



U.S. Department
of Transportation

Transportation Management Area Planning Certification Review

Federal Highway
Administration

Federal Transit
Administration

Lancaster

Transportation Management Area



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Final Report





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1.0 EXECUTIVE SUMMARY

On May 2-3, 2022, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the Certification Review of the transportation planning process for the Lancaster Urbanized Area (UZA). The Certification Review meeting agenda is included in **Appendix A**. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The first Certification Review for the Lancaster UZA was conducted in 2003. The second, third, fourth, and fifth reviews were conducted in 2007, 2010, 2014, and 2018 respectively. The previous Certification Review findings and their disposition from the 2018 review are provided in **Appendix D**.

1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Lancaster urbanized area meets the Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by the Pennsylvania Department of Transportation (PennDOT), Lancaster County Transportation Coordinating Committee (LCTCC) also known as Lancaster Metropolitan Planning Organization (MPO), and South Central Transit Authority (SCTA). There are also recommendations in this Report that LCTCC should consider and provide further follow-up, as well as areas where the Transportation Management Area (TMA) is performing very well that are to be commended.



Summary of Findings

Review Area	Recommendation	Commendation
<p>Continuous, Cooperative, and Comprehensive (3C) Planning Process</p> <p>23 CFR 450.306(a)&(b) 23 U.S.C. 134 (d) 23 CFR 450.314(a)</p>	<ul style="list-style-type: none"> The Review Team recommends that LCTCC develops a process to evaluate the effectiveness of the TIES and its impact on the MPO structure, ATAC, and TTAC, to ensure transparency of transportation planning decisions and adjust TIES, ATAC, and/or TTAC committee roles as necessary. 	<ul style="list-style-type: none"> The Review Team commends LCTCC on establishing the Transportation Implementation and Engagement Subcommittee (TIES) that focuses on implementation of the MPO’s Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other transportation programs. The Review Team commends SCTA and LCTCC on improving their collaboration on transit planning matters through more frequent check-ins, including those in the early planning stages.
<p>Unified Planning Work Program (UPWP)</p> <p>23 CFR Part 420, Subpart A 23 CFR 450.308</p>	<p>None</p>	<ul style="list-style-type: none"> The Review Team commends LCTCC for the collaboration with PennDOT District 8-0, SCTA, LCPD, and committee members in the development of the FY 2022-2024 UPWP which established new tasks and clear goals and priorities for the Lancaster region.



Review Area	Recommendation	Commendation
<p>Transportation Improvement Program (TIP)</p> <p>23 U.S.C. 134(c)(h)&(j) 23 CFR 450.316 23 CFR 450.326 Title 49 U.S.C. Chapter 53</p> <p>Air Quality (AQ) Conformity</p> <p>Clean Air Act Amendments of 1990 (CAAA) Section 176 (c)(1)</p>	<ul style="list-style-type: none"> The Review Team recommends the LCTCC and PennDOT District 8-0 work together to establish methods to effectively evaluate the environmental justice benefits and burdens analysis from the 2023 TIP to determine how those impacts will then properly inform the EJ analysis for the 2025 TIP. 	<ul style="list-style-type: none"> The Review Team commends LCTCC on collaborating with PennDOT District 8-0 and South Central MPOs on developing the Unified EJ Guide to provide an example of a methodology that can be applied statewide to evaluate the potential impacts of transportation plans and programs on EJ populations. The Review Team commends the coordinated efforts of SCTA, PennDOT District 8-0 and LCTCC on the development of and improvements to the Lancaster transit TIP, including the project selection prioritization plan used by SCTA, which exceeds Federal requirements. The Review Team commends the Lancaster staff efforts to participate as an active member of the PA Air Quality Work Group and for consistently completing past conformity determinations in a timely matter.



Review Area	Recommendation	Commendation
<p>Metropolitan Transportation Plan (MTP) / Long Range Transportation Plan (LRTP)</p> <p>23 U.S.C. 134(c),(h)&(i) 23 CFR 450.324 23 CFR 450.316</p>	<ul style="list-style-type: none"> The Review Team recommends that the LCTCC considers the development of a defined CMAQ project prioritization process, which can aid in the selection of projects for the region that provide the greatest emissions benefit for the lowest cost. 	<ul style="list-style-type: none"> The Review Team commends the LCTCC on its efforts to address several of the LRTP recommendations from the last Certification Review report. The MPO’s efforts to achieve earlier coordination on candidate projects and to create a more robust approach to environmental mitigation have resulted in laudable efforts such as the TIES and NEST stakeholder groups and the environmental buffer analysis. The Review Team commends the LCTCC on the efforts that were made to expand outreach to underserved communities as part of the <i>connects2040</i> development. The Team encourages the MPO to continue expanding its outreach to underserved populations as part of its ongoing project and plan development processes.
<p>Multimodal and Transit Planning</p> <p>49 U.S.C. 5303 23 U.S.C. 134 23 CFR 450.312</p>	<p>None</p>	<ul style="list-style-type: none"> The Review Team commends LCTCC on developing the ATP as a comprehensive planning resource that incorporates important elements of



Review Area	Recommendation	Commendation
23 CFR 450.314 23 U.S.C. 217(g) 23 CFR 450.200 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d))		complete streets, accounts for equitable distribution of benefits, and identifies and prioritizes potential improvements throughout the planning region.
Public Participation and Outreach 23 U.S.C. 134(i)(6) 23 CFR 450.316 & 450.326(b)	<ul style="list-style-type: none"> The Review Team recommends that LCTCC updates its PPP so that the plan reflects the current strategies and processes that the MPO is using to conduct public outreach for its major planning documents, including procedures for tribal consultation and virtual public involvement. 	<ul style="list-style-type: none"> The Review Team commends the LCTCC's use and success of virtual and hybrid public participation opportunities during the COVID-19 pandemic, as well as the MPO's plan to continue to offer hybrid public engagement opportunities.
Civil Rights/Non-Discrimination Title VI Civil Rights Act/ 42 U.S.C. 2000d Limited English Proficiency (LEP) Executive Order 13166 Environmental Justice (EJ) Executive Order 12898	<ul style="list-style-type: none"> The Review Team recommends the LCTCC to continue evaluating the language groups in the area and language assistive tools that will increase opportunities for meaningful participation by the region's LEP and linguistically isolated language groups. The Review Team recommends that the LCTCC works with PennDOT BEO to ensure the MPO's methods and procedures for monitoring and enforcement of CUF and prompt payment/return of retainage requirements are compliant with regulations and consistent with PennDOT's approved DBE Program. 	None



Review Area	Recommendation	Commendation
<p>Transportation Safety</p> <p>23 U.S.C. 134(h)(1)(B) 23 CFR 450.306(a)(2) 23 CFR 450.306(d) 23 CFR 450.324(h)</p>	<p>None</p>	<ul style="list-style-type: none"> • The Review Team commends LCTCC for collaborating with PennDOT District 8-0 to develop a flow chart on how potential safety projects are evaluated and reviewed to determine HSIP eligibility. • The Review Team commends the collaboration between the MPO and SCTA on data sharing and transit-related safety and asset target setting and LCTCC's and SCTA's dedication to assess their TAM and PTASP targets to ensure they are appropriate for their regional planning efforts.
<p>Integrating Freight into the Planning Process</p> <p>23 CFR 450.306 (b) (4) 23 CFR 450.306 (b) (6)</p>	<ul style="list-style-type: none"> • The Review Team recommends the LCTCC to consider establishing a freight advisory committee that includes public and private sector participants. A freight advisory committee would be very effective in coordinating and collaborating concerns and issues related to increased freight development, conflicting land uses, truck parking, and increases in truck traffic. If establishing a freight advisory committee is not achievable, the Review Team recommends creating a freight subcommittee to assist the 	<ul style="list-style-type: none"> • The Review Team commends the LCTCC for preparing a comprehensive and descriptive multimodal freight planning section for the <i>connects2040</i> LRTP.



Review Area	Recommendation	Commendation
	MPO with the development of its upcoming stand-alone freight plan.	
Congestion Management Process (CMP), Operations 23 U.S.C. 134(k)(3) 23 CFR 450.322	None	<ul style="list-style-type: none"> The Review Team commends the LCTCC for completing CMP project evaluations for the PA 896 and Rockvale Road Improvements project and the Gap Bottleneck Improvements project. The Review Team found this to be a noteworthy practice and evaluations should be shared with PennDOT as it works to identify appropriate traffic signal systems statewide for congested corridors.

Details of the findings for each of the above items are contained in this Report.

2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. After the 2010 Census, the Secretary of Transportation designated 183 TMAs – 179 urbanized areas over 200,000 in population plus four urbanized areas that received special designation. In general, the reviews consist of three primary activities: a site visit, a review of



planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Long Range Transportation Plan (LRTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations, as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process. While the Certification Review Report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of the Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare a Certification Review Report to document the results of the review process. The Report and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed and whether they relate explicitly to formal “findings” of the review.

2.2 Purpose and Objective

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe,



Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) extended the minimum allowable frequency of certification reviews to at least every four years.

The Lancaster County Transportation Coordinating Committee (LCTCC) is the designated MPO for the Lancaster urbanized area. The Pennsylvania Department of Transportation (PennDOT) is the responsible State agency and South Central Transit Authority (SCTA) is the responsible public transportation operator. Current membership of the LCTCC consists of elected officials, SCTA, PennDOT, and citizens from the political jurisdictions in Lancaster area. The study area includes all of the Lancaster County metropolitan area with the City of Lancaster as the largest population center.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The review is also an opportunity for the Federal transportation agencies to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision-makers with the knowledge they need to make well-informed capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

Lancaster TMA's initial Certification Review was conducted in 2003. Subsequent Certification Reviews were conducted in 2007, 2011, 2014 and 2018. This Report details the sixth review, which consisted of a desk review, formal site visit and a public involvement opportunity, conducted in May 2022. The Certification Review meeting agenda is included in **Appendix A**. Participants in the review included representatives of FHWA, FTA, Environmental Protection Agency (EPA), PennDOT Central Office and the District 8-0 Engineering Office, SCTA, and LCTCC staff. A full list of participants is included in **Appendix B**. The comments from the public involvement opportunities are in **Appendix C**. A summary of the status of findings from the last review is provided in **Appendix D**.

A desk audit of current documents and correspondence was completed prior to the site visit. In addition to the formal review, routine oversight mechanisms provide a major source of information upon which to base the certification findings, such as routine correspondence,

review of transportation planning documents at time of update cycle, and participation in MPO meetings.

The Certification Review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, current status, key findings, and recommendations are summarized in the body of the Report for the following subject areas selected by FHWA, FTA, and EPA staff for on-site review:

- Continuous, Cooperative, and Comprehensive Planning Process (3C) – Documenting Roles and Processes
- Transportation Improvement Program (TIP)
- Long Range Transportation Plan (LRTP)
- Performance-Based Planning and Programming
- Unified Planning Work Program (UPWP)
- Air Quality Conformity
- Public Participation and Outreach
- Civil Rights (Title VI, Environmental Justice (EJ), Limited English Proficiency (LEP), Americans with Disabilities Act (ADA))
- Multimodal and Transit Planning
- Safety Planning
- Congestion Management Process (CMP)
- Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) Project Planning and Selection
- Freight Planning

3.2 Documents Reviewed

The following LCTCC documents were evaluated as part of this planning process review:

- Organization chart, membership and structure of Committees, meeting schedules and meeting minutes, Memorandums of Understanding (MOU)
- Lancaster MPO Website
- Transportation Implementation and Engagement Subcommittee (TIES) Charter
- Connections 2040: 2020 Update



- 2021-2024 Transportation Improvement Program (TIP), TIP project selection and evaluation process, TIP Environmental Justice (EJ) analysis
- Draft 2023-2026 Transportation Improvement Program (TIP), TIP project selection and evaluation process, TIP Environmental Justice (EJ) analysis
- Transportation Performance Measures narratives (PM-1, PM-2, PM-3, Transit)
- 2021 SCTA Transit Asset Management Plan
- 2021 SCTA Public Transportation Agency Safety Plan
- 2019 Congestion Management Process (CMP)
- 2019 Active Transportation Plan, Rt. 30 Bicycle and Pedestrian Crossing Study, Bicycle and Pedestrian Count Program, local active transportation plans, trail planning studies
- 2012 Lancaster County Human Services Transportation Plan
- 2018 SCTA Transit Development Plan (TDP)
- Freight planning analysis documentation
- 2016 Public Participation Plan (PPP)
- 2014 Limited English Proficiency (LEP) Plan
- Title VI Policy, Form, and Procedures
- 2022-2024 Unified Planning Work Program (UPWP)
- Smart Growth Transportation (SGT) program webpage and guidelines
- 2022 Lancaster Equal Opportunity Questionnaire
- Air Quality Conformity Process and Report for the 2021 TIP and 2045 LRTP
- Air Quality Conformity Process and Report for the draft 2023 TIP and 2045 LRTP
- MPO Bylaws and Policies, and Agreements with the Transit Provider, PennDOT, and other planning agencies
- Annual List of Obligated Projects (ALOP)
- Previous Federal Certification Review Reports



4.0 PROGRAM REVIEW

4.1 Continuous, Cooperative, and Comprehensive Planning Process

4.1.1 Regulatory Basis

23 CFR 450.306 (b) instructs MPOs to conduct the metropolitan planning process in a manner that is continuous, cooperative, and comprehensive, and provides for consideration and implementation of projects, strategies, and services. This is often referred to as the “3C” planning process.

23 U.S.C. 134(d) and 23 CFR 450.314(a) state that the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the planning area.

23 CFR 450.306 (a) requires metropolitan planning organizations, in cooperation with the State and public transportation operators, to develop LRTPs and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

4.1.2 Current Status

The LCTCC, commonly referred to as the Lancaster County Metropolitan Planning Organization (MPO), is the policy body authorized to carry out the continuous, cooperative, and comprehensive transportation planning process to meet Federal transportation planning regulations. The LCTCC is supported by staff resources provided through the Lancaster County Planning Commission (LCPC) and is advised on technical matters by the Transportation Technical Advisory Committee (TTAC), the Active Transportation Advisory Committee (ATAC), and the recently established Transportation Implementation and Engagement Subcommittee (TIES). More specifically, TIES is a subcommittee whose mission is to ensure quality, effective, and timely implementation of the MPO’s Metropolitan Transportation Plan, *connects2040* (MTP), Transportation Improvement Program (TIP), and other transportation programs.

The TIES was established in September 2021 to consolidate previous existing subcommittees, namely the Transportation Improvement Program Update Subcommittee (TIPUS) and Smart Growth subcommittee. The TIES Charter document clearly explains the mission, purpose,



membership guidelines and selection, and the expected time commitment. The TIES is a nine-member subcommittee comprised of members representing the MPO, TTAC, transit, municipalities, business/economic development, and the public at-large. TIES meetings occur monthly and are also open to the public.

During the on-site review, LCTCC staff discussed the effectiveness of the TIES, what is anticipated for its role as the subcommittee grows, and how it fits with the other existing MPO committees. Thus far, the TIES has been successful in their mission and purpose to advise the MPO and TTAC on *connects2040* implementation and TIP development. In general, TIES meetings have a project-specific agenda. Staff mentioned that there is regular public attendance at the TIES meetings, whereas the public attendance for the other sub/committees often fluctuates. As the TIES continues in its first year, specific work tasks and paths of approval on recommendations are currently flexible but will become well-established moving forward. One of the goals that the TIES has is to establish an objective process for evaluating projects to be programmed on the TIP. As the TIES evolves, LCTCC staff should develop a process to evaluate the effectiveness of the subcommittee and its impact on the MPO structure, ATAC, and TTAC.

In February 2022, LCTCC updated their MPO Bylaws from its previous version which was adopted in September 2019. A few elements prompted the 2022 Bylaws update which included organizational changes, Federal regulation changes, and ensuring that the Bylaws capture and reflect the current transportation needs of the community. It is the intent of the MPO to update their Bylaws either on a biennial or annual basis. For the 2022 update, the Bylaws were thoroughly reviewed and updated with the assistance of an Ad-hoc Bylaws Committee. General changes to the Bylaws focused on housekeeping, voting and non-voting membership, officers, meetings and conduct of business, ATAC, and included revisions to reflect the Pennsylvania Sunshine Act. Additionally, moving forward, the MPO staff plans to routinely review their Bylaws at the beginning of the year, update as necessary, and consider a permanent Bylaws Committee.

At the on-site visit, LCTCC briefly discussed their MOUs with SCTA and neighboring MPOs and signified that any best practices on developing MOUs that the Federal Review Team could share would be helpful. Although LCTCC has not formally updated their MOUs, they define roles and responsibilities with their planning partners in other formal and binding mediums, such as the roles and responsibilities ascribed to the transportation planning work that is outlined in the MPO's Unified Planning Work Program (UPWP). The UPWP is presented and approved by FTA,



FHWA, and PennDOT, and later actualized by formal contracts with the planning partners, such as SCTA.

The SCTA, LCTCC, and PennDOT work in coordination for regional transit planning in the Lancaster UZA. This is expressed in the development of the region's planning documents (TIP, MTP, UPWP, ALOP), during TIP revisions (in accordance with the Lancaster MPO TIP revision MOU), and during Lancaster MPO committee meetings. The SCTA and MPO noted the improvement in collaborative efforts since the 2018 Certification Review. Additionally, PennDOT has been a helpful partner in the transit planning in the Lancaster UZA by providing routine program-related updates. The SCTA is committed to further improve the collaboration between the transit agency and the MPO. The Review Team recognizes SCTA's initiative on improving the collaboration with the MPO through more frequent check-ins, including those in the early planning stages.

As the current 2013 MOUs with neighboring MPOs (Lebanon, York, Harrisburg, and Berks) state, agreements will be reviewed no later than 2023 or when the 2020 Urban Areas (UAs) are defined. LCTCC's MOU with SCTA was updated during the last TIP cycle and MTP update. LCTCC staff plan to update its MOU with SCTA during the next UPWP update cycle and establish an MOU update cycle every two or three years. For the next MOU updates, staff foresee the content to mostly remain the same. When considering data sharing and transportation performance measures, LCTCC staff sees that their data, and data from neighboring MPOs, are open and transparent. Likewise, the MPOs approach to transportation performance measures and targets are developed similarly to other MPOs in the region.

Another point in the discussion was focused on how LCTCC educates new staff and/or committee members. Staff recognizes that it usually may take new staff or committee members one to two update cycles on any transportation planning task in Lancaster County to comprehend their role in the process. The Review Team encourages LCTCC staff to continue to document their internal processes on decision-making, public outreach efforts, etc. to further assist and overcome challenges during any transitional period or when staff changes occur. In the past, in-person orientations were conducted for new MPO committee members which proved to be successful.

Currently, LCTCC has a couple of methods in place to educate new staff and members. One method is having a separate meeting specifically for new persons to discuss the agenda materials with staff prior to a committee or MPO meeting for an orientation to key documents. Another method is having a follow-up meeting after a committee or MPO meeting to discuss



any questions or concerns on any agenda items. Although LCTCC provides these opportunities to new persons on staff or on a committee, sometimes there are challenges and LCTCC staff are seeking to establish a procedure that is more defined to familiarize those who are new to the transportation planning process and their role in its success.

LCTCC also mentioned a couple of education resources, such as their Citizens Guide to Transportation Planning, that staff have used in the past to orient new persons. These resources are currently outdated, but LCTCC has internally discussed updating the resources and making them available to the public. Along with educating new staff and committee members on the transportation planning process, transparency between the MPO, PennDOT and MPO committees is essential to a successful transportation program in the Lancaster region. One way that LCTCC achieves this is by including “Committee Updates” as an agenda item at the end of MPO meetings for all committees to have the opportunity to share any updates and/or announcements. When sharing details about projects and actions that need a vote, staff continues to share necessary background information. Local municipalities are specifically invited to a MPO meeting to receive input if there will be any discussion on a project that is within their boundary. PennDOT District 8-0 has been more transparent in providing additional information about the TIP development process which has been especially helpful during Committee meetings.

All MPO and Committee meetings are publicized in the newspaper and on LCTCC’s website along with the finalized meeting minutes. The LCTCC have worked to improve information sharing with the public and committee members since the 2018 Certification Review through sending more frequent e-mails and by including more information in the agenda packets included in the MPO sub/committee meeting invitations and reminder e-mails. During the meetings, there’s an opportunity for the public to provide comments and public comments are heard (if any) prior to taking any votes on an action. LCTCC continues to host hybrid meetings, both in person and virtually, and recognizes the benefits it provides. For the last TIP and MTP update, meetings were fully virtual due to the COVID-19 pandemic and LCTCC yielded more participation virtually than they would have during an in-person meeting. Hybrid meetings also help to achieve quorum which is needed to vote on any action.

Overall, LCTCC meets the requirements for conducting a 3C metropolitan planning process. The Federal Review Team encourages LCTCC staff to update their educational resources and outreach strategies. Staff should also consider various virtual public participation (VPI) tools to enhance their hybrid meeting platform to ensure effective communication with the public, as



well as new staff persons and committee members, about the transportation planning process and their role.

4.1.3 Findings

Commendation:

- The Review Team commends LCTCC on establishing the Transportation Implementation and Engagement Subcommittee (TIES) that focuses on implementation of the MPO's Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other transportation programs.
- The Review Team commends SCTA and LCTCC on improving their collaboration on transit planning matters through more frequent check-ins, including those in the early planning stages.

Recommendation:

- The Review Team recommends that LCTCC develops a process to evaluate the effectiveness of the TIES and its impact on the MPO structure, ATAC, and TTAC, to ensure transparency of transportation planning decisions and adjust TIES, ATAC, and/or TTAC committee roles as necessary.

4.2 Unified Planning Work Program (UPWP)

4.2.1 Regulatory Basis

23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.



4.2.2 Current Status

LCTCC adopted its FFY 2022-2024 UPWP on November 22, 2021, with FHWA/FTA approval on March 18, 2022. The MPO's FFY 2022-2024 UPWP was a collaborative effort developed by the LCTCC, Lancaster County Planning Department (LCPD) staff, and SCTA to create a customized work program that clearly defines the shared goals and priorities of the Lancaster region. Additional input from the Active Transportation Advisory Committee (ATAC), Transportation Technical Advisory Committee (TTAC), PennDOT, FHWA and FTA was also incorporated in the development of the UPWP. Besides the MPO committees, no external interest groups were involved in the UPWP development process. LCTCC considers the UPWP an internal document that is unique to the Lancaster region. Staff from the LCTCC, LCPD, SCTA, and MPO committee members are the most knowledgeable of staff resources and can properly guide the MPO on the additional tasks the organization can undertake in addition to the routine tasks such as TIP and LRTP updates.

To guide the UPWP development process, LCPD staff utilized the FY 2022-2024 UPWP Guidance released by PennDOT which included the Planning Priorities Actions and Procedures document as well as funding distributions. LCTCC also met with PennDOT District 8-0 to further discuss the UPWP Guidance. The UPWP Guidance was also shared with and presented to the TTAC and MPO prior to developing the draft. The FFY 2022-2024 UPWP includes new work tasks for the annual list of obligated projects, integration of cultural resources into the planning process, and greater emphasis on tribal consultation. The Federal Review Team encourages LCTCC to align its next UPWP update (as appropriate) with the most current FHWA/FTA Planning Emphasis Areas (PEAs) which communicates FHWA/FTA planning priorities to help inform the State Planning and Research (SPR) Work Program and MPO/RPO UPWPs updates.

4.2.3 Findings

Commendation:

- The Review Team commends LCTCC for the collaboration with PennDOT District 8-0, SCTA, LCPD, and committee members in the development of the FY 2022-2024 UPWP which established new tasks and clear goals and priorities for the Lancaster region.



4.3 Transportation Improvement Program (TIP)

4.3.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years;
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP;
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project;
- Projects need to be consistent with the adopted MTP;
- Must be fiscally constrained; and
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.3.2 Current Status

In Pennsylvania, STIPs and TIPs are updated on a biennial basis in coordination with PennDOT Central Office, the regional PennDOT District Office, and the MPO/RPO Planning Partners. To prepare for TIP development, Lancaster County Planning staff solicit municipal transportation needs from the County's 60 (sixty) municipalities. This solicitation took place in February 2021 in preparation for the FY 2023-2026 TIP and, overall, 31 municipalities submitted a total of 115 local needs. In March 2021, LCTCC staff met with PennDOT District 8-0 to officially begin the FY 2023-2026 TIP development process and by June 2021 LCTCC completed its review of municipal needs.

The TIES and PennDOT Connects were also integral in the 2023 TIP development. TIP development was discussed during TIES meetings with presentations from Lancaster County Planning staff, SCTA, and PennDOT. The TIES is responsible for making recommendations to the TTAC and MPO on improvements to the candidate project selection, evaluation, and prioritization on the TIP. TIES is also responsible for recommending the draft Highway and Bridge TIP and Transit TIP to TTAC and the MPO for their consideration. The PennDOT's Connects process in Lancaster County involves a series of meetings which will be held with municipalities where candidate projects are being considered for the 2023 TIP. This is a time



where the municipalities, Lancaster County Planning staff, and PennDOT District Office discuss anticipated project improvements and any local interests or concerns on candidate projects.

In addition to PennDOT Connects, a 30-day public comment period occurs along with public meetings specifically for discussion on the draft 2023 TIP. LCTCC utilizes a GIS online mapping tool as a visualization technique that will assist the public in their review. The GIS online mapping tool allows the public to see the physical location of the projects in context and view some project details such as the total cost and project description. Both hard copy and digital copy of the draft 2023 TIP were provided and distributed to the public as necessary. LCTCC consulted with Native American tribes and nations on the draft 2023 TIP as directed by the 2023 General and Procedure Guidance issued from PennDOT. Staff noted one change to their public outreach strategy for the TIP due to the impacts of the COVID-19 pandemic. Instead of mailing hard copy documents to libraries and municipalities of the 2023 draft TIP, the MPO developed and mailed a flyer with a QR code and a map of TIP candidate projects to libraries and municipalities. Although this is an acceptable outreach strategy, LCTCC staff should keep in mind the digital divide that may affect vulnerable populations, such as those with disabilities or LEP populations, as well as those who live in rural communities and environmental justice communities.

Project selection for the draft 2023 TIP is also supported through performance-based planning and programming (PBPP) and transportation performance management (TPM). LCTCC adopts the State's targets for PM-1, PM-2, and PM-3. Specific to PM-2, data from the Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) is analyzed to help focus investments on lowest life cycle cost. For all performance measures, PennDOT evaluates the progress on a statewide and regional level to ensure projects will help achieve the targets from one STIP/TIP cycle to the next.

Throughout the entire TIP development process, LCTCC attended multiple meetings with PennDOT District 8-0 and PennDOT Central Office to ensure the process is implemented successfully. In June 2022, LCTCC adopted the 2023 TIP and the TIP supporting documents. The MPO TIP is included in the STIP and thereby informs Pennsylvania's 12-Year Program (TYP). The TYP is the State's mid-range planning program that includes the STIP as the first 4-year segment and then expands to 8 more years (which is separated into two 4-year segments).



Transit

SCTA is the expert party for determining the public transportation needs in the Lancaster TMA. SCTA drafts the transit TIP update and then submits the draft TIP to the MPO and PennDOT for the entities to make corrections. SCTA presents to their Board of Directors the annual capital budget which includes the funding and projects programmed on the draft transit TIP. The SCTA Board of Directors (and the public) have the opportunity to ask questions at the time about specific capital improvement projects. SCTA then presents the Lancaster transit TIP to LCTCC during the TTAC and MPO meetings and relays any comments provided earlier by the SCTA Board or the public.

SCTA noted at the 2022 Certification Review on-site visit that the only public or committee comments received regarding the transit projects programmed on the Lancaster transit TIPs are comments for clarification of the transit projects. The commenting partners did not express comments addressing the favorability of the proposed transit projects.

SCTA project selection for the Lancaster transit TIP also exemplifies PBPP. SCTA develops a 25-year long-range plan for capital improvements in aspirations of keeping their capital assets continually in a state of good repair. Project prioritization for the Lancaster transit TIP is derived from comparing the condition of SCTA's assets to SCTA's Transit Asset Management (TAM) performance measure targets (useful life benchmark (time), use benchmark (miles), and condition (TERM rating)), and the 25-year long-range plan for capital improvements. SCTA uses objective (mainly quantitative) metrics to assess whether an asset should be replaced or rehabilitated. SCTA uses the public narrative portion of the ascribed MPMS project number as an opportunity to provide meaningful description of the transit project and to connect the transit projects' relevance to their TAM performance measure targets.

SCTA modifies their asset replacement strategy to adapt to the changes in transit funding allotments. The transit agency has adjusted their asset replacement strategy to allow for vehicle fleets (and other assets) to be replaced evenly over time, which also expends SCTA's capital costs more evenly over time. This replacement strategy reduces the total percentage of vehicles in a fleet (and other asset classes) that have surpassed their useful life (or asset condition benchmarks) at any period. SCTA relayed at the 2022 on-site visit that they have been successful in adhering to their 25-year long-range plan for capital improvements with the past level of allocated Federal and state transit funding.



SCTA, Lancaster County MPO, and PennDOT have worked together recently to improve the format, layout, and organization of the transit projects programmed on the most recent draft of the transit TIP. This improvement has resulted in a better, more refined, planning document.

Air Quality Conformity

LCTCC must demonstrate that the plans, programs, or projects meet the transportation conformity requirements of the Clean Air Act (CAA) as set forth in the transportation conformity rule. To demonstrate this, PennDOT conducts air quality conformity on behalf of the LCTCC for regionally significant, non-exempt transportation projects on the TIP and MTP under the 2008 8-hour ozone National Ambient Air Quality Standard (NAAQS) and the 2006 24-hour fine particulate matter (PM_{2.5}) NAAQS using the latest available planning assumptions and the Motor Vehicle Emission Simulator (MOVES) model. For the FY 2023-2026 TIP and 2045 MTP, Lancaster County's air quality analysis results show that projected emissions are below the emissions budget for ozone and PM 2.5. The Review Team encourages LCTCC to continue to support and program projects that are beneficial to air quality and therefore contribute to State Implementation Plan (SIP) development. With the recent update of the MOVES3 modeling software and the changeable nature of air quality standards, the Review Team encourages the MPO staff to continue to participate in trainings and coordinate with other regional MPOs/RPOs regarding different technologies and programs that can be used to further reduce emissions and positively impact air quality. The Review Team commends the LCTCC's efforts to participate as an active member of the PA Air Quality Work Group and for consistently completing past conformity determinations in a timely matter. Overall, the LCTCC meets the federal requirements for air quality conformity.

Project Evaluation

The Project Evaluation Tool, TIES, network screening, and the Congestion Management Process (CMP) each help to evaluate and prioritize projects for the draft 2023 TIP. The Project Evaluation Tool uses data from the County's GIS system and provides support when discussing candidates for local bridge projects. There are some limitations to the Project Evaluation Tool since the GIS data is location only and needs to include more qualitative measures, so this tool has been used mostly as advisory. LCTCC is examining how to use that location-based data to supplement some areas of the MTP such as support with identifying transportation assets within a community to then inform broad initiatives such as policies. Moving forward, LCTCC



staff will work with the TIES on providing recommendations for improvement on the Project Evaluation Tool.

Network screening is part of the Highway Safety Improvement Program (HSIP) process and advises LCTCC staff in identifying safety projects using HSIP funding. Once staff reviewed the outcomes of the network screening, the TIES was tasked with prioritizing the locations for safety investment. In this assessment, TIES (with aid from traffic engineers) developed HSIP safety profiles for the prioritized locations and included a field view, detailed crash analysis, and identification of potential improvements.

In the discussion at the site visit, the LCTCC indicated that PennDOT takes the lead on state-owned Federal-Aid projects, but there is information sharing and coordination that takes place between PennDOT and the MPO throughout the project development process. With regards to local Federal-Aid assets, Lancaster County has almost 200 miles of locally-owned roadways, which is third highest in the state. This amounts to over 20% of the County's entire Federal-Aid network. As a follow up to the recommendation in the 2018 Certification Review Report that the MPO develop a process to collect and analyze the conditions and operational functions of its locally-owned system, the Review Team inquired as to whether the LCTCC is currently performing any data collection on its local network. The LCTCC staff mentioned that this is still a work in progress, but it would like to integrate this effort with the Highway Performance Monitoring System (HPMS) data collection process. On the bridge side, LCTCC staff plans to use PennDOT's Bridge Management System (BMS) data to assist in ranking locally-owned bridge projects. The Review Team continues to encourage LCTCC staff to pursue these and other strategies to develop a defined analytical process to prioritize projects on its local Federal-Aid network.

PennDOT also assists in the project selection and evaluation process through identifying pavement priorities and utilizing Roadway Management System (RMS) data to help identify candidate projects and submit to the MPO for consideration. To identify pavement priorities, PennDOT District staff conducts County A-Team rides which provides an in-person knowledge and perspective on needs and priorities. Afterward, the District discusses whether the priority is better suited for inclusion on the TIP and if so, District staff meet with the MPO to discuss funding. Supplemental information comes from the RMS which provides data analysis on roadway segments based on a few factors including the International Roughness Index (IRI) and Average Daily Traffic (ADT). For state bridge projects, PennDOT selects critical bridges through examining bridge inspection reports and meets with the MPO for their consideration on



inclusion in the TIP. If projects from statewide managed programs, such as the Transportation Alternatives Set-Aside (TASA), the Rail-Highway Crossing Safety Program, are placed on the MPO TIP, program funds are added to the TIP to support those projects.

Environmental Justice (EJ) and the TIP

PennDOT Central Office, in coordination with the South Central MPOs in PennDOT District 8-0, developed a methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. This is known as the Unified EJ Guide and includes the Core Elements Process as well as noteworthy practices MPOs have adopted from around the country. The LCTCC staff applied the Unified EJ Guide methodology to perform the EJ analysis for the draft TIP. Overall, the Core Elements Process for conducting the EJ analysis is a collaborative process between LCTCC and PennDOT. The current EJ analysis for the draft 2023 TIP includes good discussion on the existing conditions prior to the development of the draft TIP. However, the burden and benefits analysis of the 2023 TIP is conducted after the TIP is developed. The purpose of the burden and benefits analysis is to properly inform the next TIP update cycle. Therefore, PennDOT should establish a formal process to analyze the benefits and burdens of highway, bridge, and transit investments on EJ communities to properly inform and develop TIPs throughout the update process. For more information on the EJ analysis and methodology, please see *Section 4.7 - Civil Rights*.

connects2040 Implementation Program

In April 2022, LCTCC updated its previously known Smart Growth Transportation (SGT) Program and is now named the *connects2040* Implementation Program. LCTCC saw the need to align the *connects2040* Implementation Program acutely with the Lancaster MPO long-range transportation plan (*connects2040*) and the Lancaster County comprehensive plan (*places2040*). Specifically, the *connects2040* Implementation Program directly links regional and local transportation project funding to *connects2040* implementation efforts. The Implementation Program is funded through Lancaster's allocation of Surface Transportation Urban (STU) funds. With the STU funds, the Implementation Program will provide at least 80% of available funding to construction projects and no more than 20% to transportation and land



use studies. Applications are accepted every two years and provides \$3 million for each funding cycle.

At the on-site visit, there was some discussion on how LCTCC measures the success of the *connects2040* Implementation Program and any efforts to increase engagement and solicit feedback. LCTCC staff has an after-action review once project selection concludes to have discussions on how to continue to tweak the Implementation Program. Staff can confidently conclude that the *connects2040* Implementation Program works well to meet the local and regional transportation planning needs. The Review Team encourages the LCTCC to consider methods and metrics on how to evaluate the effectiveness of the *connects2040* Implementation Program between funding cycles to continue the program's success. LCTCC is considering developing performance measures, such as a project implementation timeline or local delivery process, to further analyze the success of the Program and what can be done differently in the next cycle.

4.3.3 Findings

Commendation:

- The Review Team commends the LCTCC on collaborating with PennDOT District 8-0 and South Central MPOs on developing the Unified EJ Guide to provide an example of a methodology that can be applied statewide to evaluate the potential impacts of transportation plans and programs on EJ populations.
- The Review Team commends the coordinated efforts of SCTA, PennDOT District 8-0 and LCTCC on the development of and improvements to the Lancaster transit TIP, including the project selection prioritization plan used by SCTA, which exceeds Federal requirements.
- The Review Team commends the Lancaster staff efforts to participate as an active member of the PA Air Quality Work Group and for consistently completing past conformity determinations in a timely matter.

Recommendation:

- The Review Team recommends the LCTCC and PennDOT work together to establish methods to effectively evaluate the environmental justice benefits and burdens analysis

from the 2023 TIP to determine how those impacts will then properly inform the EJ analysis for the 2025 TIP.

4.4 Metropolitan Transportation Plan (MTP) / Long Range Transportation Plan (LRTP)

4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). In Pennsylvania, the MTP is often referred to as the Long Range Transportation Plan (LRTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 U.S.C. 134(i)(2)(D) and 23 CFR 450.324(f)(10) require environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the Plan.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand



- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.4.2 Current Status

The LCTCC's current Long Range Transportation Plan (LRTP) is *connects2040*, which was adopted in June 2020. The LRTP covers a 20+ year planning horizon and discusses transportation investment priorities for the region through 2045. The next plan update is scheduled to occur in 2024. The strategic directions of the LRTP are aligned with *places2040*, the Lancaster County Comprehensive Plan, the MPO's Active Transportation Plan (ATP), and the Congestion Management Process (CMP).

Project prioritization for the LRTP is a collaborative process that includes coordination with PennDOT District 8-0 and a look at asset management and bridge conditions in the region. Needs presented by municipalities through stakeholder outreach, public responses to a MetroQuest survey (provided in English and Spanish), and internal corridor studies were some of the main inputs into project development for the outer years of the current plan. A series of focus group meetings were held in September 2019. Each focus group was oriented to a specific transportation topic or stakeholder group, including active transportation, emergency response, the Plain Sect Amish community, municipal officials, underserved populations, shippers & businesses, and transit & human services.

As a nonattainment region in Pennsylvania, the Lancaster MPO receives a dedicated amount of CMAQ funding to be used on projects that improve air quality and reduce congestion. At the site visit, LCTCC staff said that the MPO has no established process for CMAQ project prioritization. Rather, the MPO relies on both PennDOT District 8-0 and PennDOT Central Office to select these projects. Currently, the region has a material amount of funding available in the



CMAQ line item in both the current federal fiscal year (FFY) and on the draft 2023 Transportation Improvement Program (TIP) that is unallocated to specific projects.

One of the recommendations from the 2018 Certification Review report asked the MPO to consider expanding its outreach to Environmental Justice (EJ), Limited English Proficiency (LEP), and other traditionally underserved populations to ensure that these communities have ample opportunity to actively participate in the LRTP development process. For *Connects 2040*, LCTCC staff completed extensive outreach to some underserved communities within Lancaster County. Some of the methods used include the MetroQuest survey, an intercept survey to gauge public opinion during the MTP update process, and bilingual social media graphics. The MetroQuest survey was offered broadly in both English and Spanish (with alternative language translation provided upon request), and it could also be taken using a QR code scanned with a cell phone. LCTCC distributed social media fliers (in English and Spanish) and SCTA offered their transit facilities as locations to post physical fliers eliciting public feedback. In recent years, LCTCC worked to cultivate a working relationship with the Plain Sect community through collaboration with the PA Amish Safety Committee, which provided input on both the ATP and the LRTP.

LCTCC recognized they have not cultivated the same working relationships with the Chinese and Vietnamese cultural/language populations as they have with the Spanish and Plain Sect populations. LCTCC acknowledged they should initiate targeted public participation outreach measures to the Chinese and Vietnamese populations in their future transportation planning efforts.

Another recommendation from the 2018 Certification Review report asked the MPO to consider developing a more robust approach to environmental mitigation as part of the LRTP's development. One of the mitigation strategies in *Connects 2040* is to formalize an environmental resource agency stakeholder group. Based on FHWA's Eco-Logical approach to help identify mitigation strategies, the LCTCC established the Network of Environmental Stakeholders in Transportation (NEST) group. This coalition included representation at the local, state, and federal levels, including the Lancaster City Conservation District, the PA Fish & Boat Commission, PA Department of Conservation and Natural Resources (DCNR), the Army Corps of Engineers, and the U.S. Fish and Wildlife Service. Several group meetings occurred but were then paused due to consideration of PennDOT's Agency Coordination Meeting (ACM) process. The LCTCC is working with PennDOT to look at the ACM process moving forward, so the ACM's role in the development of the next LRTP is still to be determined. However, LCTCC staff feel



that the NEST approach (or something similar) could lead to mitigation becoming more of a localized process that is conducted in a more productive manner.

Feedback from the 2018 Certification Review and the development of *Connects 2040* has also led the LCTCC to pursue a long-term strategy for addressing environmental mitigation for projects on the Transportation Improvement Program (TIP). An interim step has been the development of an environmental buffer analysis, which is a GIS software-based process that was applied to LRTP projects on the 2021-2024 TIP that were scheduled for implementation during that time. The goal of the analysis is to provide information to environmental resource stakeholders regarding the potential environmental impacts of TIP projects. In the future, the LCTCC would like to potentially integrate this buffer analysis with a reworked version of its TIP evaluation tool, which could lead to a better sense of project needs and a more holistic analysis of project impacts.

Based on PennDOT's Extreme Weather Vulnerability Study from 2017, *Connects 2040* identifies several roadways in the region that are vulnerable to flooding. While local and municipal issues with stormwater and flooding are being identified as part of the PennDOT Connects' outreach process, LCTCC staff acknowledged that its approach to resiliency so far has been reactive and not proactive. However, the LCTCC may consider working towards the inclusion of resiliency as a ranking factor in its project prioritization process.

The Transportation Implementation and Engagement Subcommittee (TIES) was created to ensure the successful implementation of *Connects 2040*, the TIP, and the Smart Growth Transportation Program while engaging a diverse group of stakeholders. Implementation of the LCTCC's previous LRTP was guided by the Smart Growth Transportation Task Force (SGTTF), while the Transportation Technical Advisory Committee (TTAC) served as the TIP subcommittee for the previous TIP update. Moving forward, the MPO would like to use the TIES group to serve both functions while also providing input to help select the best local & regional projects. The MPO has grappled with the question of how it can measure the success of the implementation program with both construction and non-construction projects (such as studies). The LCTCC plans to hold an after-action review of the 2023 TIP selection process, which may provide some feedback that may also inform further analysis of the *Connects 2040* implementation process. Additionally, the Review Team encourages the LCTCC to further develop its highway-bridge TIP project evaluation tool, which may also benefit LRTP project selection.



4.4.3 Findings

Commendations:

- The Review Team commends the LCTCC on its efforts to address several of the LRTP recommendations from the last Certification Review report. The MPO's efforts to achieve earlier coordination on candidate projects and to create a more robust approach to environmental mitigation have resulted in laudable efforts such as the TIES and NEST stakeholder groups and the environmental buffer analysis.
- The Review Team commends the LCTCC on the efforts that were made to expand outreach to underserved communities as part of the *Connects 2040* development. The Team encourages the MPO to continue expanding its outreach to underserved populations as part of its ongoing project and plan development processes.

Recommendations:

- The Review Team recommends that the LCTCC considers the development of a defined CMAQ project prioritization process, which can aid in the selection of projects for the region that provide the greatest emissions benefit for the lowest cost.

4.5 Multimodal and Transit Planning

4.5.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require that the transportation planning process in metropolitan areas consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.312 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.



23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)) require that non-motorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system.

23 CFR 450.306(a) requires that the metropolitan planning process "address the following factors... (2) Increase the safety for motorized and non-motorized users; (3) Increase the security of the transportation system for motorized and non-motorized users; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life..."

23 CFR 450.322(f) requires that metropolitan transportation plans "...shall, at a minimum, include...existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors that should function as an integrated metropolitan transportation system)."

23 CFR 450.316(a) requires that "[t]he MPOs shall develop and use a documented participation plan that defines a process for providing...representatives of users of pedestrian walkways and bicycle transportation facilities, and representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process."

23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2) require that plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities)."

23 CFR 450.324(c) states that the TIP "shall include ...trail projects, pedestrian walkways, and bicycle facilities..."

4.5.2 Current Status

In the Lancaster TMA, the public transit agency – Red Rose Transit Authority (RRTA) (operated by SCTA since 2014) – is a fixed route bus service with seventeen routes that service Lancaster City, other areas of Lancaster County, a bus loop in downtown Lancaster, nine park-and-ride facilities, and a paratransit service, Red Rose Access, which is operated by one private transportation provider, Easton Coach Company. SCTA also operates Berks Area Regional Transit Authority (BARTA) which serves the Reading, Pennsylvania area.



RRTA is currently working with Google Transit to upload the RRTA system route map to the Google Map application. This effort will allow the public to view navigation options by transit in Google Maps, which will aid in better public awareness of transit-accessible trips.

Regional Transit Collaboration

SCTA is represented on the Lancaster County MPO Transportation Technical Advisory Committee (TTAC) and Policy (MPO) boards. Additionally, Lancaster County MPO's TIES subcommittee includes an RRTA Board Member. There is a standing agenda item for SCTA to provide any transit updates to the respective Lancaster County MPO sub/committee group.

SCTA notes they make a conscience effort to reach out to TTAC to inform them on SCTA updates, both during the meeting, and outside of the designated TTAC meeting space. PennDOT District 8-0 staff communicates effectively with SCTA to provide additional information for State updates pertaining to transit.

SCTA mentioned Lancaster County Planning department as well as the municipalities in Lancaster County are strong advocates of supporting public transportation. In this conversation, SCTA also mentioned the townships and boroughs of Lancaster County reach out to SCTA when they are discussing items related to economic development or land use planning.

SCTA is working on updating their transit development plan (TDP). The planning process for their current TDP (published in 2018), involved extensive public outreach/survey on system preferences of the residents of Lancaster, as well as a study of the current transit routes. SCTA additionally conducted rider surveys for the TDP. SCTA's planning document incorporated best practices for route planning, as well as reflected the public input in their interest of the public transit service offered in Lancaster County. SCTA notes the 2018 TDP has synergy with LCTCC's and LCPC's plans and goals.

Preparation for the coordination efforts for the Lancaster County Human Services Transportation Plan (HSTP) is currently underway. The Lancaster planning partners admitted during the site visit their intent to update the Lancaster County Human Services Plan in past years (updating cycles) did not actualize. The planning partners explained updating the plan would require extensive effort that goes beyond reviewing and updating outdated material and demographics. The planning partners realized to make a meaningful update to the County's Human Services Plan, the planning process would be a "significant undertaking" that requires extensive planning efforts to evaluate the current plan and system of operations and to



improve coordination among the service provider agencies. LCTCC staff noted there is considerable local interest and support, including the local healthcare systems, in updating the Human Services Transportation Plan. The HSTP stakeholder group intends to meet at least once a month. FTA expects following this approach will result in a superior product than if the region did not pursue this extensive effort.

Bicycle and Pedestrian Planning

Active transportation planning principles and infrastructure are an integral part of LCTCC's MTP, *connects2040*. At the time of the 2018 Certification Review, the MPO was commended for their integration of bicycle and pedestrian planning through input from their Bicycle and Pedestrian Advisory Committee (BPAC) and consideration of complete streets elements in transportation planning. Further, LCTCC developed their Active Transportation Plan (ATP) as a comprehensive guide for safe, interconnected mobility.

Since then, the ATP was finalized and approved (April 2019) and is now being implemented throughout the planning region. The Active Transportation Advisory Committee (ATAC) oversees implementation of the plan and is responsible for providing recommendations for next steps. The ATAC "is a group of bicyclists, pedestrians, and other non-motorized transportation users who use their experiences to inform programs we [the MPO] are working on." While the ATAC is composed of important stakeholders, the committee does appear to lack representation from the environmental justice community. The Review Team suggests that LCTCC actively solicits a representative from the environmental justice community for the Active Transportation Advisory Committee.

The ATP has resulted in several notable planning efforts, including:

- Route 30 Bicycle and Pedestrian Crossing Study
- WalkWorks grants for multiple communities
- SR 324 Enola Low Grade Trail Crossing Safety Study
- Local active transportation plans

The LCTCC is also looking to integrate smart growth into the planning principles for the region. There is broad support from both rural and urban areas for transforming Lancaster County roadways into complete streets. The LCTCC has worked with nine townships and boroughs so far to help secure Walk Works grants. Additionally, LCTCC staff notes the Amish/Plain Sect



community utilizes active/non-motorized transportation (scooters, horse and buggy) and desires to see more transportation facilities to accommodate their modes of transportation.

4.5.3 Findings

Commendation:

- The Review Team commends LCTCC on developing the ATP as a comprehensive planning resource that incorporates important elements of complete streets, accounts for equitable distribution of benefits, and identifies and prioritizes potential improvements throughout the planning region.

4.6 Public Participation and Outreach

4.6.1 Regulatory Basis

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require MPOs to provide adequate opportunity for the public to participate in and comment on the planning processes and products. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include: giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the participation plan.



4.6.2 Current Status

The LCTCC's current Public Participation Plan (PPP) was adopted in 2012, with technical updates occurring in 2014 and 2016. The MPO's intent has been to update the plan every four years, but due to the pandemic and other circumstances, the plan was not updated in 2020.

The current PPP provides a good overview of the federal and state requirements with regards to public participation. The plan describes outreach techniques for the major planning documents (LTRP, TIP, PPP, & UPWP) and provides a list of questions for the MPO to use in evaluating the effectiveness of these techniques. In addition, the plan lists potential future implementation strategies that may be used to increase public participation. These are all noteworthy elements of the plan. However, the PPP has not been updated recently to report on the status of implementing any of these outreach strategies. The MPO recognizes this and wants to institutionalize the evaluation of the PPP on a regular basis.

According to the MPO's current LRTP, *connects2040*, Lancaster County's aging population is expected to increase over the life of the plan, with more than 20% of residents being over the age of 65 by 2040. The LRTP also notes that Lancaster County had the largest settlement of Plain Sect population in the United States as of 2019. Finally, based on Census data, residents under the age of 65 with a disability comprise nearly 8% of the County's population. The LCTCC indicated that it is aware of both the challenges and opportunities these factors can represent for outreach efforts aimed at effectively soliciting input from the broad range of stakeholders in the County.

The Transportation Citizens Advisory Committee (TCAC), which was intended to broadly represent Lancaster County citizen interests in the transportation planning process, was disbanded at the end of 2015 due to poor attendance and participation. While there is an Advocate for Persons with Disabilities on the MPO's Transportation Technical Advisory Committee (TTAC) as well as a member of the Active Transportation Advisory Committee (ATAC) who is legally blind, the MPO indicated that it wishes to solicit greater involvement from additional stakeholders who broadly represent the community and its transportation interests. The Review Team encourages and supports the continued consideration and solicitation of membership on these committees that is reflective of the communities that the MPO serves.



Since the 2018 Certification Review, the LCTCC updated their website with improvements to make the website more accessible to the public. The website hosts MPO meeting dates and planning documents as well as offers a translate option provided by Google. The LCTCC looks to improve the accessibility of the website and include more information about the development process for various planning products. The planning partners emphasized the importance of ensuring information on their website is written in plain language so it would be easier for the public to understand. The LCTCC worked on creating story maps for their MTP and Congestion Management Process documents. LCTCC staff plans to use this communication tool for future planning products as well.

The COVID-19 pandemic affected LCTCC's outreach efforts and led the MPO to utilize virtual public involvement (VPI) tools and strategies. The MPO is interested in continuing the use of virtual public engagement mediums. LCTCC staff mentioned their highest attended public involvement session was held during an online open house they hosted during the COVID-19 pandemic. The LCTCC also mentioned that they experienced the highest public attendance while instituting fully virtual meetings for their TIP and MTP update cycles in early to mid-2020. Although these outreach efforts were thoroughly expressed during the on-site visit, the depth of their engagement with the public during the planning stages of *connects2040* was not fully captured in the public outreach efforts mentioned in the MTP document itself. The Review Team encourages the LCTCC to wholly showcase their public outreach efforts and engagement, where applicable, in their transportation planning documents.

LCTCC commented on utilizing social media to increase overall public awareness of the MPO. One strategy that was discussed was to have targeted posts about specific items that would be mentioned at the MPO meeting. LCTCC saw this as a method that may be useful to ensure the TTAC and MPO meeting agendas are more tangible for the public.

LCTCC also noted the struggle to conduct meaningful engagement with the public on social media for comments received on their posts. The current MPO policy is to record the comment made on any post LCTCC creates and to not reply to the comment. The MPO noted, unlike a comment received as an e-mail, all comments made on social media posts are public. Therefore, the LCTCC staff is cautious of their response on social media platforms.

The LCTCC is interested in applying best practices towards engaging with the public through social media, including how to respond to comments that are not relevant to the post(s), to ensure effective public engagement on transportation products, processes, prioritization.



Discussions held at the 2022 certification review public meetings emerged into two common themes:

- Education on the transportation planning process to new staff-persons, including those who are new to the MPO, committees, or municipalities.
- Improvements to the public outreach and involvement process.

These themes reflect the discussion and recommendations presented earlier in the Report under *Section 4.1 Continuous, Cooperative, and Comprehensive Planning Process*. For more details, see *Appendix C – Public Comments*. The Lancaster Clean Water Partners provided written comments expressing environmental concerns. The letter can also be found in *Appendix C*.

4.6.3 Findings

Commendation:

- The Review Team commends the LCTCC’s use and success of virtual and hybrid public participation opportunities during the COVID-19 pandemic, as well as the MPO’s plan to continue to offer hybrid public engagement opportunities.

Recommendation:

- The Review Team recommends that LCTCC updates its PPP so that the plan reflects the current strategies and processes that the MPO is using to conduct public outreach for its major planning documents, including procedures for tribal consultation and virtual public involvement.

4.7 Civil Rights (Title VI, EJ, LEP, ADA)

4.7.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid



Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, FHWA and FTA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

The Disadvantaged Business Enterprise Program (DBE) is a legislatively mandated USDOT program that applies to Federal-aid highway and Federal Transit dollars expended on federally-assisted contracts issued by USDOT recipients. The DBE program ensures that federally assisted contracts for highway, transit and aviation projects are made available for small business concerns owned and controlled by socially and economically disadvantaged individuals. Implementation of the DBE program is guided by USDOT regulations found at *49 CFR Part 26*. Among the several requirements in the regulation is the obligation to ensure that the program benefits only qualified businesses; and, ensuring DBEs to which a prime contractor has made a commitment are actually used and performing a commercially useful function on federally assisted projects.

4.7.2 Current Status

Limited-English-Proficiency (LEP)

The desk review and discussion at the on-site review provided an opportunity for FHWA and FTA to evaluate progress since the last Certification Review in 2018 which resulted in one (1) Corrective Action and one (1) recommendation relative to Civil Rights. The Corrective Action



stated, “The LCTCC shall expand the availability of written translations of vital documents to include Chinese and Vietnamese LEP language groups”. The recommendation observed that the LCTCC should consider adding a statement or form to its website that informs all language groups of language related services availability and who/how to contact them to obtain translations. The Review Team finds that the LCTCC has not *fully* satisfied the commitment relative to the 2018 LEP Corrective Action; however, the Team acknowledges that the Corrective Action was mischaracterized in 2018.

The Corrective Action from the last Certification Review observed gaps in the LCTCC’s *implementation* of its LEP Plan, not the plan itself. These gaps have the potential to make federally assisted programs and activities inaccessible to individuals who are LEP, in certain circumstances, which may violate Title VI based on national origin discrimination. Specifically, the Review Team noted the continued focus on the region’s Spanish LEP population for language assistive services when other language groups have populations eligible to be served that met or exceeded the 1,000-person threshold. Specifically, noted were the region’s Chinese and Vietnamese populations at the time.

The U.S. DOT LEP Guidance provides that because language can be a barrier to individuals attempting to access benefits, services and understanding and exercising important rights, recipients of federal funds should use good faith efforts to ensure that LEP individuals are provided meaningful access to information. To provide recipients with greater certainty as to when they are complying with this obligation, a safe harbor was established. Specifically, if a recipient provides written translations for “each eligible LEP language group that constitutes 5% or 1,000 [persons], whichever is *less*, of the population eligible to be served or likely to be affected or encountered”, the recipient’s actions “will be considered strong evidence of compliance with the [its] written translation obligations.”

Written translations are made available in Spanish through the MPO, unless a specific request is received for another language. Additionally, notices of official action are provided to churches and social service agencies serving the Hispanic/Latino community. Interpreter services are available during public meetings upon request. Staff are trained on the LCTCC’s LEP policies and procedures for dealing with LEP individuals on the phone and face-to-face contacts. However, no specific action was taken to fully address the Corrective Action.

The Review Team acknowledges that the LCTCC has implemented the associated 2018 LEP recommendation; but the decision to place something on the web will not affect whether the document must be translated. Placement on the website does not change the original



assessment regarding the number or proportion of LEP persons that comprise the intended audience for that document. Moreover, implementing the recommendation, though commendable, does not alone provide a means to ensure that LEP persons are effectively informed of or able to participate in the planning process.

Therefore, the Review Team concludes that the LCTCC has not *fully* satisfied the commitment relative to the 2018 LEP Corrective Action as it relates to implementation of the LEP Plan. The Team notes the actions LCTCC has taken to expand access to its website and create an online form that allows individuals to request documents in their language of choice online. The Team notes, however, that while online access is becoming increasingly prominent, printed materials may still be requested and .pdf type documents are not translatable. Additionally, the Team notes the importance of informing LEP individuals of the language assistive services provided by the MPO.

Disadvantaged Business Enterprise (DBE)

The desk review and discussion at the on-site review provided an opportunity for FHWA and FTA to evaluate the LCTCC's monitoring and enforcement mechanisms for ensuring that work committed to DBEs is actually performed by them; and, for ensuring that necessary prompt payment mechanisms are in place.

LCTCC is a subrecipient to the Pennsylvania Department of Transportation (PennDOT), therefore, the MPO is not required to have its own DBE Program Plan. However, pursuant the US DOT DBE regulations at 49 CFR 26.37 recipients, including subrecipients, are required to monitor the performance of other program participants. Among these requirements are the obligation to ensure that DBEs perform a commercially useful function; as well as ensuring the inclusion and enforcement of prompt payment and return of retainage procedures and contract provisions.

The DBE regulations at 49 CFR 26.55 provides details as to how DBE participation is counted toward goals. Generally, it is required that a DBE perform a commercially useful function (CUF), or in other words that the DBEs role in a transaction is not limited to that of an extra participant. More specifically, a DBE firm performing a bona fide service can only have the fees or commissions charged for its service count toward the goal, if it has been determined by the recipient that the fee is "reasonable and not excessive compared with fees customarily allowed for similar services." (See 49 CFR 26.55(a)(2)). Moreover, the DBE must be responsible for execution of the work of the contract, carrying out its responsibilities by actually performing,



managing, and supervising the work, negotiating price and determining quality. (See 49 CFR 26.55(c)(1)). The DBE must also be eligible to have received credit for its work toward the goal at the time that it performs the work. (See 49 CFR 26.55(f)-(h)).

LCTCC staff indicated that it had let no contracts that included DBE participation since the last certification review. Additionally, the MPO acknowledged that it has not kept up with PennDOT required reporting intended to facilitate the state maintaining a running tally of DBE participation in accordance with regulations. Moreover, staff provided contract documents that lacked required contract provisions related to prompt payment and return of retainage.

The Review Team therefore concludes that the LCTCC does not have methods or procedures to ensure effective monitoring and enforcement of DBE program implementation, including commercially useful function (CUF) tools and prompt payment/return retainage of requirements.

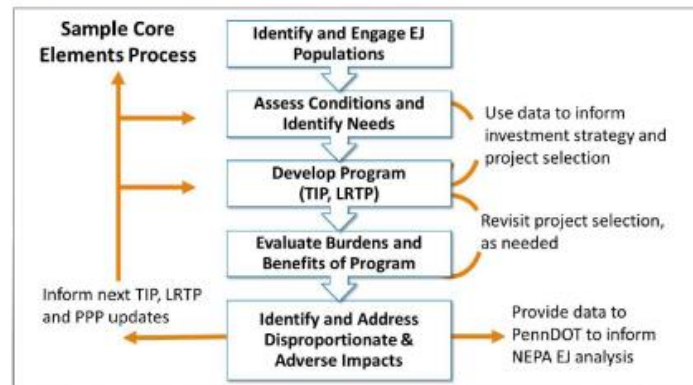
Title VI Program

In the Summer of 2021, the LCTCC started the planning process to update their Title VI policy and procedures. The LCTCC coordinated with FTA on this process to ensure the MPO's Title VI Program satisfied FTA requirements. On April 25, 2022, the Lancaster County MPO Board adopted a new Title VI Program. FTA recognizes and appreciates LCTCC's swift and coordinated effort to address Federal concerns regarding the contents of their previous Title VI Program. Overall, LCTCC's recently adopted Title VI Program addresses FTA requirements.

Environmental Justice (EJ) Analysis

The LCTCC has made progress in the EJ analysis for the 2021-2024 TIP and draft 2023-2026 TIP using the Core Elements Process and distinctly assesses the conditions and needs specific to minority and low-income communities.

Core Elements Process Steps



In addition to mapping the minority and low-income populations in the Lancaster region, the 2021-2024 TIP EJ analysis examined the dollar value of TIP projects by type in high minority and high in-poverty populations to demonstrate how transportation dollars are being distributed in these specific areas. In this analysis, high minority or high in-poverty populations are census block groups which concentrations of minority or low-income persons are greater than or equal to the Lancaster County regional average. The 2021 TIP largely invested in bridge and congestion reduction projects. These investments were consistent with the County's goals for PM-2 and more efficient travel. Of the 2021 TIP program, 11% of projects were programmed in high in-poverty areas, 26.5% of projects were programmed in high minority areas, and 33% of projects were programmed in areas that were both high in-poverty and high minority areas. This accounts to over 70% of the 2021-2024 TIP budget being invested in communities that have significant low income or minority populations. The condition assessment of the 2021 TIP indicated the percentages of poor bridges, poor pavement mileage, and bicycle and pedestrian crashes that occur within high minority and high poverty block groups. Overall, the EJ analysis determined that the 2021-2024 TIP was not expected to have any disproportionately high or adverse effects on low income or minority populations in Lancaster County.

For the draft 2023-2026 TIP, LCTCC utilized the same Core Elements Process for the EJ analysis. LCTCC also applied the methodology as presented in the Unified EJ Guide for the 2023 TIP and the LRTP. Similar to the 2021-2024 TIP, the EJ analysis for the 2023 TIP provides maps of minority and low-income concentrations as well as some good discussion on the existing conditions relative to minority and low-income populations. There is also discussion on how those conditions (poor bridges and poor pavement mileage) will be impacted once the 2023-2026 TIP program is implemented.



The existing conditions analysis for the draft 2023-2026 TIP found that the percentage of poor bridges are not disproportionately high in block groups with higher concentrations of minority populations or in block groups with higher concentrations of low-income populations. Meanwhile, the percentage of mileage of poor pavement is disproportionately high in block groups with higher concentrations of minority populations as well as in block groups with higher concentrations of low-income populations. However, the analysis shows that once the 2023 TIP is implemented, improvements to bridge and pavement conditions are to improve within the EJ communities.

Although the assessment of conditions and needs are clearly stated, the benefits and burdens on EJ communities are not fully evaluated. Also, it is unclear whether the benefits and burden analysis for the 2021-2024 TIP informed the EJ analysis for the 2023-2026 TIP. The Review Team recommends that LCTCC, in collaboration with PennDOT, establishes a clear methodology to ensure the benefits and burdens analysis adequately informs the next update for key planning documents such as the TIP, MTP and PPP.

4.7.3 Findings

Recommendations:

- The Review Team recommends the LCTCC to continue evaluating the language groups in the area and language assistive tools that will increase opportunities for meaningful participation by the region's LEP and linguistically isolated language groups.
- The Review Team recommends that the LCTCC works with PennDOT BEO to ensure the MPO's methods and procedures for monitoring and enforcement of CUF and prompt payment/return of retainage requirements are compliant with regulations and consistent with PennDOT's approved DBE Program.

4.8 Transportation Safety

4.8.1 Regulatory Basis

23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects,



strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs).

23 CFR 450.306 (d) requires the metropolitan transportation planning process to be consistent with the SHSP, support efforts to achieve safety performance measures, and integrate safety and security planning and review processes, plans, and programs, as appropriate.

4.8.2 Current Status

The Review Team evaluated safety planning efforts underway in the Lancaster TMA region through the LRTP, TIP, and traffic and safety studies. The on-site virtual review focused on several areas for continued improvement: project identification, analysis and prioritization, safety target setting considerations, and current opportunities available to develop regionalized Safety Action Plans.

Documented discussion on a safety program was limited to discussion on what meeting goals would mean for the region but did not detail how those goals can be attained nor does it discuss any historical analysis of safety projects that have been constructed. Analysis of projects that have already been constructed can be very insightful as to what types of severity mitigation measures are providing the benefit expected through the data driven analysis. Consideration should be given as to how adopting the PM-1 reductions could result in strategies and project planning to meet goals.

As part of safety performance measure (PM-1) activities, LCTCC should consider conducting a review of past safety projects to learn what treatments are having the greatest benefit. This would be a good opportunity to include historical cost/benefit analysis of constructed safety projects. LCTCC should also analyze how previous project selection and countermeasures are addressing fatal/serious injury crashes and determine a benefit-cost ratio for completed projects. This will help in future discussions and project selection to get the most efficient and beneficial use of safety funds. This will also help identify the treatments that are getting the return expected. When accepting or adopting new PM-1 targets, LCTCC staff should examine all planned projects and expected severity reductions to promote new projects and create a strategy for how to meet or exceed safety targets.



The Review Team encourages the LCTCC to take a more active role in identifying safety needs and potential mitigation through completion of a regional Safety Action Plan (SAP). Additionally, LCTCC is encouraged to take advantage of new funding opportunities via the Safe Streets for All (SS4A) Grant program. SS4A Grant can be used to create a regional SAP as well as other safety activities. SAP can help identify safety needs and establish priorities. More information can be found at <https://www.transportation.gov/SS4A>.

Transit Safety

The City of Lancaster adopted its Vision Zero Action Plan in 2020 to work towards meeting the goal of eliminating traffic-related death and serious injuries by 2030. The LCTCC is considering ways on how to promote local Vision Zero goals, strategies, and plans, through encouraging other municipalities to adopt their own Vision Zero policies, as well as the MPO adopting a Towards Zero Deaths strategy. Additionally, the LCTCC hopes to inspire other MPOs in PA to evaluate their own road safety policies.

Both SCTA and LCTCC adhere to the FHWA-FTA Final Rule on planning (*Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning*) which requires the transit agency to relay their Transit Asset Management (TAM) Plan performance measures and Public Transportation Agency Safety Plan (PTASP) safety targets to the MPO. The Final Rule also requires the MPO to adopt their own TAM Plan performance measures and Plan (PTASP) safety targets.

SCTA presented their annual TAM Plan performance measures and PTASP safety targets (as well as plan/target background) to the LCTCC at their Technical and MPO Committee meetings. This has been routine since 2020 at the MPO and TTAC September committee meetings and presented well within the 180-day Federal timeframe from when the transit agency adopts their own TAM Plan performance measures and PTASP safety targets. SCTA provides the full TAM Plan in the MPO's meetings' agenda packet as well as through verbal updates of the plan and background information of the plans and targets, both for the initial setting and their target setting updates.

In 2020 and 2021, SCTA's TAM Plan and PTASP and their respective targets were presented at the September meeting for SCTA's Board of Directors, the Lancaster County TTAC and the MPO Committee meeting. The Federal requirement is for SCTA to share their TAM targets with LCTCC within the first 180 days of setting their initial TAM targets (and their PTASP targets by July 30, 2020), and for the MPO to adopt their own set of TAM targets during their initial target setting



period (PTASP targets within 180 days of receiving SCTA's safety targets), and it is at the State DOT and the MPO's discretion on determining the MPO TAM target update cycle.

SCTA values keeping LCTCC informed on their agency's performance-based planning and programming (PBPP) efforts by sharing their annual transit TAM and safety targets and plan(s)/revisions) with the MPO. LCTCC takes initiative to assess and determine whether to update their transit TAM targets by adopting their own TAM targets annually. SCTA is required to review their PTASP annually, but neither the transit agency nor the MPO is required to update their PTASP safety targets annually. SCTA chooses to update their PTASP safety targets after their annual review of their PTASP, and the MPO chooses to update their safety targets, as well. At the respective September MPO meetings, the LCTCC adopts SCTA's TAM Plan performance measures and SCTA's PTASP safety targets, as LCTCC's own.

The PTASP was developed by SCTA staff that were greatly knowledgeable about the transportation system in the region which resulted in a well-qualified and comprehensive safety plan. Additionally, SCTA is one of the few transit agencies that has an established long-range capital improvement program. SCTA's capital improvement program is the foundation for project prioritization for transit in the region to ensure the condition of SCTA's assets are sufficient to operate at a full level of performance. SCTA's PTASP and long-range capital improvement plan complement each other in the transit agency's mission in providing and/or managing safe, efficient, convenient, and dependable transportation for their employees and their customers.

4.8.3 Findings

Commendations:

- The Review Team commends LCTCC for collaborating with PennDOT District 8-0 to develop a flow chart on how potential safety projects are evaluated and reviewed to determine HSIP eligibility.
- The Review Team commends the collaboration between the MPO and SCTA on data sharing and transit-related safety and asset target setting and LCTCC's and SCTA's dedication to assess their TAM and PTASP targets to ensure they are appropriate for their regional planning efforts.



4.9 Integrating Freight into the Transportation Planning Process

4.9.1 Regulatory Basis

The FAST Act specifically calls for the need to address freight movement as part of the transportation planning process (Reference: 23 U.S.C. Section 134 and 23 CFR 450.306).

The FAST Act left the basic framework of the planning process largely untouched. However, the statute introduced critical changes to the planning process by requiring States, MPOs, and public transportation operators to link investment priorities to the achievement of performance targets that they would establish to address performance measures in key areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement.

23 U.S.C. 134(a) Metropolitan transportation planning section indicates that:

It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation related fuel consumption and air pollution through metropolitan and Statewide transportation planning processes identified in this chapter; and encourage the continued improvement and evolution of the metropolitan and Statewide transportation planning processes by MPOs, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h)(as shown below) and section 135(d).

Three of the ten planning factors identified within Title 23 U.S.C. include freight-related provisions that should be addressed as part of the metropolitan and Statewide transportation planning process as follows (Reference: 23 U.S.C. 134(h) and 23 CFR 450.306).

23 CFR 450.306 (b) (4) and (6) state that the metropolitan transportation planning process should provide for the consideration and implementation of projects, strategies and services that address increasing accessibility and mobility of people and freight while enhancing the integration and connectivity of the transportation system, across and between transportation modes, for people and freight.

As part of the MPO participation planning requirements under 23 U.S.C. Section 134, the SAFETEA-LU consultation requirements were expanded in order to include freight shippers, who are providers of freight transportation services, as interested parties that should be provided a reasonable opportunity to comment on MTPs and TIPs (Reference: 23 U.S.C. Section 134 and 23 CFR 450.316).



23 CFR 450.316(b) In developing MTPs and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, MTPs and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area.

23 CFR 450.316(d)(4)(vi) An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including: appropriate (metropolitan) portions of the State Freight Plan (MAP-21 § 1118).

23 CFR 490.607- The performance measure to assess freight movement on the Interstate System is the: Truck Travel Time Reliability (TTTR) Index (referred to as the Freight Reliability measure).

23 CFR 490.611(a)- The State DOT shall calculate the TTTR Index metric (referred to as the TTTR metric) for each Interstate System reporting segment in accordance with the following...

23 CFR 490.611(b)- Starting in 2018 and annually thereafter, State DOTs shall report the TTTR metrics, as defined in this section, in accordance with the HPMS Field Manual by June 15th of each year for the previous year's Freight Reliability measures.

23 CFR 490.613- The purpose of this subpart is to implement the requirements of 23 U.S.C. 150(c)(6) to establish performance measures for State Departments of Transportation (State DOTs) and the Metropolitan Planning Organizations (MPOs) to use to assess the national freight movement on the Interstate System.

23 CFR part 450 and 490 include freight-related terms and definitions:

23 CFR 450.104- The term "freight shippers" means any entity that routinely transport cargo from one location to another by providers of freight transportation services or by their own operations, involving one or more travel modes.

23 CFR 450.104- The term "provider of freight transportation services" means any entity that transports or otherwise facilitates the movement of goods from one location to another for others or for itself.



23 CFR 490.101- “National Performance Management Research Data Set (NPMRDS)” means a data set derived from vehicle/passenger probe data (sourced from Global Positioning Station (GPS), navigation units, cell phones) that includes average travel times representative of all traffic on each mainline highway segment of the National Highway System (NHS), and additional travel times representative of freight trucks for those segments that are on the Interstate System. The data set includes records that contain average travel times for every 15 minutes of every day (24 hours) of the year recorded and calculated for every travel time segment where probe data are available. The NPMRDS does not include any imputed travel time data.

4.9.2 Current Status

According to the freight analysis from the *connects2040* LRTP, most recent data from IHS Global Insight (2011) demonstrated that Lancaster County generated 36 million tons of freight valued at \$32 million that year. In 2040, freight movement is projected to reach 70 million tons with a \$65 million value. The Pennsylvania Turnpike (I-76) and PA 283 are expected to experience large tonnage increases by 2040. The Review Team asked the MPO if there was more current data from HIS Global Insight and, if so, to utilize the current data for updates to the freight analysis in the next LRTP update.

The county’s top exported commodity is prepared or canned feed, followed by mineral wool and miscellaneous food preparations. Lancaster County’s top import commodity is petroleum refining products, at 901,277 tons. Field crops are the second-most-imported commodity, with nearly 600,000 tons coming into the county in 2011. Approximately 95 percent of Lancaster County’s commodities are moved by truck while the remaining 5 percent is moved by rail. Martin Limestone is the county’s top freight-generating company, shipping nearly 1.9 million tons annually. Other significant freight generating companies include Manheim Auto Auction (1.6 million tons) and Rohrer’s Quarry Inc. (622,000 tons).

The freight analysis data in the LRTP shows that freight movement relies heavily on the Pennsylvania Turnpike, US 222, PA 283, and US 30. What do these goods movement trends mean for transportation planning?

- Given Lancaster County’s regional position and its proximity to the global economic gateways of New York, New Jersey, Philadelphia, and Baltimore, increasing freight growth continues to be a major force affecting the safety and operation of the county’s transportation system.



- Transportation infrastructure in Lancaster County will be expected to accommodate 70 million tons of freight per year by 2040, doubling the tonnage the system is currently moving. The county will need an adequate investment strategy to ensure its freight infrastructure is in a state of good repair by allocating resources to critical freight corridors. Investing transportation funding in freight-related improvements such as generous turning radii, lane widening, and improved shoulders (particularly on first- and last-mile corridors) can improve the efficiency of freight movement through Lancaster County.
- Trucking will continue to be the dominant mode of freight movement in the county through the plan horizon year of 2045, causing significant impact on the county's highway and bridge system. Ongoing planning for key freight networks such as the National Highway Freight Network and designated Critical Urban and Critical Rural Freight Corridors must continue to be a priority. Prioritizing investment of any future allocations of National Highway Freight Program funds could assist in ensuring safety and good condition on critical freight routes.
- In order to thoroughly understand freight-related modal movement on the transportation network and related safety and condition needs, Lancaster County must continue to engage freight stakeholders and the economic development community.

(Excerpt above is extracted from connects2040, pg. 35)

According to the freight analysis from the *connects2040* LRTP, the South-Central Pennsylvania region depends primarily on the Amtrak's Keystone Corridor to carry rail freight shipment which accommodates passenger trains during the day and freight rail at night. There are four Class I railroads in the region: Norfolk Southern (NS), CSX Transportation, Canadian National, and Canadian Pacific. NS is by far the largest freight rail service in the county, serving more than 100 customers daily. There are three Short Line railroads in the region: Landisville Railroad, East Penn Railroad, Strasburg Railroad. The Dillerville Rail Yard is the largest NS facility in Lancaster County. In 2013, NS completed relocation of the rail yard farther west in the City of Lancaster. What do these rail freight trends mean for transportation planning?

- Preserving and restoring rail infrastructure is a priority.
- Rail removes trucks from the road, this lessens congestion and helps preserve our roadway pavements.

- PennDOT’s Rail Freight Assistance Program (RFAP) and Rail Transportation Assistance Program (RTAP).
- Lancaster County will continue to seek opportunities to use public funding to enhance rail connectivity and accessibility when it is in the public interest.

(Excerpt above is extracted from connects2040, pg. 29)

Much of the freight integration information contained in this report was taken directly from the freight analysis section of *connects2040* LRTP. This was done to demonstrate that the integration of freight planning across modes is essential to effective and efficient movement of people and goods. The LCTCC has done an outstanding job at identifying intermodal linkages in the County and is commended for illustrating the intermodal linkages in the LRTP. And, based on the number of intermodal stakeholders in the county, the Review Team recommends that the LCTCC considers establishing a freight advisory committee that includes both public and private sector participants to strengthen collaboration and coordination of freight planning and development and delivery of freight projects within the region. A freight advisory committee would also be very effective in coordinating and collaborating concerns and issues related to increased freight industrial development, conflicting land uses, truck parking, and congestion associated with increases in truck traffic. If establishing a freight advisory committee is not achievable, the Review Team recommends creating a freight subcommittee to assist the LCTCC with the development of its upcoming stand-alone freight plan and future intermodal freight sections in the LRTP. FHWA stands ready to provide technical assistance to the LCTCC as it works to enhance and strengthen freight planning in the county.

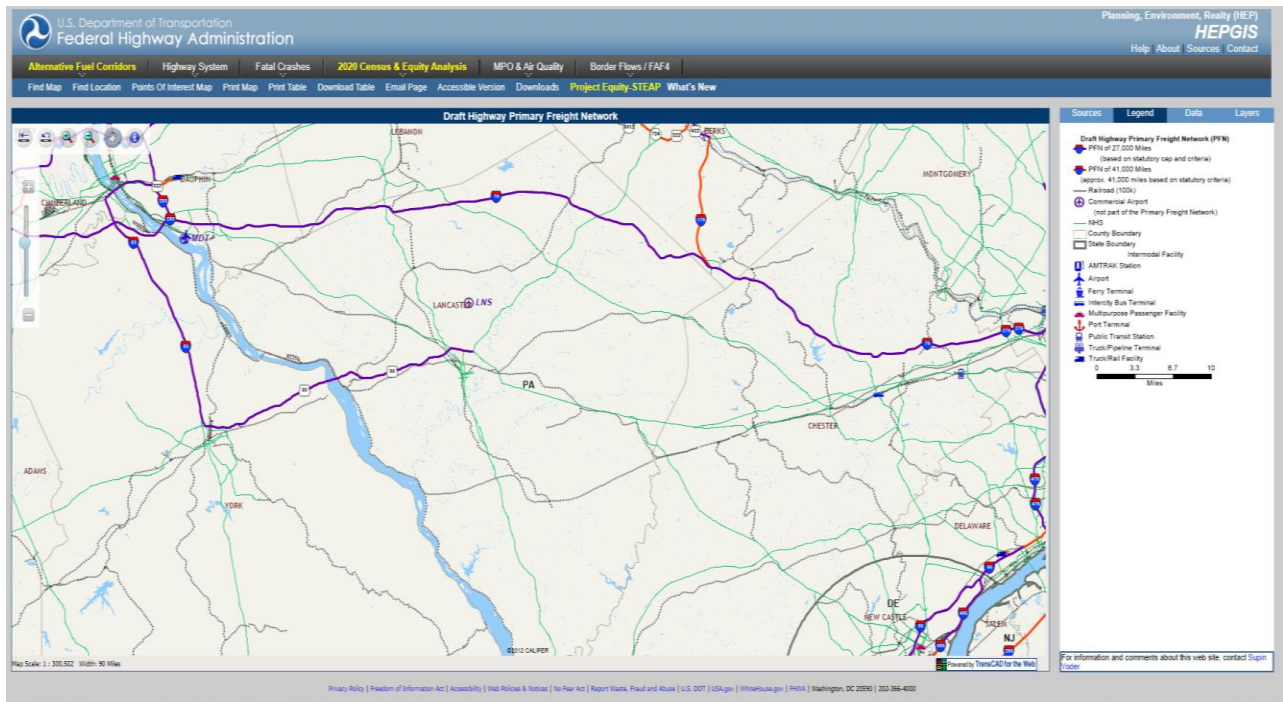
Truck value data is included in this report to assist the MPO’s freight planning efforts for their regional freight corridors. Current Lancaster truck values for the SR 41, US 30, US 222, and SR 283 segments are below.

Type	PA41	US30	US222	PA283
Average from Truck Data (ADTT value)	17.7%	11.9%	13.1%	14.3%
Average from DVMT (calculating the DVMT for the ADTT – Section length * ADTT)	16.3%	12.8%	13.7%	14.7%
Median from Truck Data (ADTT values from the	13.5%	11.8%	7.5%	16.2%

lowest to smallest and
finding the exact middle)

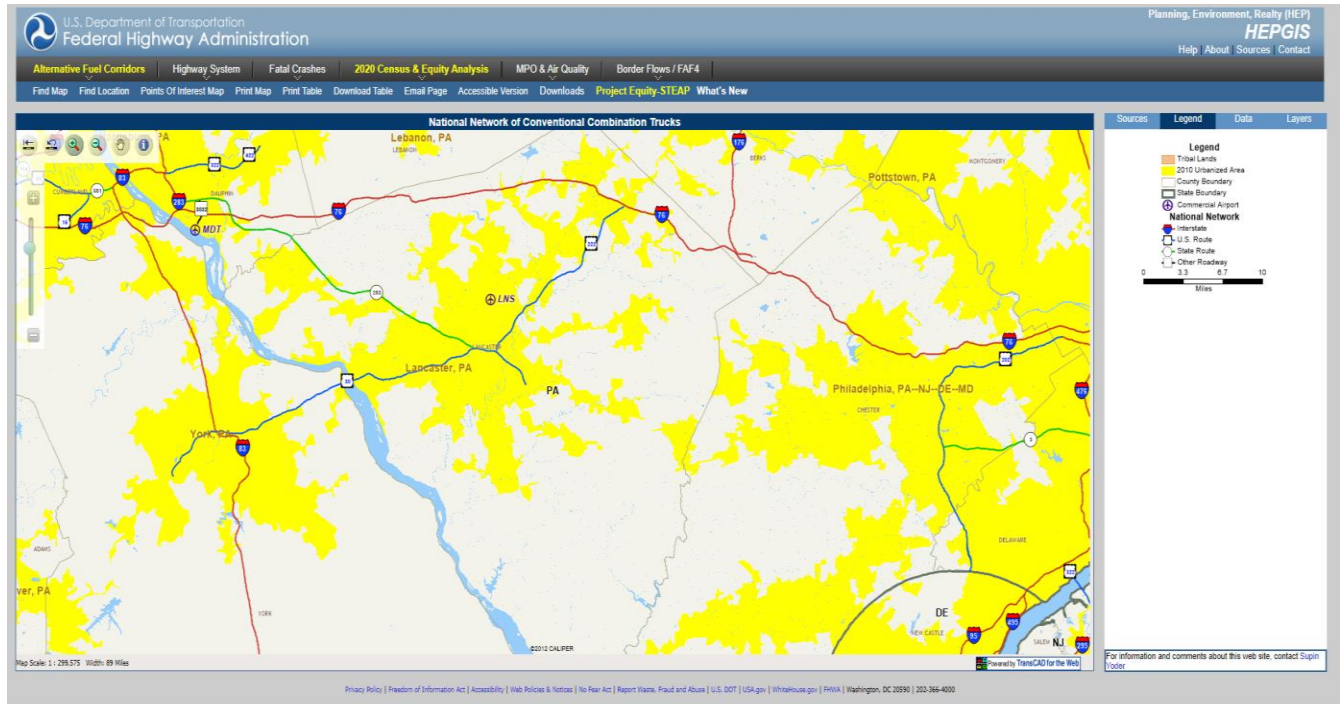
The maps below are provided from FHWA's HEPGIS web-based system and identifies the draft Highway Primary Freight Network, and National Network (NN) of Conventional Combination Trucks for the Lancaster County region.

FHWA HEPGIS Draft Highway Primary Freight Network





FHWA HEPGIS National Network of Conventional Combination Trucks



4.9.3 Findings

Commendation:

- The Review Team commends the LCTCC for preparing a comprehensive and descriptive multimodal freight planning section for the *connects2040* LRTP.

Recommendation:

- The Review Team recommends the LCTCC to consider establishing a freight advisory committee that includes public and private sector participants. A freight advisory committee would be very effective in coordinating and collaborating concerns and issues related to increased freight development, conflicting land uses, truck parking, and increases in truck traffic. If establishing a freight advisory committee is not achievable, the Review Team recommends creating a freight subcommittee to assist the MPO with the development of its upcoming stand-alone freight plan.



4.10 Congestion Management Process (CMP)

4.10.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the CMP in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for Ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.320 states “that the transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies.” Specifically, the Section mandates, among other things, that a CMP contain the following elements: methods to monitor and evaluate the performance of the transportation system, the definition of parameters for measuring congestion including development of objectives and performance measures, establishment of a program for data collection to monitor congestion and identify its causes, identification and evaluation of the benefits of the various strategies to address the identified congestion locations, identification of an implementation schedule for each of the identified strategies, and implementation of a process for assessing the effectiveness of the strategies once implemented.

4.10.2 Current Status

The Congestion Management Process (CMP) provides the LCTCC a means to evaluate and monitor traffic congestion within the region. It provides information to assist in the identification and prioritization of congestion reducing strategies. In Lancaster County, the LCTCC has aimed to update the CMP every two years to coordinate with the MTP, TIP and Regional Operations Plan (ROP) updates. The LCTCC is always looking to make the CMP more accurate and easier to understand. Updates to the CMP continue to draw from the FHWA CMP Guidebook, national best practices, and new and innovative data sources as they become more readily available. This document provides a technical summary of the 2019 CMP update. It is



supported by a public “Story Map” website, GIS mapping files, electronic databases and other coordination and outreach with key partners and stakeholders within the region.

A CMP Network comprised of 21 of the county’s most critical congested corridors — a total of 166 linear miles of roadway utilizing the regional travel time measures discussed in the previous section. The CMP corridors have also been divided into segments to support more detailed performance measure assessments (there are 93 separate CMP corridor segments). CMP performance measures data is obtained from: INRIX (RITIS) /NPMRDS/Streetlight O-D data/C-DART/RMS/RRTA and Amtrak/County Commuter Services of PA. Bottlenecks, congested corridors, network mapping, and high-volume signalized intersections are analyzed and identified. CMP evaluations were completed for the PA 896 and Rockvale Road Improvements project and the Gap Bottleneck Improvements project. The Review Team found this to be a noteworthy practice and evaluations should be shared with PennDOT as it works to improve traffic signal systems statewide

During the 2018 Lancaster Certification Review, the LCTCC was commended for the fine work in supporting TSMO efforts in the CMP. The MPO has continued to perform exceedingly well in linking TSMO with their CMP. In September 2020, PennDOT with support from the eastern PA MPOs developed the Management & Operations (TSMO) Eastern Region Regional Operation Plan (ROP). The LCTCC participated in the development of the ROP, but the Review Team was not clear whether the MPO’s CMP was utilized in the selection of projects that was included in the CMP. During the update to the CMP, the Review Team suggests the LCTCC to work cooperatively with PennDOT to identify appropriate congestion strategies and projects to incorporate in the Regional Operations Plan. Conversely, PennDOT should work cooperatively with LCTCC to develop projects that support Intelligent Transportation Systems (ITS) Architecture updates for the region.

4.10.3 Findings

Commendation:

- The Review Team commends the LCTCC for completing CMP project evaluations for the PA 896 and Rockvale Road Improvements project and the Gap Bottleneck Improvements project. The Review Team found this to be a noteworthy practice and evaluations should be shared with PennDOT as it works to identify appropriate traffic signal systems statewide for congested corridors.



5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Lancaster urbanized area meets the Federal planning requirements as follows.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by the PennDOT, LCTCC also known as Lancaster Metropolitan Planning Organization (MPO), and SCTA.

There are also recommendations in this Report that LCTCC should consider and provide further follow-up, as well as areas where the Transportation Management Area (TMA) is performing very well that are to be commended.

5.1 Commendations

The following are noteworthy practices that the LCTCC is doing well in the transportation planning process:

1. The Review Team commends LCTCC on establishing the Transportation Implementation and Engagement Subcommittee (TIES) that focuses on implementation of the MPO's Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other transportation programs.
2. The Review Team commends SCTA's initiative on improving the collaboration with the MPO through more frequent check-ins, including those in the early planning stages.
3. The Review Team commends LCTCC for the collaboration with PennDOT District 8-0, SCTA, LCPD, and committee members in the development of the FY 2022-2024 UPWP which established new tasks and clear goals and priorities for the Lancaster region.
4. The Review Team commends LCTCC on collaborating with PennDOT District 8-0 and South Central MPOs on developing the Unified EJ Guide to provide an example of a methodology that can be applied statewide to evaluate the potential impacts of transportation plans and programs on EJ populations.
5. The Review Team commends the coordinated efforts of SCTA, PennDOT District 8-0 and LCTCC on the development of and improvements to the Lancaster transit TIP, including the project selection prioritization plan used by SCTA, which exceeds Federal requirements.



6. The Review Team commends the Lancaster staff efforts to participate as an active member of the PA Air Quality Work Group and for consistently completing past conformity determinations in a timely matter.
7. The Review Team commends the LCTCC on its efforts to address several of the LRTP recommendations from the last Certification Review report. The MPO's efforts to achieve earlier coordination on candidate projects and to create a more robust approach to environmental mitigation have resulted in laudable efforts such as the TIES and NEST stakeholder groups and the environmental buffer analysis.
8. The Review Team commends the LCTCC on the efforts that were made to expand outreach to underserved communities as part of the *connects2040* development. The Team encourages the MPO to continue expanding its outreach to underserved populations as part of its ongoing project and plan development processes.
9. The Review Team commends LCTCC on developing the ATP as a comprehensive planning resource that incorporates important elements of complete streets, accounts for equitable distribution of benefits, and identifies and prioritizes potential improvements throughout the planning region.
10. The Review Team commends the LCTCC's use and success of virtual and hybrid public participation opportunities during the COVID-19 pandemic, as well as the MPO's plan to continue to offer hybrid public engagement opportunities.
11. The Review Team commends LCTCC for collaborating with PennDOT District 8-0 to develop a flow chart on how potential safety projects are evaluated and reviewed to determine HSIP eligibility.
12. The Review Team commends SCTA's effort of keeping their assets in a state of good repair by developing and implementing (reflected in the transit TIP) a long-range capital improvement program that goes above and beyond the TAM Plan requirements.
13. The Review Team commends the LCTCC for preparing a comprehensive and descriptive multimodal freight planning section for the *connects2040* LRTP.
14. The Review Team commends the LCTCC for completing CMP project evaluations for the PA 896 and Rockvale Road Improvements project and the Gap Bottleneck Improvements project. The Review Team found this to be a noteworthy practice and evaluations should be shared with PennDOT as it works to identify appropriate traffic signal systems statewide for congested corridors.



5.2 Recommendations

The following are recommendations that would improve the transportation planning process:

1. The Review Team recommends that LCTCC develops a process to evaluate the effectiveness of the TIES and its impact on the MPO structure, ATAC, and TTAC, to ensure transparency of transportation planning decisions and adjust TIES, ATAC, and/or TTAC committee roles as necessary.
2. The Review Team recommends the LCTCC and PennDOT District 8-0 work together to establish methods to effectively evaluate the environmental justice benefits and burdens analysis from the 2023 TIP to determine how those impacts will then properly inform the EJ analysis for the 2025 TIP.
3. The Review Team recommends that the LCTCC considers the development of a defined CMAQ project prioritization process, which can aid in the selection of projects for the region that provide the greatest emissions benefit for the lowest cost.
4. The Review Team recommends that LCTCC updates its PPP so that the plan reflects the current strategies and processes that the MPO is using to conduct public outreach for its major planning documents, including procedures for tribal consultation and virtual public involvement.
5. The Review Team recommends the LCTCC to continue evaluating the language groups in the area and language assistive tools that will increase opportunities for meaningful participation by the region's LEP and linguistically isolated language groups.
6. The Review Team recommends that the LCTCC works with PennDOT BEO to ensure the MPO's methods and procedures for monitoring and enforcement of CUF and prompt payment/return of retainage requirements are compliant with regulations and consistent with PennDOT's approved DBE Program.
7. The Review Team recommends the LCTCC to consider establishing a freight advisory committee that includes public and private sector participants. A freight advisory committee would be very effective in coordinating and collaborating concerns and issues related to increased freight development, conflicting land uses, truck parking, and increases in truck traffic. If establishing a freight advisory committee is not achievable, the Review Team recommends creating a freight subcommittee to assist the MPO with the development of its upcoming stand-alone freight plan.



APPENDIX A – CERTIFICATION REVIEW MEETING AGENDA



U.S. Department of Transportation
Federal Highway Administration & Federal Transit Administration

Agenda - Lancaster TMA Certification Review May 2-3, 2022

Lancaster County Government Center, Rooms 102/104

Day 1 -Monday, May 2

8:30 AM	<i>Federal Review Team Arrival</i>	FHWA/FTA
9:00 AM	Introductions and Overview of the TMA Certification Review Process	FHWA/FTA
9:30 AM	Comprehensive, Cooperative, and Continuing Process: PennDOT District/Central Office/South Central Transit Authority/MPO <ul style="list-style-type: none"> • Cooperative Transportation Planning Process • Bylaws, MOU/MOA – Documenting Roles and Processes • MPO Committee(s) Structure • Data Collection, Analysis, Coordination, and Project Decision-making • Public Participation and Access to Information, STC Outreach • Unified Planning Work Program (UPWP) 	FHWA/FTA
10:15 AM	Transportation Improvement Program (TIP) <ul style="list-style-type: none"> • TIP Development Process <ul style="list-style-type: none"> o District/Transit/MPO Roles o Coordinated Decision-Making Process & Public Participation • Performance-Based Planning and Programming (PBPP) • Environmental Justice • Air Quality 	FHWA/FTA/EPA
11:15 AM	<i>15-minute break</i>	
11:30 AM	Transit Planning <ul style="list-style-type: none"> • Public Transportation Agency Safety Plan (PTASP) • Human Services Transportation Plan • Transit Development Plan (TDP) • Transit Performance Measures • Annual List of Obligated Projects 	FTA
12:30 PM	<i>Lunch Break</i>	
1:45 PM	Bicycle/Pedestrian Planning / Active Transportation Planning	FHWA
2:15 PM	Long Range Transportation Plan (LRTP) <ul style="list-style-type: none"> • Performance Based Planning and Programming (PBPP) and Project Prioritization • Environmental Justice • Connects 2040 Implementation Program • Agency Coordination 	FHWA



Agenda - Lancaster TMA Certification Review

Day 1 - Monday, May 2 (cont.)

- | | | |
|---------|---|-------------|
| 4:00 PM | Open Meeting with Citizens and Public Officials | REVIEW TEAM |
| 5:30 PM | <i>Wrap-up Day 1</i> | |

Day 2 - Tuesday, May 3

- | | | |
|----------|--|-------------|
| 8:30 AM | <i>Federal Review Team Arrival</i> | FHWA/FTA |
| 9:00 AM | Follow Up Topics from Day 1 | ALL |
| 9:30 AM | Public Participation Plan (PPP) | FHWA |
| 10:15 AM | Civil Rights/Title VI <ul style="list-style-type: none"> • Title VI Program (FTA) • Title VI Policy Statement • Disadvantaged Business Enterprise (DBE) / Americans with Disabilities Act (ADA) • Limited English Proficiency (LEP) Plan | FHWA/FTA |
| 11:15 AM | <i>15-minute break</i> | |
| 11:30 AM | Open Meeting with Citizens and Public Officials | REVIEW TEAM |
| 12:30 PM | <i>Lunch Break</i> | |
| 1:45 PM | Transportation Operations and Safety (TOS) <ul style="list-style-type: none"> • Safety Planning Efforts • Congestion Management Process (CMP) • ITS and TSMO Project Planning and Selection • Freight Planning | FHWA |
| 2:15 PM | Federal Review Team Debrief Meeting to Discuss Initial Findings | REVIEW TEAM |
| 2:45 PM | Close-Out Discussion of Certification Review Findings | ALL |
| 3:15 PM | <i>Adjourn</i> | |



APPENDIX B – PARTICIPANTS

The following participants attended Day 1 of the On-site Review on Monday, May 2. Names listed with the suffix (v), indicate the individual attended virtually, through the Lifesize web application:

Lancaster TMA Certification Review

Sign-in Sheet
Monday, May 2, 2022

	Name	Agency	Telephone	Email address
1.	Gene Porochniak	FHWA	(717) 221-4438	gene.porochniak@dot.gov
2.	Chelsea Beytas	FTA	(215) 656-7796	chelsea.beytas@dot.gov
3.	LAURI AHLSTOG	SCTA	717-947-7294	lahlstog@sectapa.com
4.	JEFF PUNKE	Penn DOT 8-0	717-783-4272	JPunke@PA.GOV
5.	Nathan Walker	Penn DOT 8-0	717-783-0166	nawalker@pa.gov
6.	Kunana Korkutovic	PennDOT 8-0	717-816-6122	KKorkutovi@pa.gov
7.	Will Clark	LCPD	717-299-8333	wclark@co.lancaster.pa.us
8.	Kristiana Barr	LCPD	717-299-8333	kbarr@co.lancaster.pa.us
9.	Gary Jones	LCPD	11	jonesg@co.lancaster.pa.us
10.	Jett Glisson	SCTA	717.558.1928	jglisson@sectapa.com
11.				
12.	Ronnie Bishop (v)	FHWA	717-221-2276	ronnie.bishop@dot.gov
13.	Matt Smoker (v)	FHWA	717-221-3703	matt.smoker@dot.gov
14.	Faith Gaddie (v)	LCPD	717-299-8333	fgaddie@co.lancaster.pa.us
15.	XXXXXXXXXX			
16.	Khan Mitchell (v)	FHWA	717-221-3705	khan.mitchell@dot.gov
17.	RAY DA GOSTINO	LANCASTER COUNTY	717-295-3695	RDAGostino@co.lancaster.pa.us
18.	Debra Allen (v)	PennDOT BEO	717-783-1038	deallen@pa.gov
19.	Ray Green (v)	PennDOT -Central	717 787 2358	raygreen@pa.gov
20.	Josh Bartash (v)	PennDOT BEO	717-934-4199	jbartash@pa.gov
21.	Crystal Spiggs (v)	PennDOT BEO	717-783-1353	crspiggs@pa.gov
22.	Greg Becoat (v)	EPA-Region 3	215-814-2036	becoat.gregory@epa.gov
23.	Jon Crum	FHWA	717-221-3735	Jonathan.crum@dot.gov
24.	Bill Haupt (v)	FHWA	717-221-3411	william.haupt@dot.gov
25.				

(v) = virtual



The following participants attended Day 2 of the On-site Review on Tuesday, May 3. Names listed with the suffix (v), indicate the individual attended virtually, through the Lifesize web application:

Lancaster TMA Certification Review

Sign-in Sheet
Tuesday, May 3, 2022

	Name	Agency	Telephone	Email address
1.	Chelsea Beytas	FTA ^{Region 3}	(215) 656-7461	chelsea.beytas@dot.gov
2.	Gene Porochniak	FHWA	(717) 221-4438	gene.porochniak@dot.gov
3.	Will Clark	LCPD	717-299-8373	wclark@co.lancaster.pa.us
4.	Gary Jones	LCPD	717-299-8333	jonesg@co.lancaster.pa.us
5.	Kristiana Barr	LCPD	717-299-8883	kbarr@co.lancaster.pa.us
6.	Ronique Bishop (v)	FHWA	717-221-2276	ronique.bishop@dot.gov
7.	LAUREL AHLSTROM	SCTA	717-947-7294	lahlstrom@scta.pa.com
8.	Josh Bartosh (v)	PennDOT ^{SEC}	717-934-4199	jbartosh@pa.gov
9.	Matt Smoker (v)	FHWA	717-221-3703	matt.smoker@dot.gov
10.	Faith Gaddie (v)	LCPD	717-299-8333	fgaddie@co.lancaster.pa.us
11.	Kerana Korkutovic (v)	PennDOT ^{D-8-0}	717-816-6122	KKorkutovic@pa.gov

(v) = virtual

12.	Khan Mitchell (v)	FHWA	717-221-3705	Khan.mitchell@dot.gov
13.	Gregory Becoat (v)	EPA	215-814-2036	becoat.gregory@epa.gov
14.	Jeff Pucher (v)	PennDOT ^{D-8-0}	717-783-4272	JPUCHER@PA.GOV
15.	Nathan Walker (v)	PennDOT ^{D-8-0}	717-783-0166	natwalker@pa.gov
16.	Crystal Spriggs (v)	PennDOT ^{SEC}	717-783-1353	crspriggs@pa.gov
17.	Jon Crum (v)	FHWA	717-221-3735	Jonathan.Crum@dot.gov
18.				
19.				
20.	PM session (new schedule)			
1:45	Dan Walston (v)	FHWA	717-221-2290	Christopher.Walston@dot.gov
21.	Bill Houpt (v)	FHWA	717-221-3411	william.houpt@dot.gov
22.	Jeff Glisson (v)	SCTA	717.558.1928	jglisson@scta.com
23.	Ray Green (v)	PennDOT ^{LCPD}	717 781 2358	raygreene@pa.gov
24.				
25.				

(v) = virtual

APPENDIX C – PUBLIC COMMENTS

The Review Team held two open public meeting sessions to discuss the transportation planning process in Lancaster County. The meeting sessions were held on:

Open Public Meeting - Session 1	Open Public Meeting - Session 2
Time: 4:00 p.m. – 5:30 p.m.	Time: 11:30 a.m. – 12:30 p.m.
Date: Monday, May 2, 2022	Date: Tuesday, May 3, 2022
Place: Lancaster County Government Center Conference Rooms 102/104 150 North Queen Street Lancaster, PA 17063	Place: Lancaster County Government Center Conference Rooms 102/104 150 North Queen Street Lancaster, PA 17063

Both meetings had the option of physical attendance or virtual attendance (hosted through the Lifesize web application). The sessions provided an opportunity for the public, local officials, and stakeholders to share their views on the transportation planning process. The attendee list is provided below.

Open Public Meeting - Session 1 (May 2, 2022)

This public meeting was attended by four members of the public:

- In-person: Tom Kifolo (Rohrer’s Quarry, member of TIES), Ray D’Agostino (Lancaster County Board of Commissioners, Lancaster County MPO Chairman and TIES member)
- Virtual: Mark Hiester (Penn Township), Michael McKenna (Ephrata Borough)

Welcome and Certification Review Presentation

At 4:00 p.m., Ronnique Bishop, FHWA, welcomed public meeting participants and explained the purpose and components of a joint FTA/FHWA TMA Certification Review. Ronnique Bishop, FHWA, and Chelsea Beytas, FTA, provided an overview of the certification process and explained the basics of the MPO transportation planning process. Ronnique and Chelsea stated that the Review Team was present at the meeting to get feedback about the Lancaster TMA from the public, and that the Team’s findings and recommendations could be influenced by their comments. They invited attendees to share issues, concerns, accolades, questions, and comments. Common themes that emerged from both public meetings were:

- Education on the transportation planning process to new staff-persons, including those who are new to the MPO, committees, or municipalities.
- Improvements to the public outreach and involvement process.



Below is a summary of the discussion from Day 1:

Public Comment Summary (Day 1)

- Attendees were interested in learning more about the transportation planning process in Lancaster County and hearing different perspectives.
- An attendee mentioned that involvement on the TIES Subcommittee has been a great experience to learn about different planning products, participate more in the planning process, and offer a unique perspective.
- Some attendees felt that they have had adequate opportunities to participate in the transportation planning process.
- Some attendees were new to the transportation planning process.
- There was discussion on the TIES Subcommittee regarding their agenda items, input from the public and committee members, and its role in Lancaster's planning process.
- There was discussion on how the MPO solicits input on their LRTP.
- Attendees inquired about ways to obtain more information and updates from the MPO.
- Attendees shared how they currently receive MPO information and updates and commended on Lancaster's webpage. There was also discussion on how to provide comments on projects and other planning documents.
- Attendees shared some recommendations for improvement which included:
 - Providing more opportunities to learn about the fundamentals of planning and overall knowledge of MPOs.
 - Recommend improvements on information sharing, particularly regarding the Bipartisan Infrastructure Bill (BIL/IIJA), such as BIL fund distribution.
- Attendees commended the MPO on their work with social, racial equity, and environmental stewardship, including their work on air quality.
- Attendees shared their appreciation to PennDOT District 8-0 for the technical assistance provided to TIES at the subcommittee meetings.

Adjournment

- Ronnique Bishop adjourned the meeting at 5:30 p.m.



Open Public Meeting - Session 2 (May 3, 2022)

- This public meeting was attended by five members of the public:
 - In-person: Terry Martin (Lancaster County Planning Commission (LCPC), president of a County Association of Townships, TTAC member), Ray D'Agostino (Lancaster County Board of Commissioners, Lancaster County MPO Chairman and TIES member), Brian Harris (Warwick Township), Adriana Atencio (The Common Wheel, Vice Chair and member of ATAC)
 - Virtual: Billy Clauser (Warwick Township), Amanda H, msnively

Welcome and Certification Review Presentation

At 11:00 a.m., Ronnique Bishop, FHWA, welcomed public meeting participants and explained the purpose and components of a joint FTA/FHWA TMA Certification Review. Ronnique Bishop, FHWA, and Chelsea Beytas, FTA, provided an overview of the certification process and explained the basics of the MPO transportation planning process. Ronnique and Chelsea stated that the Review Team was present at the meeting to get feedback about the Lancaster TMA from the public, and that the Team's findings and recommendations could be influenced by their comments. They invited attendees to share issues, concerns, accolades, questions, and comments. Common themes that emerged from both public meetings were:

- Education on the transportation planning process to new staff-persons, including those who are new to the MPO, committees, or municipalities.
- Improvements to the public outreach and involvement process.

Below is a summary of the discussion from Day 2:

Public Comment Summary (Day 2):

- Attendees came to the meeting to hear input from others and have a better understanding of how the planning process works, such as TIP project selection and implementation.
 - There was some discussion on Lancaster's needs solicitation process, MPO committee involvement and public comment period for the TIP.
- Some attendees were new to transportation planning in Lancaster County.
- Some discussion was centered around MPO outreach and engagement to new MPO committee members as well as the general public.



- Attendees discussed their experience serving on MPO committees. Some accolades were made on their experience and input in the MPO's transportation planning process.
- Some discussion was centered around the in-house, robust, public engagement efforts that Lancaster County MPO conducted during their LRTP update.
- Some discussion described the *connects2040* Implementation Program.
- Some discussion described how MPO committees receive public comments and how there exists some challenges for the public to consistently attend committee meetings due to varying availability.
- There were discussions on engaging the public more effectively and educating the public on their role in the transportation planning process. Recommendations were shared on meeting platforms, social media tools, and outreach strategies.
- Adjournment**
Ronnique Bishop adjourned the meeting at 12:30 p.m.

Attendance Sheets for Day 1 Public Meeting

Lancaster TMA Certification Review
Public Meeting Sign-in Sheet
Monday, May 2, 2022

	Name	Agency	Telephone	Email address
1.	Ray D'A GOSTINO	LANC. COUNTY	(717) 295-3695	RDAGOSTINO@CO.LANCASTER.PA.US
2.	Mark Hiester (v)	Penn Township manager		
3.	Michael McKenna (v)	Ephrata Borough		
4.	Tom Kifolo (v)	Lancaster County TRES	717 587-5734	Tom.Kifolo@pahrevs.com
5.	Matt Smelan	PittWA	717-221-3703	Matt.Smolan@dot.gov
6.	Gene Porocniak	PittWA	(717) 221-4438	gene.porocniak@dot.gov
7.	Ronique Bishop (v)	PittWA	717-221-2276	ronnique.bishop@dot.gov
8.	Chelsea Beytas	ETA Region 3	(215) 656-7961	chelsea.beytas@dot.gov
9.	Faith Gaddie (v)	LCPD	717-299-8333	fgaddie@co.lancaster.pa.us
10.	Will Clark (v)	LCPD	717-299-8333	wclark@co.lancaster.pa.us
11.				

(v) = virtual



Attendance Sheets for Day 2 Public Meeting

Lancaster TMA Certification Review Public Meeting Sign-in Sheet Tuesday, May 3, 2022

1.	Name	Agency	Telephone	Email address
	Terry Martin	Lancaster County Planning Commission		
2.	Brian Harris	Warwick Township		
3.	RAY D'AGOSTINO			
4.	Porty Stevens			
5.	Adriana Atencio (v)	The Common Wheel	717 666 5972	adriana@thecommonwheel.com
6.	Amanda H			
7.	Billy Clauser (v)	Warwick Township		
8.	msnively msnively			
9.	Gene Porochniak	FHWA	(717) 221-4438	gene.porochniak@dot.gov
10.	Ray Green (v)	PennDOT Central Office		
11.	Chelsea Beytos	FTA Region 3	(215) 656-7961	chelsea.beytos@dot.gov

(v)=virtual

12.	Ronique Bishop (v)	FHWA	717-221-2276	ronique.bishop@dot.gov
13.	Matt Smoker (v)	FHWA	717-221-3703	matt.smoker@dot.gov
14.	Gary Jones (v)	LCPD	717-299-8333	jonesg@co.lancaster.pa.us
15.	Faith Gaddie (v)	LCPD	717-299-8333	fgaddie@co.lancaster.pa.us
16.				

Written Comments:

The Review Team announced the availability to send written comments at the public meetings and in the public announcement. Lancaster County MPO also forwarded an e-mail to their e-mailing lists the opportunity to provide (by May 31, 2022) public comment for the Lancaster County MPO Certification Review.

The following written comment is a summary of a letter received by e-mail as a PDF attachment from the Lancaster Clean Water Partners (the Partners):

The Lancaster Clean Water Partners would like to provide the following feedback on Lancaster



County's MPO and how it can best move forward in their environmental goals for future transportation planning efforts.

- *The MPO Committee structure details the many voting members and advisory committee members. Under the existing structure there is one representative space for the "environment community". The number of environmental community voting members should be expanded for more voices. Consideration of multiple ecological members would be beneficial for the success of any environmental transportation planning goals.*
- *Green infrastructures provide significantly beneficial BMPs (best management practices) for any transportation planning project. Green infrastructures improve water quality by filtering out roadside pollutants, manage stormwater from impervious areas, improve air quality, create urban tree cover, and are aesthetically pleasing. Incorporating and prioritizing green infrastructures in transportation planning enhances communities while improving our environment. Creating an inventory of implemented green infrastructure practices is important to show the positive environmental impacts these BMPs have had on a transportation planning project. Lancaster County's MPO can utilize this inventory to show how their planning efforts are being used to impact water quality and stormwater management in many productive ways.*
- *There are several bridge improvements or replacements that are listed under the TIP. The majority of the bridges cross waters of the Commonwealth. Bridge construction around water is a serious process due to the ease of pollutants entering in the waterways. During the TIP's selection process, local municipal representatives ought to be involved to weigh in on the site-specific protocols and understand the expectations of the installation. This step would help lessen the chances of potential illicit discharges into our waterway.*



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Federal Highway Administration, Pennsylvania Division
c/o Ronnique Bishop
221 Walnut Street, Room 508, Harrisburg, Pennsylvania 17101
Ronique.Bishop@dot.gov / 717-221-2276

Ms. Bishop,

The Lancaster Clean Water Partners (the Partners) is a countywide, collaborative partnership of more than forty diverse organizations – local leaders in business, municipal public service, higher education, conservation planning, agriculture, and non-profit management – that come together with a shared vision of clean and clear water in Lancaster by 2040. The need for water quality improvement is urgent because the streams in Lancaster need to see reduced pollution at a pace that is not only on target with the Chesapeake Bay watershed’s 2025 goals but also achieves local water quality goals. The cross-sector collaboration of this group is essential to accomplishing goals and requires intentional outreach, strategic and strong partnerships, as well as transparency and inclusive practices. The Partners have come together to design and drive a strategy with a collective approach so that Lancaster County will see improved water quality across the landscape.

As a countywide, collaborative partnership, we strive to work together to improve water quality in various measures, including transportation planning. Listed in our [Countywide Action Plan](#) are opportunities for success in the priority initiative for stormwater. *“Integrated planning approaches for better growth management, capital improvements, source water protection, etc. As well as to combine considerations for aquifer protection, source water protection, and sinkhole remediation along with economic development opportunities, transportation initiatives, and agricultural preservation for a more fully integrated approach”*. The Lancaster County MPO’s *Connects 2040* plan prioritizes protecting the environment with the Network of Environmental Stakeholders in Transportation (NEST) program which is based on the FHWA Eco-Logical approach. NEST is a necessary and vital step in the right direction for transportation planning resolutions.

The Lancaster Clean Water Partners would like to provide the following feedback on Lancaster County’s MPO and how it can best move forward in their environmental goals for future transportation planning efforts.



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- There are several bridge improvements or replacements that are listed under the TIP. The majority of the bridges cross waters of the Commonwealth. Bridge construction around water is a serious process due to the ease of pollutants entering in the waterways. During the TIP’s selection process, **local municipal representatives ought to be involved to weigh in on the site-specific protocols and understand the expectations of the installation.** This step would help lessen the chances of potential illicit discharges into our waterways.

We welcome any opportunity to collaboratively approach our community needs by aligning goals, sharing data, and operating with shared values. Plans and cooperative work can often overlap, so we look forward to more communication more often. Please let us know where we can help facilitate that for supporting clean water work in Lancaster County.

Respectfully,

David Salley
Technical Coordinator
[Lancaster Clean Water Partners](#)
(o): 717-847-3203



APPENDIX D – STATUS OF FINDINGS FROM LAST REVIEW

One of the priorities of each Certification Review is assessing how well the TMA has addressed Corrective Actions and Recommendations from the previous review. This section summarizes progress since the last review.

Corrective Action 1: The LCTCC shall expand the availability of written translations of vital documents to include Chinese and Vietnamese LEP language groups. Within 90-days of receiving the final report, LCTCC should implement this change or submit a plan for addressing the Corrective Action. The deadline for this Corrective Action is November 30, 2018.

Disposition: The Review Team determined that LCTCC has made progress to address this Corrective Action appropriately; however, there is still improvement needed. Please see *Section 4.7 Civil Rights* for more information.

Corrective Action 2: LCTCC, PennDOT and SCTA shall cooperatively develop an annual List of Obligated Projects for which federal funds were obligated in the preceding program year. Lists should be developed retroactively for the Federal fiscal years 2016 and 2017 and continue annually going forward. The listing shall meet the requirements as defined in 23 CFR 450.334 and be published or otherwise made available in accordance with the LCTCC's public participation criteria for the TIP. Within 90-days of receiving the final report, LCTCC should implement this change or submit a plan for addressing the Corrective Action. The deadline for this Corrective Action is November 30, 2018.

Disposition: The Review Team determined that the LCTCC has addressed the Corrective Action appropriately.



APPENDIX E – LIST OF ACRONYMS

3C: Continuous, Cooperative, and Comprehensive
ADA: Americans with Disabilities Act
ADT: Average Daily Traffic
ALOP: Annual List of (Federally) Obligated Projects
ATP: Active Transportation Plan
AQ: Air Quality
BAMS: Bridge Asset Management System
BARTA: Berks Area Regional Transportation Authority
BEO: Bureau of Equal Opportunity
BIL/IIJA: Bipartisan Infrastructure Law / Infrastructure Investment and Jobs Act
BPAC: Bicycle Pedestrian Advisory Committee
CAAA: Clean Air Act Amendments
CAA: Clean Air Act
CFR: Code of Federal Regulations
CMP: Congestion Management Process
CUF: Commercially Useful Function
DOT: Department of Transportation
EJ: Environmental Justice
EPA: Environmental Protection Agency
FAST: Fixing America’s Surface Transportation Act
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
GIS: Geographic Information Systems
HSIP: Highway Safety Improvement Program
IRI: International Roughness Index
ISTEA: Intermodal Surface Transportation Efficiency Act
ITS: Intelligent Transportation Systems
LCPC: Lancaster County Planning Commission
LCTCC: Lancaster County Transportation Coordinating Committee
LEP: Limited-English-Proficiency
LRTP: Long Range Transportation Plan
MAP-21: Moving Ahead for Progress in the 21st Century
MOU: Memorandum of Understanding
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NAAQS: National Ambient Air Quality Standards
NHS: National Highway System



PAMS: Pavement Asset Management System
PBPP: Performance-Based Planning and Programming
PennDOT: Pennsylvania Department of Transportation
PM₁₀ and PM_{2.5}: Particulate Matter
PPP: Public Participation Plan
PTASP: Public Transportation Agency Safety Plan
RMS: Roadway Management System
ROP: Regional Operations Plan
RRTA: Red Rose Transit Authority
SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCTA: South Central Transit Authority
SGT: Smart Growth Transportation
SGTTF: Smart Growth Transportation Task Force
SHSP: Strategic Highway Safety Plan
STIP: Statewide Transportation Improvement Program
STU: Surface Transportation Urban
TAM: Transit Asset Management
TAMP: Transportation Asset Management Plan
TASA: Transportation Alternatives Set-Aside
TCAC: Transportation Citizens Advisory Committee
TDP: Transit Development Plan
TIES: LCTCC's Transportation Implementation and Engagement Subcommittee
TIP: Transportation Improvement Program
TIPUS: LCTCC's Transportation Improvement Program Update Subcommittee
TMA: Transportation Management Area
TPM: Transportation Performance Management
TSMO: Transportation Systems Management and Operations
TTAC: Transportation Technical Advisory Committee
TYP: Twelve Year Plan
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation



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