Chairman’s Message

It is my pleasure to present the 2017 Harrisburg Area Transportation Study (HATS) Annual Report. In the following pages, you will find the latest efforts undertaken by HATS to ensure the Harrisburg region's transportation will remain an asset for generations to come. Through HATS’ collaboration with the public, private sector, and our planning partners at the local, state, and federal levels, we continue to make significant progress and can look ahead to the future of transportation in the Harrisburg area with confidence.

In 2017, we were able to see some very important projects and initiatives come to fruition. One to specifically highlight is the beginnings of the implementation of the Riverlands Safety Study, which was endorsed by HATS in 2016. Through the use of federal transportation funds, the alternatives in this corridor are currently being evaluated to determine which ones will work best in each area of focus and where construction should be taking place in the near future. A major construction project to highlight would be the expansion of Interstate 81 to three lanes from the split with Interstate 83 up to the Linglestown/Paxtonia exit in Dauphin County and between Mechanicsburg and Route 581 in Cumberland County. Final aspects of the construction work will continue to take place in the spring of 2018, however these areas have already seen improvement.

HATS also continued its efforts to plan for the region's transportation system through its ongoing transportation planning programs. This year, HATS adopted an updated Congestion Management Process, an updated Public Participation Plan, and a new Regional Freight Plan. Through the Freight Plan initiative, we were able to dig deeper and evaluate some local level concerns at three of the region's intersections in Halifax, New Bloomfield, and Newville. Along with these plan adoptions, HATS initiated the update of our 2040 Regional Transportation Plan, which is taking a whole new approach to evaluating and prioritizing our region's transportation needs.

This year, there were many conversations in regards to the efficient delivery of transit service in the Harrisburg region and HATS will continue to have and follow these conversations as these administrative and operational changes fall into place.

Finally, I would like to extend thanks to all committee members, the member-agency staffs who share the commitment and performed HATS’ work, and the individuals, public officials and agencies that support HATS in a wide variety of ways.

I look forward to our continued success.

Jeff Haste
Chairman, Dauphin County Board of Commissioners
Chairman, Harrisburg Area Transportation Study
## Membership

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<td>Sean Sanderson — PA DCED</td>
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The Harrisburg Area Transportation Study is the federally designated Metropolitan Planning Organization for Cumberland, Dauphin and Perry counties. It carries out a continuing, cooperative and comprehensive transportation planning process for the region.
Cumberland Perry Task Force

The Cumberland Perry Joint Task Force on Transportation and Planning was organized by 17 municipalities in Cumberland and Perry counties in 2000. The Task Force was convened to discuss transportation needs across these municipalities due to a large portion of Perry County residents migrating out of the county for work. These discussions eventually became a plan which identified significant problem areas and potential long-term solutions. The plan was endorsed by HATS in 2002.

In recent years, funding has become available to begin implementation of the study’s recommended projects. The Task Force reconvened in 2013 and continues to meet bi-monthly to discuss progress on these projects and serve as a forum to discuss any transportation issues that arise in this area of the HATS region.

In 2017, the Task Force focused on the intersection of PA Routes 34 and 850 in Carroll Township, Perry County and the implementation of the Riverlands Safety Study, which was endorsed by HATS in 2016. Another point of focus was the Meck’s Corner Intersection, which is currently on the 2017-20 TIP with preliminary engineering set to begin in 2019.

Work began on the intersection in mid-2016. The project is in its preliminary engineering phase and is planned as a roundabout. A line item for Riverlands Safety Study implementation was added to the 2017-20 TIP. Preliminary engineering for this project began in fall 2017 and, with anticipated development on the horizon, alternatives are currently being explored for the Clarks Ferry section (Study Area 2) of the corridor.

Both the Cumberland Perry Task Force CMS Study (2002) and the Riverlands Safety Study (2016) can be found on the HATS website.

Unified Planning Work Program

The UPWP is an outline of the annual transportation planning work tasks and studies that HATS plans to complete with federal, state or local transportation funds. It also defines the agency responsible for implementing the tasks included in the program. The UPWP runs on a two-year cycle, as required by PENNDOT, and the funding level remained constant at $1,062,500 per year. The current UPWP was approved by HATS on February 26, 2016 and reflects the fiscal year through June 30, 2018.

Continued next page...
HATS adopted an updated version of its Public Participation Plan on April 21, 2017. The updated plan saw new components, including targeted outreach strategies for underrepresented communities and a Limited English Proficiency section, identifying the region’s top 5 non-English languages. Through these changes, HATS has made updates to the accessibility of translation services, including a document translation request form on the website and the continued use of the Google Translator module on its website. The new public participation plan was commended by the Federal Highway Administration as a noteworthy best practice during the HATS Federal Certification Review in May.

Transportation Improvement Program

The development of the 2019-2022 Transportation Improvement Program (TIP) began in early 2017 with an anticipated adoption in June 2018. The TIP guides the region’s transportation spending over a four-year period and is updated bi-annually.

As part of the TIP development process, PennDOT, in coordination with HATS, held a workshop on November 14 to educate municipalities on the new policy, PennDOT Connects. This policy promotes and encourages continued coordination among local governments, MPOs and PennDOT in the development of transportation projects. It allows for local governments to understand the process of how a transportation project comes to fruition and for regional and state officials to understand the community’s vision and needs.

Municipalities from all three counties attended a morning educational session; municipalities with projects on the current program or the draft 2019 program participated in an afternoon session related to their projects. Meetings will continue to be held to discuss individual transportation projects on a regular basis.

Projects are added to the TIP via the project and program listing on the Regional Transportation Plan. This selection process also includes ongoing consultation with officials at the state, county and local levels as well as other regional stakeholders.

A listing of the most recent TIP projects can be found on the HATS website.

Public Participation

planning funds were also received in addition to the regular planning program dollars to continue TCRPC’s Regional Connection program and Cumberland County Economic Development’s Exit 48/49 study, and to initiate the Greater Hershey Regional Transportation Study.

The major tasks accomplished in accordance with the 2017 UPWP were the Regional Freight Plan (and accompanying borough intersection studies), the Congestion Management Process plan, the Public Participation Plan update, initiation of the long range transportation plan, and the Federal Certification Review.
Commuter Services of PA:  
A Roadmap to Ridematching

Commuter Services continues its long standing partnership with the Tri-County Regional Planning Commission to promote commuting options that help reduce traffic congestion and improve air quality. This joint effort targets the public by educating commuters on the available travel modes in the region and then works to implement innovative and successful Transportation Demand Management (TDM) programs. These TDM programs promote using a green commute mode to work such as carpooling, vanpooling, bicycling, walking, using public transit and telecommuting. Commuter Services works with employers across 13 counties to help create sustainable on-site commuting options for their employees.

The ridematch program is one of the ways Commuter Services helps to reduce traffic congestion. This program is free and helps connect commuters who have similar travel patterns for their work commute so they can share a ride. The total number of commuters in the confidential rideshare database has steadily increased over the past decade and, as of the end of 2017, has exceeded 30,000. In addition, the Tri-County Region also benefits from 10 vanpools currently operating with the cooperation of Commuter Services and Enterprise.

A vast majority of these commuters who use a non-drive alone mode of transportation have chosen to register in the Emergency Ride Home (ERH) program. The free ERH program helps alleviate concerns of needing to have a car when switching from driving alone to an alternative mode by providing a reimbursement for a ride home during an emergency situation. As long as a commuter carpools, vanpools, bicycles, walks or takes public transit to work at least twice a week, they will be reimbursed for a ride home in the event of a qualified emergency. The reimbursement covers up to $100 per trip and up to six trips per year.
Specific to the Tri-County Region, Commuter Services currently works with nearly 100 employers to help assist in developing and providing on-site commuting benefits, such as ridematching, to their employees. As our staff continues to work with these employers, efforts are made to identify employers who meet the Best Workplaces for Commuters criteria. New recipients of this national award will be named in Spring 2018 with the hope that additional Tri-County employers will be on the list.

In addition to employers, Commuter Services works with 67 community organizations in Cumberland, Dauphin and Perry counties such as municipalities, townships, libraries and bike shops. These organizations work to distribute information on the Commuter Services program to their clients and members in order to promote more sustainable methods for commuting.

The Susquehanna Regional Transportation Partnership (SRTP) was thrilled to host their 100th board meeting in 2017 as part of their overall service to the region totaling 14 years.

Our programs can provide assistance to commuters and employers in Adams, Berks, Carbon, Cumberland, Dauphin, Franklin, Lancaster, Lebanon, Monroe, Perry, Pike, Schuylkill and York counties. For more information, visit the website at PaCommuterServices.org or call 1.866.579.RIDE.

Regional Freight Plan

As part of the 2016-18 Unified Planning Work Program (UPWP), HATS updated its Regional Freight Plan. HATS worked closely with its consultant, Michael Baker International, on the effort.

Work began in June 2016 with the establishment of a plan advisory committee and consisted of representatives from PennDOT and FHWA, the Pennsylvania Turnpike Commission, Dauphin County Community and Economic Development, Norfolk Southern, Middletown Hummelstown Railroad, Harrisburg International Airport (HIA) and more. The group met four times over the course of a year to guide the planning process. The process also consisted of a series of stakeholder interviews and the development of a multimodal regional freight profile.

A very integral part of the freight planning process was defining candidate Critical Urban and Critical Rural Freight Corridors (CUFCs/CRFCs) in the Harrisburg region. This process looked at first and last mile connectivity from high volume freight routes to freight intensive land uses and key facilities. The certification of the candidates would allow for HATS to have expanded use of their National Highway Freight Program (NHFP) funding. Each state had a statutory mileage cap, giving Pennsylvania approximately 141 urban miles and 242 rural miles and HATS staff identified approximately 50 miles of candidate corridors. Top candidates included PA 581, PA 283, the Airport Connector and the Miracle Mile.

In late June, HATS hosted a Regional Freight Summit where the draft of the plan was

Continued next page...
unveiled. The approximately 40 attendees were informed about trends in the trucking, rail and air freight industries by PennDOT’s Policy Director Roger Cohen, who served as the event’s guest speaker. HATS and Michael Baker staff members provided a snapshot of the region’s multimodal freight profile as well as the Critical Rural and Critical Urban Freight Corridor candidates. Tabletop exercises about the plan’s themes and strategies generated conversations about freight issues in the region and what HATS could do to mitigate or even solve these issues.

This was not the only freight initiative pursued by HATS this year. As part of the overall freight plan, HATS worked with the consulting team at WSP to study one intersection in each of the three counties that has been experiencing truck turning issues. The intersections were:

- **Cumberland County** – High Street (PA 233) and Carlisle Newville Road (PA 641) in Newville Borough;
- **Dauphin County** – N. 4th Street (PA 225) and Armstrong Street in Halifax Borough;
- **Perry County** – Main Street (PA 34) and Carlisle Street (PA 274) in New Bloomfield Borough.

The overall goal of these case studies was to find solutions to the truck turning problems these boroughs have been facing. Each report provided a variety of short and long term alternatives that each borough could explore. These alternatives could come to fruition if the borough or the county decided to move the project through HATS’ project development process. This would allow the potential project to be considered for federal transportation funds.

The HATS Regional Freight Plan was adopted by the Coordinating Committee on September 22, 2017. The Regional Freight Plan and the Intersection Technical Memorandums can be found on the HATS website and a hard copy can be requested at any time.
Project Development

While the Regional Transportation Plan is updated every four years, the listing of problems associated with it is only a snapshot of the region's transportation needs at the time of adoption. The project development process is dynamic and depends on the input of municipalities, counties and the public to identify issues that impact them directly.

Projects can be removed from or added for consideration under the project development process at any time as long as there is concurrence from the municipality or other project sponsor. This keeps funding-eligible projects ready should funding become available.

In 2017, two projects were added and four were removed from the project development listing:

Added:
- West Street/Willow Street/Walnut Bottom Road Intersection, Carlisle Borough – Intersection geometry and pedestrian infrastructure improvements to reduce driver and pedestrian confusion;
- PA 230 Reconstruction, Highspire Borough – Resurfacing or reconstruction of the regional, major, multimodal arterial road through the Borough of Highspire.

Removed:
- Rossmoyne Road, Wesley Drive, Sheely Lane Study, Lower Allen Township, Cumberland County – Removed per township request as main issues in the corridor have been addressed or will be addressed with individual projects;
- Gettysburg Road Corridor, Lower Allen Township, Cumberland County – This project requested widening and improvements to the existing roadway in its existing alignment; removed from consideration per township request;
- Hunters Church Bridge T-588, Buffalo Township, Perry County – The township completed the project on their own in 2015;
- Lambs Gap Road Sidewalk, Hampden Township, Cumberland County – The township is moving the project forward on their own.

At the close of 2017, there are 66 projects in the development process pipeline. This listing is updated as projects are added and removed and can be found on the HATS website.

Traffic Counting & HPMS

Traffic data is necessary to meet the reporting requirements of the Federal Highway Administration (FHWA) under United States Code of Federal Regulations (CFR) title 23, 420.105(b). States are required to provide data to support FHWA's highway reporting responsibilities to Congress and to the public.

Traffic data reported under these regulations is submitted each year on June 15 as part of the annual Highway Performance Monitoring System (HPMS) report and is used to help determine the federal transportation funding allocated to each state. In 2017,
Pennsylvania received $1.6 billion in funding based on traffic counting and HPMS efforts across the state.

PennDOT assigned 90 traffic counts and 180 HPMS Sample Sections to the HATS region to help complete the federally required HPMS report. HATS staff not only fulfilled its required assignments, but also eight special requests for local traffic counts and 10 turning movement studies for:
- Perry County Fair Board;
- SR 39/743 Corridor Study, Dauphin County;
- Millersburg Borough’s “Dirt, Gravel, and Low Volume Road Maintenance Program.”

Traffic data is typically used to support highway agency activities including design, maintenance, operations, safety, environmental analysis and performance management.

Typical 24-hour pneumatic machine volume count on State Route 0011, Cumberland County.

Regional Transportation Plan

An update to the 2040 HATS Regional Transportation Plan (RTP) began in the summer of 2017. Work will continue until its anticipated adoption in December 2018. The updated plan will take a new approach in comparison to others in the past, utilizing an online, dynamic format which allows the plan to be updated as new data and statistics become available.

The new format allows the MPO to utilize interactive online mapping, which helps the MPO make and justify investment decisions in the development of the Transportation Improvement Program (TIP) every two years. The online mapping will also allow readers to zoom into their municipality or neighborhood to understand how the system in their backyard affects the regional transportation system.
Seven advisory committees have been formed to assist in the development of the various plan sections. These topics include: asset management, congestion management and safety, freight movement, environment, alternative modes (bike/pedestrian/transit), mobility and accessibility, and growth management (transportation and land use linkages). These committees are continuing to assist in identifying needs and potential infrastructure and operational projects for each respective area in the HATS region. Some new concepts to highlight include the mobility and accessibility section, which identifies the transportation needs of the region's disabled and elderly populations; another is the environmental section, in which HATS will identify environmental mitigation opportunities and best practices as resources are affected by transportation projects.

A draft of the plan is anticipated to be completed in April 2018 for air quality analyses to take place for both the plan and the TIP, which is concurrently being developed with the RTP. The plan's password protection will be lifted when the draft version is released and the public will be able to view and comment on the plan through the remainder of 2018.

For more information or how to get involved with the development of the 2040 RTP, please email Casey Baxendale or call 717-234-2639.

**Congestion Management**

The CMP is an on-going process that determines where congestion occurs and at what intensity; identifies priority congested locations; and presents strategies aimed at reducing traffic congestion and enhancing safety and mobility across the region. HATS adopted its CMP plan update in June 2017.

The CMP plan update was prepared in cooperation with the Federal Highway Administration (FHWA), the Pennsylvania Department of Transportation (PennDOT), local municipalities and transit agencies within the Harrisburg metropolitan planning area. Technical assistance was provided by Michael Baker International and York County MPO staff.

The CMP plan update reflects that congestion management is a process rather than a system and is an integrated part of the transportation planning process, not just a stand-alone program. To provide a thorough assessment of the CMP network, the CMP plan update incorporates GPS travel speed data to better capture traffic delay in the region. Both focus corridors and targeted intersections were ranked from high to low in delay to prioritize congestion locations. Additionally, other factors were combined with the delay to add further prioritization capabilities such as a Level of Service (LOS) assessment, and comparisons to other travel speed data like INRIX and NPMRDS. Further review of
congestion mitigation strategies and proposed improvements by corridor and intersection are included in the recommendations.

It should also be noted that the CMP furthers the growth management goals identified in TCRPC’s 2017 Regional Growth Management Plan (RGMP), specifically recommending congestion management strategies that align with current and future land uses.

How the region develops directly influences how many vehicle miles of travel and how much congestion exists on the roadways. Our ability to support a complete range of transportation mobility options such as transit, bicycle and pedestrian is crucial. This linkage between transportation and land use is key for the vibrancy and resiliency of the region in the years to come.

Bicycle-Pedestrian Update

Bicycle and pedestrian travel is an essential component to any fully functioning, comprehensive transportation system. As such, it is essential to integrate bicycle and pedestrian planning into our broader transportation planning process. Increasing awareness of the public health impacts of driving and the economic advantages of walkable and bikeable communities has made these planning efforts even more critical to HATS fulfilling its mission.

Bicycle/Pedestrian/Passenger Task Force

The Bicycle/Pedestrian/Passenger Task Force connects HATS with the region’s bicycle and pedestrian advocate community. The guidance and direction provided from these stakeholders has proven invaluable, particularly for the identification of deficiencies within the system and areas in which more coordinated efforts should be directed. In
2017, the Task Force met with PennDOT District 8-0 personnel to discuss upcoming resurfacing projects and with the project team for the I-83 East Shore Sections 2 & 3 to discuss specific bicycle and pedestrian concerns.

Task Force members also participated in the HATS Regional Bicycle and Pedestrian Count Program, conducting counts in both May and October, providing input in the development and revision of intersections to be counted, and in the counting itself. The Count Program, done as part of the National Bicycle and Pedestrian Documentation Project, relies on volunteers to manually count each bicyclist and pedestrian that used each intersection over the course of two hours per day, for five days. In 2017, the Count Program collected valuable bicycle and pedestrian data at 20 intersections in the spring and 19 intersections in the fall.

**Transportation Alternatives Set-Aside**
The Transportation Alternatives Set-Aside provided another round of funding for the construction of bicycle and pedestrian improvements in 2017. As a designated “large MPO”, HATS was responsible for selecting projects for the region. HATS received a total of six eligible project applicants, with three receiving funding. The Paxtang Parkway project, the Downtown Hershey Pedestrian Improvements project, and the Cumberland Valley Rail Trail Greason project were selected for funding, totaling approximately $1.4 million.
# Harrisburg Area Transportation Study
## 2017 Annual Report

112 Market Street, 2nd Floor, Harrisburg, PA 17101-2015  
Phone: (717) 234-2639 • Fax: (717) 234-4058  
[www.tcrpc-pa.org/hats](http://www.tcrpc-pa.org/hats)

# Management
- **Timothy P. Reardon, AICP**  
  Executive Director  
  treardon@tcrpc-pa.org  
- **Diane Myers-Krug, AICP**  
  Associate Director  
  dkrug@tcrpc-pa.org

# County / Community Planning
- **Gerard Duke, AICP**  
  Dauphin County Planning Coordinator  
  gduke@tcrpc-pa.org  
- **Jason R. Finnerty**  
  Perry County Planning Coordinator  
  jfinnerty@tcrpc-pa.org

# Transportation Planning
- **Casey M. Baxendale**  
  Transportation Planner  
  cbaxendale@tcrpc-pa.org  
- **Steven B. Deck, AICP**  
  Planner  
  sdeck@tcrpc-pa.org  
- **Andrea Viazanko**  
  Transportation Planner  
  aviazanko@tcrpc-pa.org

# Regional Planning
- **Andrew Bomberger**  
  Regional Planner  
  abomberger@tcrpc-pa.org  
- **Alexa R. Korber**  
  Environmental Planner  
  akorber@tcrpc-pa.org

# Geographic Information Systems
- **Thomas K. Edinger, AICP**  
  GIS Coordinator/Transportation Planner  
  tedinger@tcrpc-pa.org  
- **Timothy R. Jones**  
  HPMS Coordinator/GIS Technician  
  tjones@tcrpc-pa.org

# Communications
- **Larry Portzline**  
  Communications Coordinator  
  lportzline@tcrpc-pa.org

# Administration
- **Patty L. Buggy**  
  Human Resources/Finance Assistant  
  pbuggy@tcrpc-pa.org  
- **Donna L. Clay**  
  Administrative Assistant  
  dclay@tcrpc-pa.org

# Intern
- **Garritt M. McCartney**  
  Traffic Counting Intern  

*Left TCRPC in 2017*

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*Front cover: Interstate 81 from Route 114 Overpass, Silver Spring Twp.*  
*Back cover: Bike sharing rack at Walnut St. Bridge, Harrisburg*