

Franklin County Metropolitan Planning Organization Unified Planning Work Program

FRANKLIN COUNTY METROPOLITAN PLANNING ORGANIZATION

Fiscal Year 2024-2025

Actions and Procedures



Adopted XXXX

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Introduction

The Unified Planning Work Program (UPWP) for the Franklin County Metropolitan Planning Organization (FCMPO or MPO) is the formal document that outlines transportation planning activities for Franklin County effective July 1, 2024, through June 30, 2025. The FCMPO is supported by the staff of the Franklin County Planning Department, which oversees the functions of the MPO. It is the responsibility of the FCMPO, in collaboration with the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other relevant agencies, to accomplish these federally-mandated goals using continuing, cooperative, and comprehensive planning strategies—or the “3C transportation planning process.”

In 2013, Franklin County’s Rural Planning Organization, originally established in 2009, transitioned to a Metropolitan Planning Organization when the Chambersburg Urbanized area exceeded a population of 50,000. The MPO serves twenty-two (22) municipalities within Franklin County, covering 773 square miles of area. Although a portion of the Hagerstown Urbanized Area resides in Franklin County, there is a Memorandum of Understanding between FCMPO and the Hagerstown Eastern/Panhandle Metropolitan Planning Organization (HEPMPO) that designates the FCMPO as the primary planning agency for these portions.

The MPO’s decision-making is governed by the Policy Board and Technical Advisory Committee (TAC). The Policy Board takes formal action on the use of federal funds for transportation system improvements. The TAC makes recommendations for the action to the Policy Board after analyzing plans and studies for adoption. In addition to the Policy Board and TAC, FCMPO creates sub-committees as needed to address specific transportation-related issues.

Accomplishments

During the 2022-2024 UPWP, the FCMPO accomplished several goals. As of April 2023, the Franklin County Long Range Transportation Plan was finalized and adopted. The US Bicycle Route 11 System Study and Route Evaluation was formalized by AASHTO and adopted as an official bicycle route. In October 2023, the Waynesboro Bicycle/Pedestrian Accommodation Study was conducted, as well as the I-81 Prioritization Study. In May 2024, the Public Participation Plan was updated and a Title VI Plan was likewise updated and adopted. Highway Performance Monitoring System (HPMS) sampling was completed each fall by MPO staff and submitted to PennDOT. Ever since Michael Baker International was designated as the MPO on-call consultant in February 2021, they have continued to provide support to the MPO through the preparation of plans and studies seen in many of the aforementioned efforts. Additionally, the MPO continues to incorporate virtual public involvement (VPI) in all its meetings after positive reception by the TAC, Policy Board, and others involved following the 2020 COVID-19 Pandemic.

Vision and Priorities for 2024-2025

During the 2024-2025 UPWP, FCMPO has a vision of collaborative efforts between the MPO, PennDOT, local municipalities, neighboring MPOs, and stakeholders. Throughout the UPWP document, the 2023 LRTP goals will be referenced to ensure planning consistency throughout all MPO efforts and highlight which goals are being utilized. The primary focus areas proposed for the FY 2024-2025 UPWP include:

- Collaboration with neighboring MPO’s and PennDOT
- Road Safety Audits as needed
- Cumberland Valley Rail Trail Expansion
- Freight Planning activities
- Bicycle and Pedestrian Policy Plan Research

Committee Structures and Agency Responsibility

The FCMPO has the responsibility as an MPO to ensure that the transportation planning process is carried out in accordance with federal and state regulations. The MPO Policy Board and TAC are made up of voting members and ex-officio/non-voting members. They are led by Chairpersons and Vice-Chairpersons, each designated by an election from the voting membership.

The FCMPO Policy Board consists of thirteen (13) voting members representing the following agencies:

- Three (3) Votes – County Board of Commissioners
- One (1) Vote – PennDOT District 8-0, District Executive
- One (1) Vote – PennDOT Central Office Representative
- Two (2) Votes – Current member of Township governing body that is located within the County
- Two (2) Votes - Current member of a Borough governing body that is located within the County
- One (1) Vote – Economic Development representative that is located in the County
- One (1) Vote – Bicycle and Pedestrian representative that is located in the County
- One (1) Vote – Transit community representative that is located in the County
- One (1) Vote – At-large representative that is located in the County

A Technical Advisory Committee (TAC) was established on July 15, 2020. The TAC consists of eleven (11) voting members representing the following agencies:

- One (1) Vote - Franklin County, Director, Franklin County Planning Department
- One (1) Vote - PennDOT District 8-0, District Executive Representative
- One (1) Vote - PennDOT Central Office Representative
- Two (2) Votes - Municipal Borough Representative
- Two (2) Votes - Municipal Township Representative
- One (1) Vote - Bike/Pedestrian Representative
- One (1) Vote – Franklin County Bridge Representative
- One (1) Vote – Community Organization Representative
- One (1) Vote – Transit Agency with operations in Franklin County

A. *Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)*
PennDOT serves as the primary intermediary between FCMPO and FHWA/FTA in the administration of funds, policies, and regulations. The federal transportation agencies provide overall guidance to PennDOT and FCMPO.

B. *Pennsylvania Department of Transportation (PennDOT)*
FCMPO works cooperatively with the Pennsylvania Department of Transportation (PennDOT) in carrying out all its transportation and air quality planning activities. PennDOT representatives serve on all transportation-related committees. PennDOT is responsible for many activities that affect the metropolitan planning process. It is charged with the development of a Statewide Long-Range Plan (SLRTP), which will include the Long Range Transportation Plan (LRTP) developed by FCMPO. PennDOT also develops a Statewide Transportation Improvement Program (STIP) that must embody the Transportation Improvement Program (TIP) developed and approved by FCMPO for Franklin County. Accordingly, PennDOT participates actively in the process by

which projects are prioritized and included in FCMPO's TIP. PennDOT also serves as the primary intermediary between FCMPO and federal transportation agencies: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA).

C. Transit Operator

The primary provider of local public transportation in Franklin County is Central Pennsylvania Transportation Authority, *dba rabbittransit*. Community members rely on rabbittransit each day to get to work, medical facilities, school, and other life-sustaining activities. It carries out most of the transit planning activities in the FCMPO.

Federal Planning Factors

The federal Infrastructure Investment and Jobs Act (IIJA) (Public Law No. 117-58), and federal metropolitan planning regulations enacted or carried forward by IIJA, specify the roles and responsibilities of MPOs. Additionally 23 CFR § 450.306 identifies ten planning factors that must be considered in the metropolitan planning process, which FCMPO has incorporated into their Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), and Public Participation Plan (PPP) among others. Furthermore, The U.S. Department of Transportation (USDOT), Federal Highway Administration must certify that a Continuing, Comprehensive and Cooperative ("3C") planning process is being carried out on all transportation projects receiving federal funding. Planning activities identified in this UPWP and other MPO documents strive to incorporate these planning factors, which include:

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

Pennsylvania Planning Findings

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) complete a joint review of Pennsylvania's Statewide Transportation Improvement Program (STIP) that is updated every two years. On September 29, 2022, the FHWA Pennsylvania Division and FTA Region III jointly approved the 2023 STIP and issued the Pennsylvania FFY 2023-2026 STIP Federal Planning Finding. The STIP Federal Planning Finding is designed to ensure that the STIP and TIPs are developed according to Statewide and metropolitan transportation planning processes consistent with required statutory and regulatory planning provisions. The STIP Planning Finding highlights what works well and what needs improvement in a Statewide or metropolitan transportation planning process.

The FFY 2023-2026 STIP Federal Planning Finding identified the following recommendations:

1. Improve safety planning, programming, and project delivery
2. Improve integration of asset management systems in project selection and development of TIPs and LRTPs.
3. MPOs should begin the process of updating their Long Range Transportation Plan (LRTP) at least 30 months in advance of the adoption deadline. Planning Partners should schedule a meeting with PennDOT District(s), PennDOT Program Center, and FHWA to discuss the methodology, work tasks, budget, and schedule for the LRTP update process – the PennDOT and FHWA staff should actively participate in the LRTP update. LRTPs need to ensure that investment decisions are performance-driven and outcome-based.
4. Improve and ensure MPO/RPO compliance with Title VI requirements
5. Ensure Annual Listing of Obligated Projects includes transit

Environmental Justice

The FCMPO is required to maintain and update a program of activities to address Environmental Justice and Title VI regulations, to prevent or mitigate adverse impacts to areas with concentrations of low income and minority populations. Concentrations of low income and minority households have been identified and mapped based on the U.S. Census American Community Survey data. In development of the 2025-2028 Transportation Improvement Program (TIP), the Franklin County MPO conducted an Environmental Justice Benefits and Burdens analysis. A distributive geographic analysis was conducted to identify the locations and concentrations of minority, low-income and other Traditionally Underserved Populations (TUP). The MPO analyzes the data to determine how well the benefits and burdens generated by the LRTP, TYP, and TIP projects are balanced between areas with high concentrations of minority and low-income populations, and all other areas of the FCMPO region. Existing techniques will be refined, and new techniques developed on an ongoing basis to improve analyses and communication between citizens, agencies, and the MPO. A Title VI Policy and Public Participation Plan were adopted in 2020 to facilitate access to the information and services provided by the MPO.

Overview of Current Planning Activities

Long Range Transportation Plan (LRTP)

A main responsibility of the Franklin County MPO is to prepare a Long Range Transportation Plan (LRTP) that covers a minimum twenty-year horizon. The LRTP is one of the key products of the planning process and addresses the state and federal requirements that are the responsibility of the MPO as the organization authorized to carry out the transportation planning process. The most recent adoption was on April 6, 2023. The LRTP is amended as needed to reflect projects to be completed over the life of the plan.

Transportation Improvement Program

A second primary responsibility of the MPO is to approve funding for highway, bridge, transit, and other transportation projects, through the adoption of a short-range Transportation Improvement Program (TIP). The TIP includes federal funds and state capital funds for specific projects, including all regionally significant projects, over a four-year period, within specified limits of financial constraint. To be on the TIP, projects must also be consistent with the adopted LRTP. The MPO works closely with PennDOT to develop and adopt the TIP, which is updated every two years. The MPO is currently operating under the 2023-2026 TIP. The list of projects on the TIP is identical to the First Four Year segment of the Commonwealth of Pennsylvania's Twelve Year Program (TYP), which was developed at the same time as the TIP and adopted by the State Transportation Commission.

Public Participation Plan

The Franklin County MPO's Public Participation Plan was updated on May 20, 2020. The plan guides the FCMPO's efforts to offer early, continuous, and meaningful opportunities for the public to help identify social, economic, and environmental impacts of proposed transportation policies, projects, and initiatives. A review and potential update of the plan is currently underway.

Title VI Plan

The MPO adopted its first Title VI Plan on May 20, 2020. The plan facilitates access to the information and services provided by the Franklin County MPO. The plan is currently being updated to reflect more recent population distributions to ensure MPO activities are considering and pursuing access by all residents and stakeholders.

Supporting Partners' Planning Activities

Listed below are primary studies/plans that MPO staff will monitor or participate in during FY 2024-25 in addition to other studies that are relevant to the region but not yet identified.

- South Central Model
- State Twelve Year Plan
- PA Turnpike Long Range Transportation Plan

Plan/Activity Milestones

The below table reflects the milestone dates for major planning documents, requirements, and/or core activities that are addressed by the Franklin County MPO.

Plan/Activity	Current	Next	
	Adoption/ Completion	Required Adoption	Targeted Completion
Unified Planning Work Program (UPWP)	February 13, 2024	2 Years(modify every year)	December 2024/January 2025
Long Range Transportation Plan (LRTP)	April 6, 2023	Every 5 years	April 2028
Transportation Improvement Program (TIP)	May 2024	2 Years	May 2026
Public Participation Plan (PPP)	May 2024	As needed	
Coordinated Public Transit Plan	November 18, 2021	As needed	
Environmental Justice Evaluation of Benefits & Burdens	May 2024	May 2026	
Safety Performance Measures (PM-1)	February 2024	Annually	February 2025
Pavement and Bridge Performance Measures (PM-2)	May 2023	2 Years	February 2025
System Performance Measures (PM-3)	May 2023	4 Years	February 2027
Title VI Policy & Procedures	May 2024	As needed	
Air Quality Conformity Report	May 2024	2 Years	May 2026
Annual List of Federally Obligated Projects	December 2023	Annually per timeline established by 23 CFR 450.334	
Functional Classification Revisions	2016	As needed	
FHWA/FTA/MPO Self Certification	May 2024	2 Years	May 2026

Work Program Development

As part of the STIP planning findings, greater collaboration and participation with PennDOT and FHWA were recommended for the development of future UPWPs. In response to this directive, FCMPO staff met with FHWA and PennDOT Central Office staff and communicated with PennDOT District 8-0 staff regarding the specifics of upcoming work program activities. The goal of this outreach was not only to elicit guidance from the various stakeholders but it was also intended to be a platform for the stakeholders to learn more about their role in the planning process.

The primary responsible party for the effective administration of this UPWP is the staff of the Franklin County Planning Department. They will oversee the daily operations associated with the projects, plans, and programs set forth within this document. Guidance, technical support, and expertise are all provided by PennDOT in the Center of Program Development and Management as well as the District. PennDOT works to support the Planning Partner and the MPO to ensure that all federal and state regulations and mandates are adhered to. Both FHWA and PennDOT had input into the creation of this UPWP and are therefore cognizant of the ambitions and objectives identified by the Franklin County Planning Department. They will continue to serve in an advisory role during the UPWP implementation. Additional support with data analysis and collection may be provided by either additional staff or the use of consultant services.

Task I — Program Administration

This task is primarily focused upon the facilitation of all data analysis, planning, programming, or other supplemental activities that further the goals, objectives, or outcomes of the transportation planning process. Historically, this task has been used for activities such as advertising, invoicing, procurement, etc. This UPWP will also include organization and task-tracking initiatives created with the intention of improving communication and project delivery as well as providing detailed documentation of the planning process.

Objectives to be Completed in 2024-2025 UPWP

- Develop the FY 2025-2027 UPWP in coordination with PennDOT, FHWA, and stakeholders.
- Attend and participate on the Susquehanna Regional Transportation Partnership (S RTP) Board, which serves as the TDM organization for central Pennsylvania.
- Develop an FCMPO project development process.

Ongoing Objectives

- Provide technical assistance and distribute all pertinent meeting materials to the MPO Policy Board, TAC, and subcommittees.
- Maintain tracking list of projects for the MPO Board and conduct correspondence on their behalf.
- Submit purchase orders for allowable equipment and supply costs to ensure efficiency in MPO activities.
- Attend workshops, conferences, and training sessions to facilitate the planning process and provide staff with the necessary education to maintain level of professionalism.
- Attend and participate in Statewide Planning Partners meetings, committees, and training opportunities for various District and statewide issues that may occur.
- Purchase new and update existing software and equipment. Address requirements for monitoring contractors and sub-recipients, allowable costs, etc. as detailed in OMB Super Circular, effective December 26, 2014.
- Maintain and update the MPO's website.
- In coordination with the Fiscal Department, submit progress reports and invoices to PennDOT's Program Center no later than 30 days following a reporting period and amend budget tables as needed.
- Provide general information, technical assistance, and coordination regarding transportation planning initiatives to Franklin County municipalities and neighboring MPOs, PennDOT, transportation providers, and the general public.
- Ensure compliance with laws, regulations, and the Public Participation Plan as it pertains to engaging the public and advertising public meetings and documents for public comment.
- Broaden relationships within the various communities to ensure that FCMPO is diversifying its outreach initiatives and improving upon Environmental Justice activities. Facilitate incorporation of these populations within the planning and programming process, including minority, English as a Second Language speakers or Limited English Proficiency (LEP) individuals, and low-income groups. As needed, procure LEP services within the confines of the UPWP agreement and state procurement guidelines.
- Coordinate with PennDOT, developers, and municipalities on access management strategies.
- Hold and promote educational workshops for municipal officials and the public on the transportation planning and programming process.

Deliverables

- Meeting packets (i.e. agenda, minutes, and supplemental information) distribution **(Quarterly or As Requested)**
- Ongoing participation on relevant boards, committees, and regional projects **(Ongoing)**
- Progress reports and quarterly reimbursement invoices to PennDOT Program Center **(Quarterly or As Necessary)**
- Advertisements that comply with the standard regulations for all public meetings or public

comment periods (**Regularly Before Each Public Meeting and Comment Period**)

- Purchase orders for relevant equipment and supplies (**As Necessary**)
- Continue to update the MPO website content and documents for transparency (**Ongoing**)
- Develop the FY 2025-2027 UPWP (**August 2024 – January 2025**)

Responsible Agency: Franklin County MPO Staff

Estimated Cost:

Agency	Year 1
Federal Highway Administration	\$30,970.00
Federal Transit Administration	\$10,450.00
Pennsylvania Department of Transportation	\$3,990.00
Local	\$6,365.00
TOTAL	\$51,775.00

Goals and Planning Factors Supported by this Task:

Federal Planning Factors: 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10.

FCMPO LRTP Factors: Safety, Traffic Operations, Bicycle & Pedestrian Accommodation, Environmental, Economic Development, Maintenance & Preservation, Public Transportation, and Travel and Tourism

Task II—Transportation Data Collection and Analysis

This task is devoted to quantitative methods of evaluation and the effective communication of those results. With the emergence and growing emphasis on Performance-Based Planning Programming (PBPP), these objectives ensure that the FCMPO is focusing intelligently and effectively on transportation planning efforts. Because of the limited resources of this department, many of these goals and initiatives will rely on consolidated resources potentially from consultants, PennDOT, or Planning Partners. This task will also involve the planning department's role in regional consideration of land-use changes on the transportation network, including multimodal, freight, and interstate components.

Objectives to be Completed in 2024-2025 UPWP

- Expand and improve Environmental Justice (EJ) activities, including expansion of tools for the LEP population, to ensure all interests are represented in the region's planning and programming processes.
- Explore reviewing current functional classifications and recommend changes after the results of the U.S. Census are aggregated.
- Coordinate with S RTP on congestion mitigation needs for the FCMPO region

Ongoing Objectives

- Review proposed TIP projects to ensure sustainable practices, flood resiliency, and improved emergency preparedness.
- Participate in required PennDOT Transportation Impact Studies (TIS) and Highway Occupancy Permits (HOPs) to ensure planned development is coordinated with sound land use/ transportation linkages/economic development, and that all transportation modes have been considered.
- Monitor and evaluate procedures for collecting statistical data, including public meeting participation, and review new regional census data.
- Confer with PennDOT as a primary data provider to assist FCMPO in project prioritization and delivery.
- Expand the development of inventories of non-motorized transportation routes.
- Utilize GIS as needed for visual representations to accurately convey data.
- Participate together with local partners in equal opportunity, non-discrimination, and Disadvantaged Business Enterprises (DBE) trainings offered by PennDOT, FHWA, and FTA.
- Participate in conversations regarding interstate infrastructural improvement needs in conjunction with local governments, private developers, and Franklin County Area Development Corporation.
- Identify and evaluate freight needs and issues to address municipal concerns with congestion and roadway capacity.
- Employ consultant for assistance with projects consistent with this task as needed.
- Provide guidance to local officials regarding project priorities and the impact of "smart transportation" in their planning efforts.

Deliverables

- Compile data as needed and share findings with public entities, municipalities, and stakeholders **(As Necessary)**
- TIS Scoping Reviews **(As Requested)**
- Traffic counts for Franklin County municipalities on an as requested basis **(Spring 2024)**
- Verify and update HPMS samples on an annual basis **(Annually)**
- Attend HPMS annual trainings provided by PennDOT **(Annually)**

Responsible Agency: Franklin County MPO Staff

Estimated Cost:

Agency	Year 1
Federal Highway Administration	\$4,890.00
Federal Transit Administration	\$1,650.00
Pennsylvania Department of Transportation	\$630.00
Local	\$1,005.00
TOTAL	\$8,175.00

Goals and Planning Factors Supported by this Task:

Federal Planning Factors: 1, 2, 3, 4, 6, 7, 8, and 9.

County LRTP Goals: Safety, Traffic Operations, Bike & Pedestrian Accommodation, Economic Development, Maintenance & Preservation, Public Transportation

Task III - Plans, Programs, and Project Delivery

This task will be the implementation of planning priorities and initiatives set forth by the FCMPO Policy Board. In addition to the routine or cyclical planning activities associated with maintenance of the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP), the department will be looking at modernizing and creating other transportation-related planning documents to fit the desires expressed by stakeholders and representatives of the community. In the process of completing these plans, essential elements of planning such as land use/transportation/economic development linkages and the impact on Environmental Justice populations will be taken into consideration.

A. Bicycle and Pedestrian Efforts***Ongoing Objectives***

- a. Coordinate with municipalities and stakeholders to provide technical assistance with Bicycle and Pedestrian efforts as requested.
- b. More Americans with Disabilities (ADA) community representation on bike/pedestrian committees if formed, MPO Policy Board, and the Technical Advisory Committee.

B. Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) will be maintained and updated. The current Twelve Year Program (TYP) will be monitored to ensure consistency with the 2023 LRTP. The update for the FY 2027-2030 will begin during this UPWP period. Project implementation dates will be monitored and revised as needed. Amendments and modifications to the TIP will necessarily comply with the administrative procedures adopted under the federal surface transportation planning regulations and through the regional TIP MOU.

Objectives to be Completed in 2024-2025 UPWP

- a. Coordinate with District 8-0 and Central Office to finalize the FFY 2025-2028TIP and

- submit any additional required documentation.
- b. Assist with the modification and amendment of the 2023-2026 and 2025-2028 TIPs.
- c. Begin work on the 2027-2030 TIP update.

C. Long Range Transportation Plan

Ongoing Objectives

- a. Modify or amend the Franklin County 2045 LRTP as necessary.

D. Annual List of Obligated Projects

Objectives to be completed in 2024-2025 UPWP

- a. Develop and publish the Annual List of Obligated Projects no later than ninety (90) calendar days following the end of the program year with PennDOT Central Office and rabbittransit.

E. PennDOT Connects

Ongoing Objectives

- a. Work with PennDOT District 8-0 through the PennDOT Connects initiative to ensure the successful implementation of programs and projects throughout the project development process.
- b. Continue to work with PennDOT to ensure all regional problems are documented within the PennDOT Connects system.
- c. Prepare and/or participate in project needs studies for transportation problems identified for further study by the MPO or PennDOT. Work with PennDOT and environmental resource agencies as needed to secure approval to proceed with needs studies.
- d. Participate with PennDOT District 8-0 to pilot any identified PennDOT Connects initiatives.

F. Other

Ongoing Objectives

- a. Consider developing a regional freight plan.
- b. Evaluate the effectiveness of the strategies in the Public Participation Plan and maintain and update the Title VI plan as changes become necessary.
- c. Participate in regional planning efforts around Traffic Systems Management and Operations (TSMO), Highway Safety Improvement Program (HSIP), freight movement, non-motorized modes of transportation, and other initiatives.
- d. Coordinate with the State Transportation Commission (STC) to ensure that regional information and feedback is being incorporated into the local planning process.
- e. Participate in data-driven safety planning activities using the Network Screening Tool to better consider safety in the selection and prioritization of highway and transit projects.
- f. Communicate with municipalities regarding local projects or local federal-aid system candidates.
- g. Meet with PennDOT and local municipalities to identify candidate projects that can be completed in the short-term (1 to 3 years) with TIP funds, County Maintenance Funds, Liquid Fuels Funds, Agility agreements, PIB loans, private funding, etc. Work with PennDOT to identify and support sustainable sources of revenue.
- h. Partner with PennDOT in developing strategies to advance, modify, or implement plans and projects that exceed existing fiscal constraint-based upon cash flow.

- i. Monitor projects to ensure timely movement through the preliminary engineering, final design, ROW/Utility, and construction phases, in accordance with TIP funding timelines.
- j. Provide technical and advisory support for funding applications, feasibility and planning studies, RFPs, and construction guidelines for multimodal projects in the region.

Deliverables

- Road safety audits (**As Necessary**)
- Update Regional Coordinated Human Services Transportation Plan (**As Necessary**)
- Analyze the need of County Bicycle and Pedestrian Efforts (**Ongoing**)
- Promote PennDOT Connects events and resources (**Ongoing**)
- Participate in community planning initiatives to improve I-81(**Ongoing**)
- TIP Amendments/Modifications (**As Necessary**)
- Develop the Cumberland Valley Rail Trail Feasibility Study (**December 2024**)
- Long Rang Transportation Plan Amendments (**As Necessary**)

Responsible Agency: Franklin County MPO Staff

Estimated Cost:

Agency	Year 1
Federal Highway Administration	\$127,140.00
Federal Transit Administration	\$42,900.00
Pennsylvania Department of Transportation	\$16,380.00
Local	\$26,130.00
TOTAL	\$212,500.00

Goals and Planning Factors Supported by this Task:

Federal Planning Factors: 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10.

County LRTP Goals: Safety, Traffic Operations, Bicycle & Pedestrian Accommodation, Environmental, Economic Development, Maintenance & Preservation, Public Transportation, Travel & Tourism

Task IV - Local Technical Assistance Program (LTAP)

The PennDOT Local Technical Assistance Program (LTAP) is a way to provide training, technical assistance, and other useful transportation-related information. This training is provided to municipal staff and officials by sharing PennDOT expertise and technology. This initiative will include the formulation of a priorities list and plans for training based on municipal feedback. Through this program, the FCMPO relieves municipalities of any LTAP administrative or coordinating responsibilities and provides relevant training programs at no cost to the local government.

Ongoing Objectives

- Seek input from municipalities into which training needs are a priority.
- Coordinate dates, location, and times to schedule training.
- Administer the training, including logistics of location, registration, room setup, etc.
- Combine efforts with PennDOT Connects initiatives if applicable.
- Promote LTAP activities through distribution of emails, brochures, newsletters, phone calls, etc. as appropriate.
- Participate in on-site technical assists.

Deliverables

- Outreach to municipalities through email, newsletters, brochures, and other media (**Ongoing**)
- Pair LTAP with PennDOT Connects applications when appropriate (**As Required**)
- Hosting in-person LTAP meetings at County facilities when interest is shown and appropriate (**As Requested**)

Responsible Agency: Franklin County MPO Staff

Estimated Cost:

Agency	Year 1
Federal Highway Administration	\$5,000.00
Pennsylvania Department of Transportation	\$0.00
Local	\$0.00
TOTAL	\$5,000.00

Goals and Planning Factors Supported by this Task

Federal Planning Factors: 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10.

County LRTP Goals: Safety, Traffic Operations, Bicycle & Pedestrian Accommodation, Environmental, Economic Development, Maintenance & Preservation, Public Transportation, Travel & Tourism

Task V – Increasing Safe and Accessible Transportation Options (ISATO)

This task is focused on implementing new activities as enacted in the BIL/IIJA for ISATO to advance complete streets standards or policies or develop transportation plans that create or improve connections for all users of the transportation system.

1. Coordinate with municipalities and other stakeholders to identify needs and goals for bike/ped network connectivity
2. Evaluate existing conditions for cyclists and pedestrians within identified study area(s).
3. Develop plan(s) toward improving conditions or connections of bike/ped facilities
4. Conduct road safety audits on corridors and intersections to identify low-cost, near-term improvements for bicyclist and pedestrian safety.

Deliverables

- Conduct at least one bike/pedestrian safety or connectivity study through the implementation of the UPWP (**December 2024**)

Responsible Agency: Franklin County MPO Staff

Estimated Cost:

Agency	Year 1
Federal Highway Administration	\$5,000.00
Pennsylvania Department of Transportation	\$0.00
Local	\$0.00
TOTAL	\$5,000.00

Goals and Planning Factors Supported by this Task

Federal Planning Factors: 2, 3, 4, 5, 6, 8, and 10.

County LRTP Goals: Safety, Traffic Operations, Bicycle & Pedestrian Accommodation, Environmental, Maintenance & Preservation, Travel & Tourism

Exhibit A

2024-2025 UPWP Stakeholder Outreach Table

Date	Method of Contact	Name of Person and Organization	Comments
July 20, 2023	Hybrid	Franklin County TAC Members	None
August 17, 2023	In Person	Franklin County Policy Board Members	None
September 8, 2023	In Person	Franklin County Municipal Representatives at Summit	None
October 10, 2023	Email	PennDOT	Received UPWP guidance with suggested work tasks
January 10 - February 14, 2024	Advertisement	Public Comment Period	Advertisement for Public Comment Period was published on January 10 in Mercersburg Journal