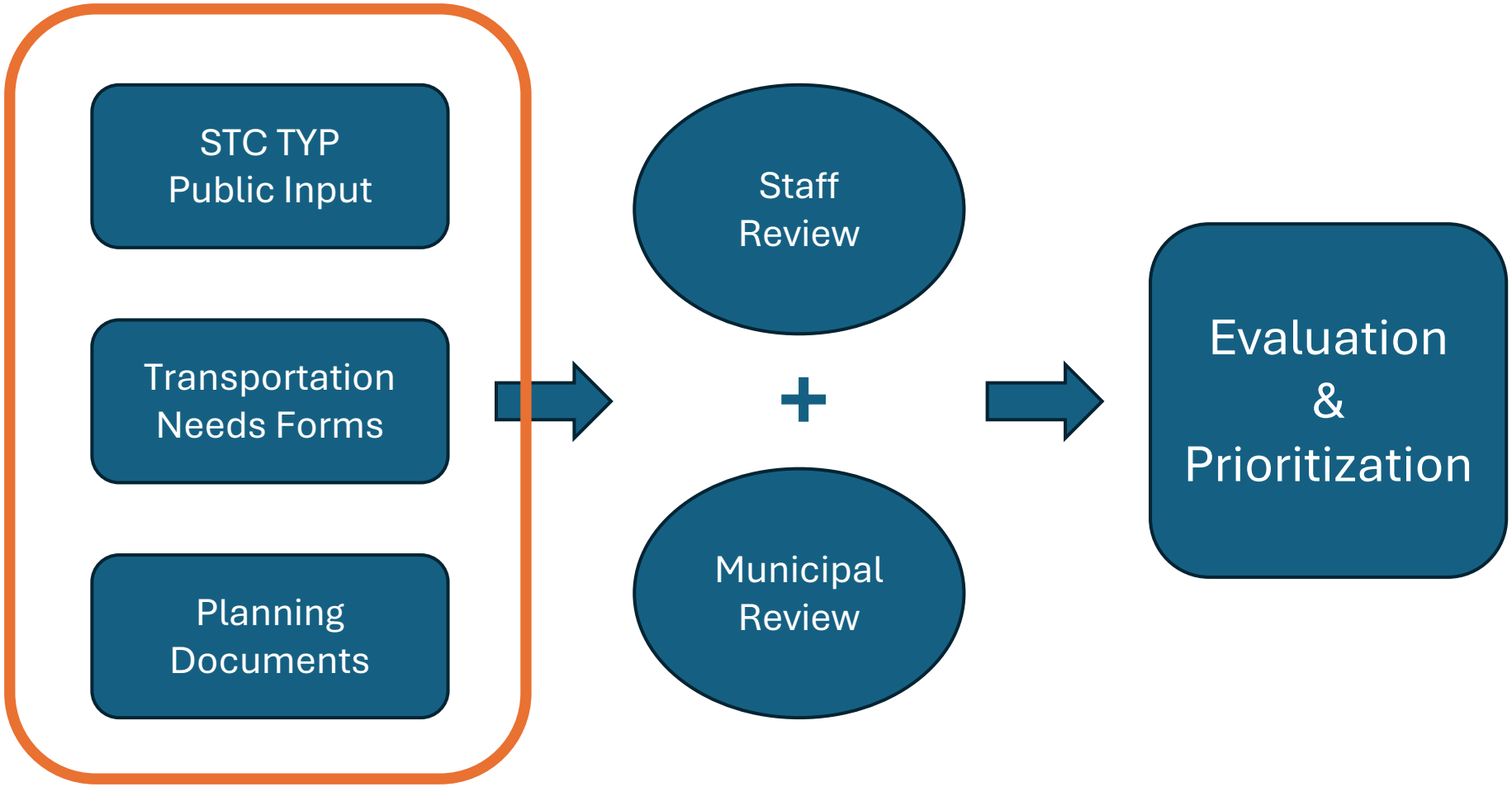
- Framework and priorities for the expenditure of federal transportation funds over a 25-year period
- Documents the current status of transportation projects and programs, identifies long-term needs
- Recommends projects to meet those needs

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

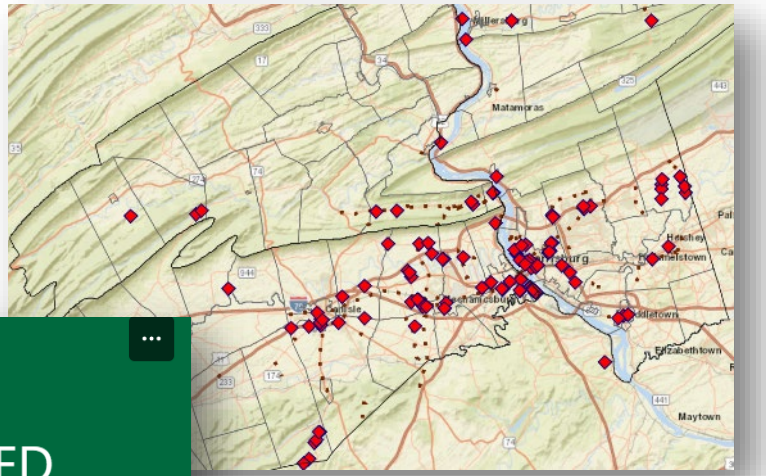
HATS 2050 RTP FOCUS AREAS

- SAFETY
- CONGESTION
- ASSET MGMT
- MOBILITY & ACCESSIBILITY
- FREIGHT
- NON-MOTORIZED
- RESILIENCY
- TRANSIT
- LAND USE
- ENVIRO JUSTICE

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION


STC TYP
Public Input
Transportation
Needs Forms
Planning
Documents
Staff
Review
+
Municipal
Review
Evaluation
&
Prioritization





HATS
HARRISBURG AREA TRANSPORTATION STUDY

REPORT A TRANSPORTATION NEED

Please feel free to bring a specific need to our attention by completing and submitting the HATS Transportation Need Form below.

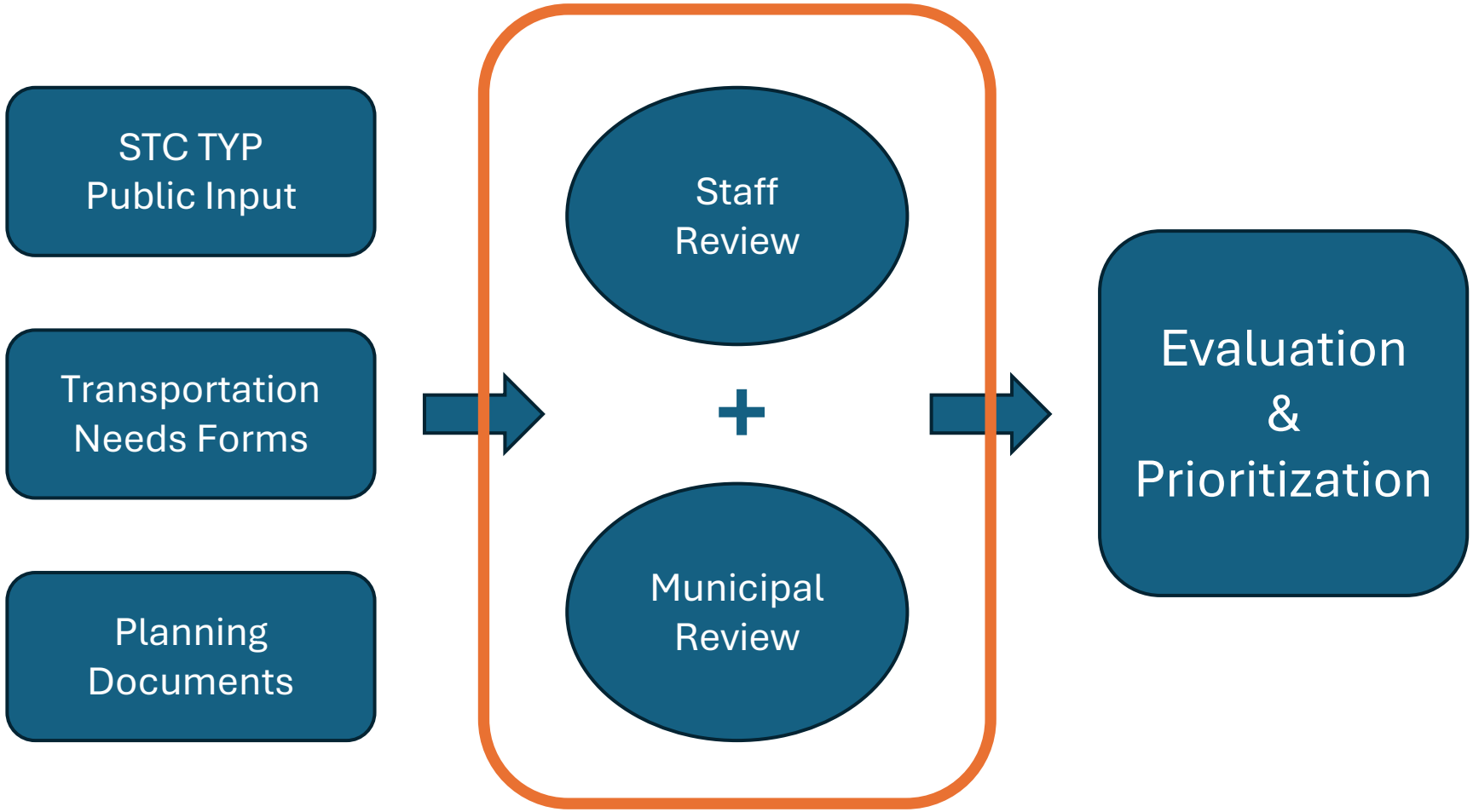
We also encourage you to make your municipality aware of the issue. HATS staff works with the region's municipalities to address their transportation needs using the region's allotment of federal funding. The description form is the first step in the process.

You may also download a **PDF version** of this form (https://tinyurl.com/hatstransportationneed) -- with information about the 2050 Regional Transportation Plan -- and **email it to us** at planning@tcrpc-pa.org or send a hard copy to Tri-County Regional Planning Commission, HATS Project Development, 320 Market St., Suite 301E, Harrisburg PA, 17101.

For information on project development, see bottom of page.

INSTRUCTIONS:
1. Fill in and submit the Need Form below (*required fields* are marked with *).
2. (Optional) Use the interactive **Project Locations Public Map** (https://tinyurl.com/hatsmapping) below the form to indicate the location of the problem or need. Click the map's "i" button for instructions.

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

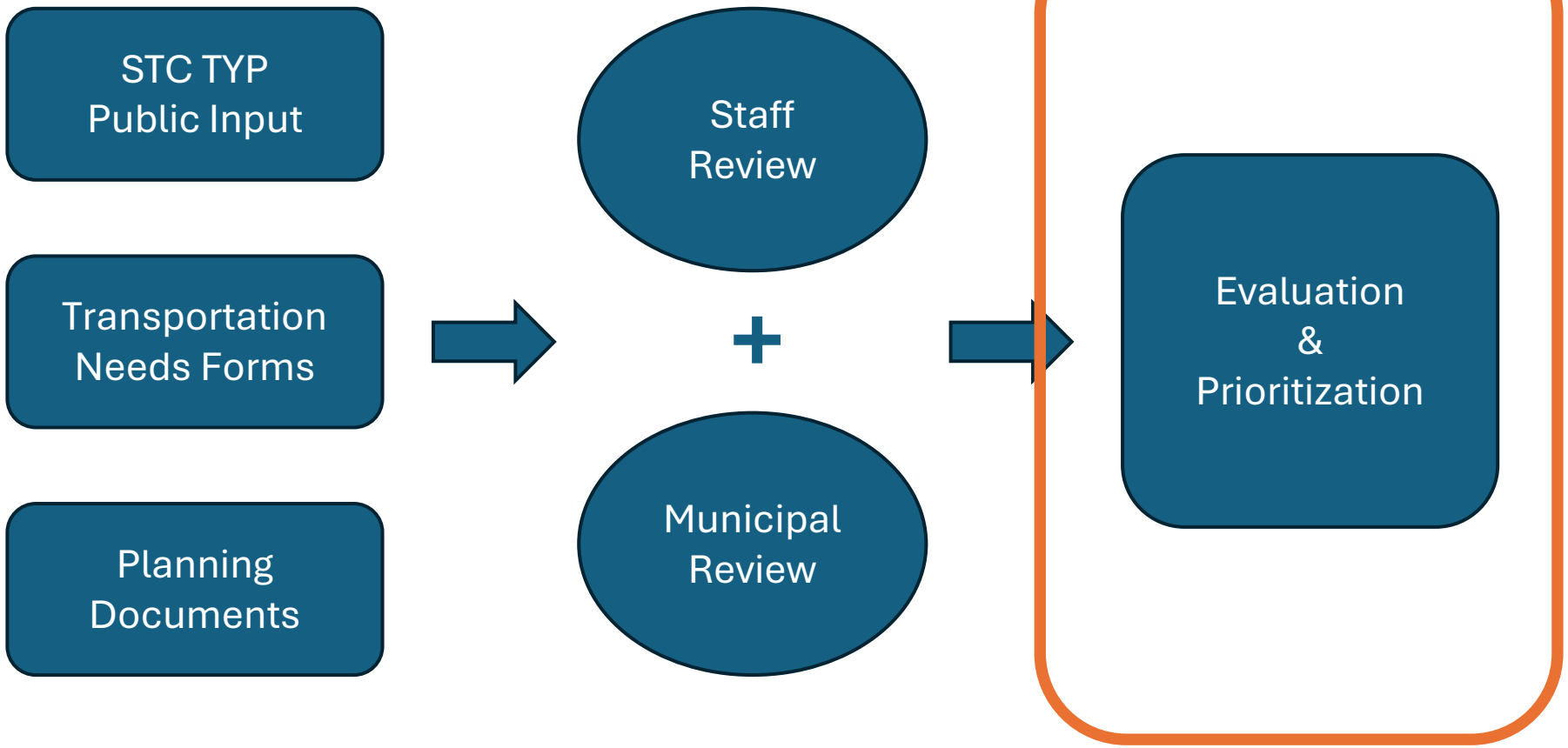


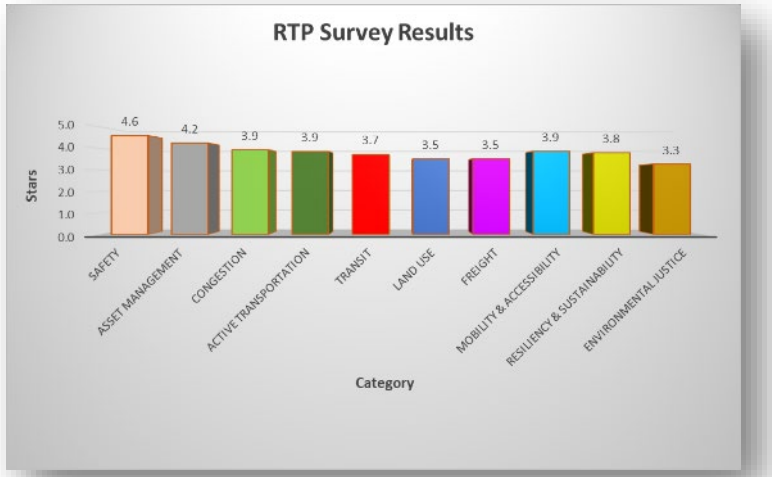
TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

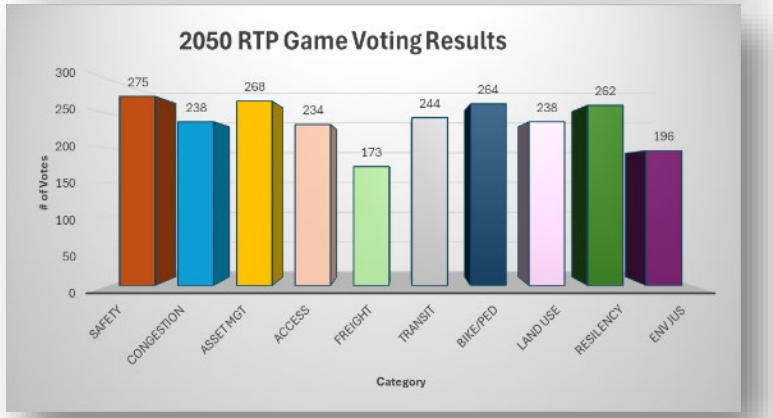


- Over 100 Transportation Needs submitted
- Held review meetings with 30 municipalities
- Ended up with approx. 80 total needs
  - 42 Cumberland County
  - 34 Dauphin County
  - 5 Perry County

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION


STC TYP
Public Input
Transportation
Needs Forms
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Evaluation
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Prioritization

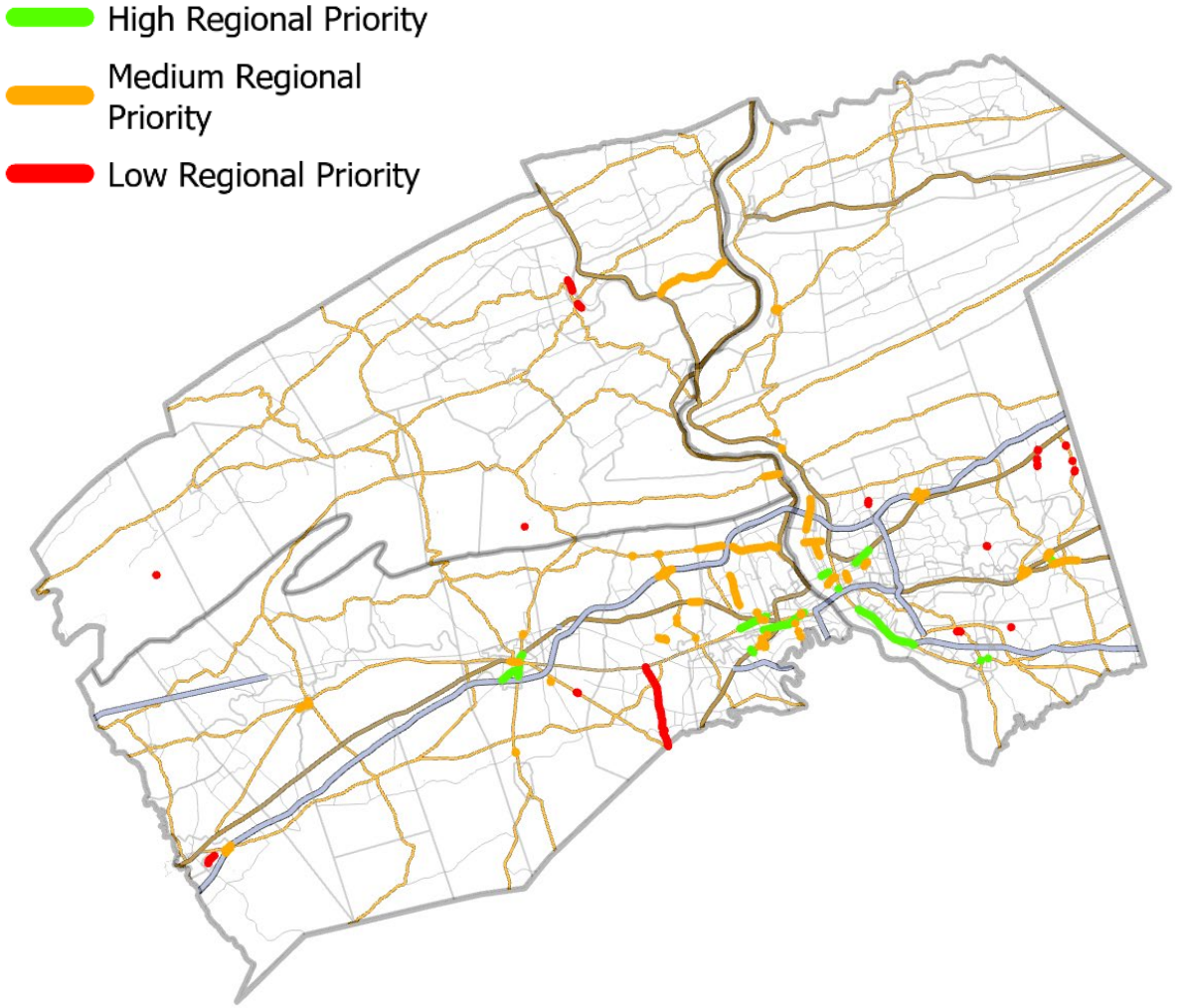




Focus Area	2045 RTP	Average	2050 RTP
Safety	20	**21.3125**	20
Asset Management	15	**17.875**	15
Mobility & Accessibility	5	**7.5625**	8
Congestion	15	**12.3125**	12
Freight	5	**5.9375**	5
Transit	10	**7.5625**	8
Non-Motorized Transportation	10	**9.25**	12
Land Use	10	**8.5625**	10
Resiliency	5	**5.5625**	5
Environmental Justice	5	**4.0625**	5

TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

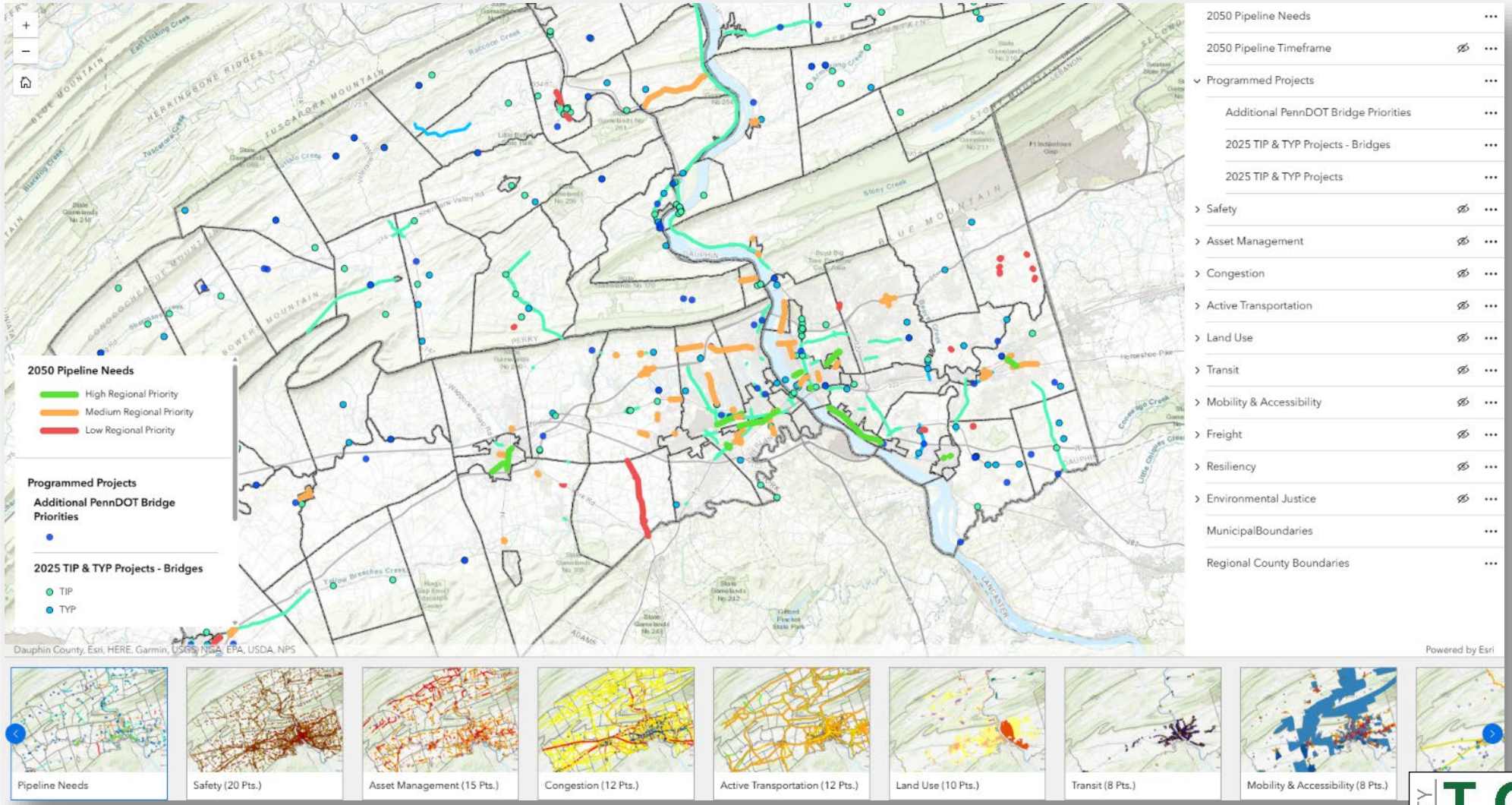
Category	Criteria	Points	Comments/Notes
Safety (20 POINTS)	High Injury Network Corridors	20	HATS Regional Safety Action Plan
	Vulnerable Road User Segments - Tier 1	20	HATS Regional Safety Action Plan
	Vulnerable Road User Segments - Tier 2	12	HATS Regional Safety Action Plan
	Fatality or SSI Crash	5	Based on 2019-2023 PennDOT PCIT data
	Roadway Departure or Heavy Commercial Crash	5	Based on 2019-2023 PennDOT PCIT data
	Bike Ped Crash	5	Based on 2019-2023 PennDOT PCIT data
Asset Management (15 POINTS)	Bridge Condition - Poor	10	PennDOT Condition Data (2024)
	Bridge Condition - Fair	5	PennDOT Condition Data (2024)
	Roadway Condition - Poor	10	PennDOT Condition Data (2024)
	Roadway Condition - Fair	5	PennDOT Condition Data (2024)
	Change in Condition (Good to Fair, Fair to Poor)	5	PennDOT Condition Data (2024)
	Posted or Closed Bridge	15	PennDOT Condition Data (2024)
Congestion (12 POINTS)	Travel Time Index (AM or PM) High	12	from RITIS, to be updated with prioritized corridors once CMP complete
	Travel Time Index (AM or PM) Mid	8	from RITIS, to be updated with prioritized corridors once CMP complete
	AADT Scale	1 - 4	To be applied to segments not receiving points in other congestion criteria
Active Transportation (12 POINTS)	ATP Identified Priority	12	HATS Regional Active Transportation Plan
	ATP Reigonal Backbone	10	HATS Regional Active Transportation Plan
	.25 miles to Backbone	6	HATS Regional Active Transportation Plan
	Plain Sect	6	updated in 2024
	High Demand	4	HATS Regional Active Transportation Plan
	Medium Demand	2	HATS Regional Active Transportation Plan
Land Use (10 POINTS)	Within County Comprehensive Plan Growth Area	10	From County Comprehensive Plan Future Land Use maps
Transit (8 POINTS)	On SRTA nodes/stops/AMTRAK station	8	Current SRTA Routes
	.25 to SRTA nodes/stops/AMTRAK station	4	Current SRTA Routes
Mobility & Accessibility (8 POINTS)	Percentage Disabled	2	Above average census tracts (2022 5-year ACS estimates)
	Percentage Elderly	2	Above average census block groups (2022 5-year ACS estimates)
	Proximity to Services/Facilities	2	TCRPC data including public safety, medical and community facilities
	Sidewalk Priority	2 or 4	Combines sidewalk inventory data with bike/ped demand
Freight (5 POINTS)	Primary Highway Freight System	5	National Highway Freight Network Designation, updated/adopted 2019
	Rural or Urban Critical Corridors	5	National Highway Freight Network Designation, updated/adopted 2019
	National Multimodal Freight Network	5	National Multimodal Freight Network Designation, updated 2025
	HATS Identified	2	Candidates from HATS Frieght Study that were not approved/adopted as part of NHFN
	Proximity to Facilities/Generators	2	1 point for single, 2 points for multiple
Resiliency (5 POINTS)	FEMA Risk Score	3	https://hazards.fema.gov/nri/ (relatively high or high)
	Extreme Weather High Risk Segments	5	From PennDOT Extreme Weather Vulnerability Risk Study
Environmental Justice (5 POINTS)	Percentage minority (scale)	3 or 5	5-year ACS estimates in line with EJ Core Elements (Above or Well Above Avg)
	Percentage low income (scale)	3 or 5	5-year ACS estimates in line with EJ Core Elements (Above or Well Above Avg)



TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

NEED ID	County	Municipality	Location	Brief Description	Est. Cost (2025)	Est. Cost (2032)	Est. Cost (2043)	Date Submitted	Long Description	2025 Comments	2050 RTP Timeframe A	2050 RTP Timeframe B	2050 Regional Priority	2050 Score	Readiness
D47	D	Susquehanna	Walnut St & Progress Ave	Safety; Non-Motorized; Congestion	$4,000,000	$4,942,280	$6,891,129	2/11/2025	Heavily congested intersection with inadequate non-motorized facilities and lack of ADA accommodation	combine w/ D34	Mid Term	Mid Term	High	95	3
C03	C	Hampden	Trindle Road (Sporting Hill Road to Camp Hill Borough)	Congestion caused by traffic volume	$4,592,987	$5,674,957	$7,912,716	3/8/2013	Traffic volumes are heavy on this roadway with significant commercial, residential, and office development along the corridor.		Mid Term	Mid Term	High	93	3
D34	D	Penbrook	Walnut Street (23rd Street to 32nd Street)	Missing/inadequate shoulders & sidewalks; congestion; poor pedestrian crossing; accessibility	$2,000,000	$2,471,140	$3,445,565	8/24/2022	There is no buffer between sidewalks and traffic. Sidewalks and lanes are narrow. Street parking is allowed in one lane during certain hours, which leads to last minute merging.	Potential SS4A Implementation Grant	Mid Term	Mid Term	High	92	3
D32	D	Harrisburg	Forster Street from 2nd Street to 7th Street	Missing sidewalks, ADA concerns	$2,402,121	$2,967,989	$4,138,332	2/11/2021	This project would extend the improvements from Front St to 2nd St to the limits of Forster St where in intersects 7th St. The improvements would include sidewalk/ADA upgrades, bump outs for pedestrians, median enhancements and a possible road diet.	Camp Hill to Capital Safety Study	Mid Term	Mid Term	High	89	1
C51	C	Carlise	Hanover St (From Noble Blvd to McBride Ave)	Safety, Bicycle/Pedestrian concerns	$2,400,000	$2,965,368	$4,134,678	11/5/2024	High Injury Network Corridor and a Tier 1 High Risk Corridor for Bikes/Pedestrians.	Potential SS4A Implementation Grant	Mid Term	Mid Term	High	87	2
D33	D	Harrisburg	Paxton Street over Paxton Creek	Bridge rehabilitation/replacement	$4,846,381	$5,988,043	$8,349,260	6/21/2023	Poor roadway/bridge surface condition, sidewalks missing/inadequate, difficult/unsafe for pedestrians to cross, railroad crossing issue		Mid Term	Mid Term	High	86	2
D36	D	Middletown	E Main Street & Vine Street	Safety concerns due to increased truck traffic and congestion	$1,500,000	$1,853,355	$2,584,173	4/10/2023	Main St & Vine intersection has substandard radii for the existing truck traffic. The NW corner signal mast arm support has been hit numerous times. Sidewalk and ADA ramps on north side of Main damaged by truck traffic. Both roadways are State routes. We anticipate a large increase in truck traffic due to the new warehouse projects in the adjoining municipalities.		Mid Term	Mid Term	High	85	3
D29	D	Steelton	Main Street (Route 230)	Non-motorized safety issues	$4,000,000	$4,942,280	$6,891,129	10/4/2013	Coordination of streetscape improvements along the Route 230 Corridor (Phases 3-7) including pedestrian improvements at multiple intersections (crosswalks, brick pavers, etc).		Mid Term	Mid Term	High	82	3
C39	C	Lower Allen	Gettysburg Road Corridor	Bicycle/Pedestrian safety concerns; accessibility; congestion	$5,000,000	$6,177,850	$8,613,912	1/31/2025	Conduct design and engineering level analysis of recommended Complete Street improvements and other infrastructure upgrades to identify near-term projects (e.g., public off-site improvements) as well as long-term projects in conjunction with future redevelopment.		Mid Term	Mid Term	High	82	3
D06	D	Derry	Hockersville Road between Route 422 and Route 322	Missing sidewalks, difficult for pedestrians to cross, accessibility	$464,653	$574,111	$800,496	2/5/2021	Between Route 422 and Route 322 on Hockersville Road, pedestrians must use the shoulder to travel. There is existing sidewalk on and near Route 422 and on Route 322. Most intersections are lacking in curb ramps and crosswalks. There are several residential neighborhoods on both sides of the road, with commercial and recreational uses north and south of the corridor, creating a significant pedestrian demand. Crest of hill North of Areba on Hockersville creates sight distance issues.		Mid Term	Mid Term	High	80	2
D46	D	Middletown	Main Street & N Union Street	Safety concerns due to increased truck traffic and congestion	$1,500,000	$1,853,355	$2,584,173	1/28/2025	Main St & N. Union Street intersection appears to have substandard radii and insufficient room for the existing truck traffic movements. We anticipate large increases in both vehicular and truck traffic on this corridor, and at this intersection, due to significant new warehouse, residential and light commercial development projects in the adjoining municipalities. This intersection has lengthy queue back-ups during PM peak hours (at times exceeding 1000'), partially due to the eastbound Main St. left turn onto N. Union St. Both roadways are State routes.		Mid Term	Mid Term	High	77	3
C17	C	Lower Allen	US 15/Rossmoyne Rd/Wesley Dr Interchange	Interchange ramps function at poor levels of service	$4,572,839	$5,650,063	$7,878,006	10/30/2012	Traffic accessing interchange ramps currently functions at poor levels of service. Turn lane stacking frequently exceeds capacity of the lanes. Congestion occurs daily. Lower Allen is requesting upgrades to existing signalized intersections or existing alignments.		Mid Term	Mid Term	High	77	3
C52	C	Carlise	Walnut Bottom Rd (From S. Hanover St to I-81 Ramps)	Safety, Bicycle/Pedestrian concerns	$2,000,000	$2,471,140	$3,445,565	11/5/2024	Location identified for Road Safety Audit (SS4A Grant Application). Adjacent municipality is expecting high growth along the corridor.	Potential SS4A Implementation Grant	Mid Term	Mid Term	High	74	3
D18	D	Lower Paxton	I-81 Interchange at Mountain Road	Safety concerns due to poor road geometry	$18,197,890	$22,484,768	$31,351,003	8/7/2018	Safety improvements at the intersections of Mountain Road and both I-81 northbound and southbound off ramps. The northbound off ramp traffic does not always yield to Mountain Road traffic due to the geometry and the refuge area available to the southbound ramp motorists trying to make a left is inadequate.		Mid Term	Mid Term	Medium	72	3
D30	D	Susquehanna	Greenbelt Front Street Gap Closure	Gap in non-motorized transportation facility	$15,044,101	$18,588,041	$25,917,711		Extension of the Capital Area Greenbelt along the river between Vaughn Street and Linglestown Road (PA 39)	To be paired with upcomign AM project	Mid Term	Mid Term	Medium	71	2
P01	P	Marysville	Rt 850	Frequent flooding caused by insufficient SWM infrastructure	$1,000,000	$1,235,570	$1,722,782	5/30/2014	Construction of inlets and necessary stormwater infrastructure to address flooding/pooling water on Route 850. Traffic driving through sprays water up onto homes along the roadway.	Highest Scoring PC Need	Mid Term	Mid Term	Medium	44	3
C48	C	Carlisle	W. High Street (From Hanover St. to Mooreland Ave)	Safety, Bicycle/Pedestrian concerns	$1,200,000	$1,482,684	$2,067,339	11/5/2024	W. High St. from Hanover St. to Mooreland Ave. is a part of both a High Injury Network Corridor and a Tier 2 High Risk Corridor for Bikes/Pedestrians.	Potential SS4A Implementation Grant	Long Term	Long Term	Medium	71	2

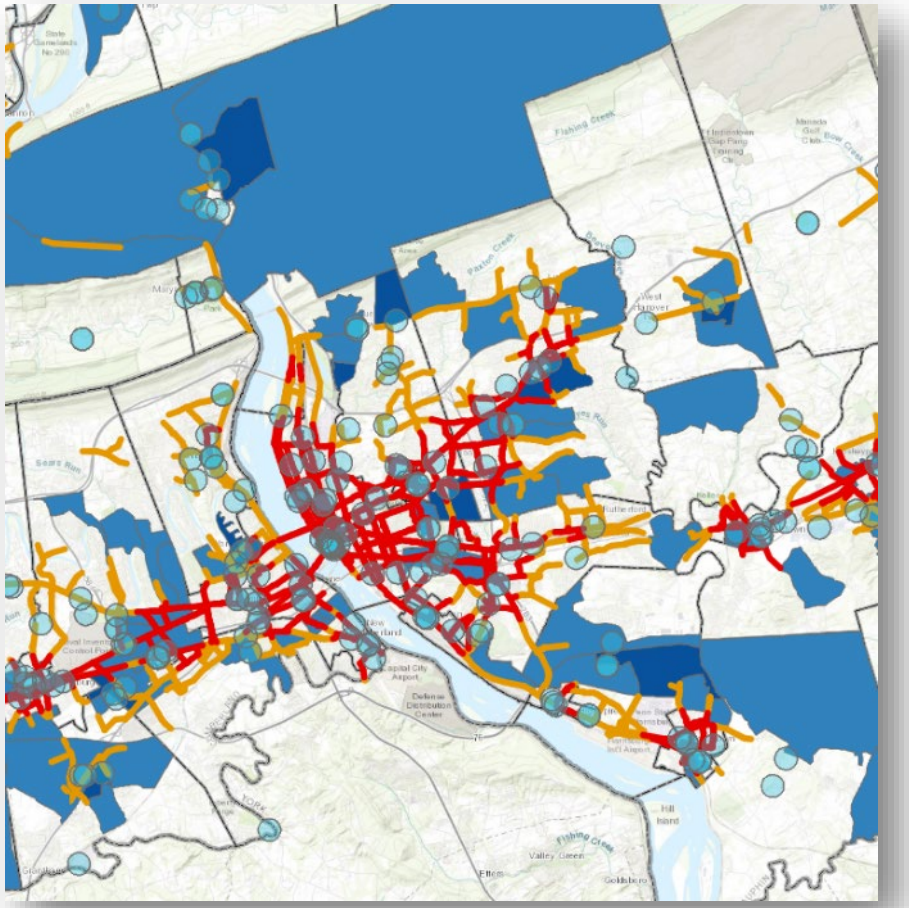
TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION



TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

Key Takeaways…

- Primarily used for TIP programming, but has other uses
- Sortable by overall score and each category
- Evaluating regional transportation need, not necessarily potential projects
- Pipeline is objective and quantitative, subjective and qualitative considerations are included
- Project readiness part of the process



TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

Moving forward…

- Updating Congestion Management Process and Regional Freight Plan in coming years
- Next RTP update in September 2027
- Continuing public and municipal input
- Improving asset management considerations and incorporating lowest-life cycle approach
- Adding locally-owned federal-aid eligible roads and bridges to the evaluations



TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION

Questions?

Andrew Bomberger, AICP
Executive Director

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TRI-COUNTY TCRPC REGIONAL PLANNING COMMISSION