

**Lancaster County Metropolitan Planning Organization
(MPO) Title VI Compliance and Implementation Program**

Adopted April 25, 2022

Technical Update February 2024

Lancaster County Metropolitan Planning Organization (MPO)

Title VI Compliance and Implementation Program

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I. INTRODUCTION

Lancaster County is in southeast Pennsylvania, approximately 75 miles west of Philadelphia. The County is 984 square miles in size with a population of 552,984, according to the 2020 Census. The county has 60 municipalities of varying size. The City of Lancaster, in the central part of the county, is the largest municipality and the seat of government.

The Lancaster County Transportation Coordinating Committee, also known as the Lancaster County Metropolitan Planning Organization (MPO), is charged with addressing transportation in the County through a partnership with PennDOT, Lancaster City, the Federal Highway Administration, Federal Transit Authority, and the South Central Transit Authority. Transportation planning is the process of imagining what this system could look like in the future. Planners create decision-making frameworks for their partners to build this future together. The Lancaster MPO has a plan called *Connects2040* that contains ideas on how our community can meet the mobility needs of the County's people and their goods between now and 2045.

The MPO will be adopting a new 2025-2050 long-range transportation plan in 2024.

II. BACKGROUND

All entities who receive Federal Transit Administration (FTA) grant dollars either directly from the FTA or through the Pennsylvania Department of Transportation are subject to Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) and the U.S. Department of Transportation's implementing regulations. Title VI of the Civil Rights Act of 1964 and related nondiscrimination authorities provides that no person in the United States be discriminated against under any federally funded program or activity based on race, color, national origin, disability, sex, age, religion, income status or limited English proficiency (LEP). The obligation of Title VI applies to the Pennsylvania Department of Transportation (PennDOT) Transit Section as a recipient of federal funds and subrecipients, such as cities, counties, and grantees that receive federal funds from PennDOT. Moreover, when an agency or unit of government accepts federal funds, all its programs and activities are subject to Title VI requirements, regardless of their funding source. If any transportation program or activity receives federal funding from PennDOT, it must comply with Title VI.

III. RECIPIENT TYPES AND RESPONSIBILITIES

PennDOT, as a Designated Recipient of Federal Transit Administration (FTA) funds for the State of Pennsylvania, receives, administers, and allocates funds to subrecipients. Responsibilities include monitoring subrecipients' compliance with Title VI, collecting Title VI plan documents, and providing Title VI reports directly to FTA.

Agencies and entities, referred to as "subrecipients" receiving federal transportation funds must develop a Title VI Plan per FTA Circular 4702.1B – Title VI Requirements and Guidance for FTA Recipients. The Lancaster County Metropolitan Planning Organization (MPO) is the federally designated decision-making body for all transportation projects and programs that utilize federal funding. As a Subrecipient of federal transportation funds, the MPO must adopt and maintain a Title VI Program.

IV. TITLE VI REQUIREMENTS

Every three years, on a date determined by FTA, each designated recipient is required to submit information to the Federal Transit Administration (FTA) as part of their Title VI Program. Subrecipients are required to submit the information below to their primary recipient (the entity from whom the subrecipient receives funds directly), on a schedule to be determined by the primary recipient.

Lancaster County has demonstrated a long-standing commitment to Title VI of the Civil Rights Act of 1964 and related nondiscrimination authorities that provides no person in the United States be discriminated against under any federally funded program or activity based on race, color, national origin, disability, sex, age, religion, income status or limited English proficiency (LEP). These principles and practices are incorporated into the county's transportation planning and project implementation processes. The County recognizes that effective decision-making requires attention to the unique needs of the residents of various race, color, national origin, disability, sex, age, religion, income status, or limited English proficiency that live in Lancaster County and that involvement of all these groups early in the planning process results in projects that best address the needs of the community.

The following information constitutes a program by the Lancaster County Transportation Coordinating Committee (LCTCC), also known as the Lancaster County Metropolitan Planning Organization (MPO), to address PennDOT's order to comply with Federal Title VI.

A. Adoption of Title VI Program

This Program was adopted by unanimous vote by the Lancaster County MPO at its regularly scheduled and advertised meeting on April 25th, 2022. See Appendix A for adopted minutes of the April 25th, 2022, Lancaster County MPO meeting.

B. Title VI Notice to the Public

The Lancaster County MPO meeting packet cover memorandum includes the following statement:

"The Lancaster County Metropolitan Planning Organization is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in this public meeting, please contact Will Clark at 717-299-8333, or by email to WClark@co.lancaster.pa.us as soon as possible, but no later than 5 days before the scheduled event. Thank you."

The cover memo with the above compliance language and the meeting agenda are also posted on the webpages of both the Lancaster County Planning Department and the Lancaster MPO. This language is also posted on the bulletin board outside of the entryway of the Lancaster County Planning Department office at 150 N Queen St., Suite 320, Lancaster PA 17603 as well as the MPO meeting room in Rooms 102/104 at 150 N Queen St, Lancaster PA 17603.

C. Policy Statement

It is the policy of the Lancaster County Transportation Coordinating Committee (LCTCC) to comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities and requires that no person in the United States shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which it receives Federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with LCTCC. Any such complaint must be in writing, signed by the complaining person (s) or representative, and filed with the Lancaster County Transportation Coordinating Committee (LCTCC) Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. A copy of Title VI Discrimination Complaint Form can be obtained from the Lancaster County Planning Department (LCPD) office, by calling the office or by visiting LCPD's website at www.lancastercountypanning.org. Additionally, for assistance completing the form or translation and interpretation services contact the LCPD office at 717-299-8333. (Adopted 6/23/2014 and updated 4/25/2022)

D. Title VI Complaint Procedures

The Lancaster County Metropolitan Planning Organization (MPO) Title VI Complaint Procedure is written to specify the process employed by MPO to investigate complaints, while ensuring due process for Complainants and respondents. The process does not preclude the MPO from attempting to informally resolve complaints.

This procedure applies to all external complaints relating to any program or activity administered by the MPO and/or its subrecipients, consultants and contractors, filed under Title VI of the Civil Rights Act of 1964 (including its Disadvantaged Business Enterprise and Equal Employment Opportunity components), as well as other related laws that prohibit discrimination on the basis of race, color, disability, sex, age, low income, nationality or Limited English Proficiency. Additional statutes include, but are not limited to, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990.

These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the Complainant. Intimidation or retaliation of any kind is prohibited by law.

An individual, or his or her representative, who believes that he or she has been subject to discrimination or retaliation prohibited by Title VI and other nondiscrimination provisions, has a right to file a complaint. Complaints need to be filed within 180 calendar days of the alleged occurrence, when the alleged discrimination became known to the Complainant, or when there has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct. Complaints may be mailed to:

E. Title VI Complaint Form

The following complaint form (a copy of the Title VI complaint form is available in *Appendix B* of this document) can be used to file formal complaint. A hard copy of the complaint form is available at the Lancaster County Planning Department at the address listed below:

150 N Queen Street
Suite 320
Lancaster, Pennsylvania 17603

In addition, a copy of the form can be downloaded from the Lancaster County MPO website at: www.lancompo.org/title-vi

F. List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

The Lancaster County MPO Title VI Compliant Log is available to the public in the Lancaster County Planning Department office. Staff are instructed to file any complaints received with the designated Title VI Officer. See *Appendix C* for a copy of the Title VI Complaint Log.

G. Public Participation Plan

Public participation is an essential part of the transportation planning process. Public agencies plan and design transportation projects for the benefit of the public and need to obtain and understand the public's perspective as a project is planned and implemented in their community. A good public participation process results in a project that is designed with sensitivity to the needs and values of the community it serves and results in greater support of the project by the community. The Federal Highway Administration's website on public participation states that, "Public participation is more than just a hearing or one meeting near the end of the project development process. Public involvement needs to be an early and continuing part of the transportation and project development process."

The Lancaster County MPO is committed to involving the public in the transportation planning process for Lancaster County. To achieve this, the LCTCC has created a Public Participation Plan to ensure that every Lancaster County resident is given the opportunity to participate in the development of transportation policies, programs, and projects being proposed in Lancaster County. The plan was updated in 2008 in order to meet the new requirements of new federal surface transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users, known as SAFETEA-LU. The Public Participation Plan (PPP) had to be compliant with SAFETEA-LU in order for Lancaster to continue receiving federal transportation funds. This 2014 update to the PPP makes adjustments to demographic data, reflects passage of the new federal transportation law (MAP-21), and makes other minor changes and additions to other sections of the plan.

The Public Participation Plan for the Lancaster County MPO is built on the following principles established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA):

- Early and continuous involvement.

- Reasonable public availability of technical data and other information,
- Collaborative input on alternatives, evaluation criteria, and mitigation needs,
- Open public meetings where matters related to transportation policies, programs, and projects are being considered; and
- Open access to the decision-making process prior to closure.

The Lancaster County MPO, utilizing the Lancaster County Planning Department (LCPD) staff, employs the following techniques to involve and educate the public including:

- **MPO Annual Report**
The county issues an MPO Annual Report that is available on the LCPD website (a limited number of printed copies are also usually available) that highlights the activities of the MPO over the past year.
- **Citizen's Guide to Transportation Planning**
The Citizen's Guide is available online on the LCPD website (a limited number of printed copies are also available). It explains the transportation planning process in easy-to-understand terms and is updated periodically.
- **TIP Guide**
A Guide to the TIP is available on the LCPD website and explains the process of developing and adopting the Transportation Improvement Program or "TIP."
- **Direct Outreach**
LCPD planning staff provide direct outreach to minority and/or low-income groups as well as to special population groups like the Amish and Mennonite populations through contact with local community groups and their leaders.
- **LCPD Website**
The LCPD website is an online resource that presents information about the plans and programs of the LCPD, including the LCTCC activities. Visit: www.lancastercountyplanning.org. The website is ADA compliant. Users who need accessibility assistance (Braille or other assistance) can e-mail LCPD and advise us of the format in which you need materials or contact us by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.
- **County of Lancaster Website**
MPO and LCPD meetings are listed on the County's website www.co.lancaster.pa.us. This website is ADA compliant.

- **Municipal training**
LCPD will provide customized training on planning topics for municipalities.
- **Surveys and Questionnaires**
When circumstances warrant, LCPD staff will conduct surveys and develop questionnaires suitable for distribution in specific project areas or at public meetings, training sessions, etc., in order to elicit increased public input into the decision-making process. Surveys posted on the website offer a cost-effective way for citizens who may not be able to participate in public meetings. to provide input to the process.

See *Appendix C - PUBLIC PARTICIPATION PLAN* For Transportation Planning and Programming, Chapters 9 and 10 for more information about outreach methods utilized by the Lancaster County MPO to engage the public.

H. Language Assistance - Limited English Proficient (LEP) Plan

Limited English Proficiency (LEP) individuals are those who do not speak English as their primary language and have a limited ability to read, speak, write, or understand English. There are approximately 27,000 LEP individuals in Lancaster County. These individuals may be entitled to language assistance with respect to certain services or benefits offered by government agencies and other entities that receive federal funds.

In August 2000, President Clinton issued Executive Order 13166, entitled “Improving Access to Services by Persons with Limited English Proficiency.” On December 14, 2005, the U.S. Department of Transportation (DOT) issued guidance entitled “Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons.” The DOT Policy Guidance states:

“Title VI and its implementing regulations require that recipients [of federal funds] take responsible steps to ensure meaningful access by LEP persons. Recipients should use the guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP.”

Federal financial assistance includes grants, cooperative agreements, training, use of equipment, donations of surplus property, and other assistance. Recipients of US-DOT assistance that are subject to LEP requirements are:

- State departments of transportation
- Metropolitan planning organizations (MPOs)
- Regional transportation agencies
- Regional, state, and local transit operators
- State and local agencies with emergency transportation responsibilities.

The Lancaster County Transportation Coordinating Committee (LCTCC), the MPO for Lancaster

County is subject to the Limited English Proficiency policy guidance issued by US-DOT. The guidance extends to all MPO programs or activities, even if some activities are not funded by federal assistance. Sub-recipients, like the Lancaster County Transportation Authority (LCTA) and Red Rose Transit Authority (RRTA) to whom the MPO passes through funds, are also subject to the requirements.

The Lancaster County MPO has an adopted *Limited English Proficiency (LEP) Plan* (See Appendix E). The LEP is available in hardcopy at the Lancaster County Planning Department office. Additionally, the *Limited English Proficiency Plan* is also available on the Lancaster County MPO website.

I. Table Depicting Membership Broken Down by Race

Officials, staff, and others responsible for recommending and/or appointing new committee members to vacancies will be encouraged to consider minority candidates that reflect the racial make-up of the community.

The information in this table will be updated every four years during the certification review process to reflect the most current survey data results.

Title VI Race Survey Results

Race	Total	Percent
1. Black or African American	3	5%
2. Hispanic	0	0%
3. Asian	0	0%
4. American Indian and Alaskan Native	0	0%
5. Native Hawaiian or Other Pacific Islander	0	0%
6. White	26	40%

* 36 of 65 members did not respond.

J. Subrecipient Monitoring for Compliance with Title VI

The Lancaster County MPO is a subrecipient of Federal Transit Authority (FTA) funding. A portion of its Planning Funds are ‘passed-through’ to the Red Rose Transit Authority (RRTA), thus making the Lancaster County MPO a primary recipient. However, RRTA is also a direct recipient of FTA funding. According to FTA’s Title VI circular (4702.1B), Chapter III 12.b (page III-11), “When a subrecipient is also a direct recipient of FTA funds, that is, applies for funds directly from FTA in addition to receiving funds from a primary recipient, the subrecipient/direct recipient reports directly to FTA and the primary recipient/designated recipient is not responsible for monitoring compliance of that subrecipient. The supplemental agreement signed by both entities in their roles as designated recipient and direct recipient relieves the primary recipient/designated recipient of this oversight responsibility.” Accordingly, since RRTA is also a direct recipient of FTA funds, the Lancaster County MPO is not responsible for monitoring RRTA’s compliance with Title VI.

K. A Title VI Equity Analysis of Constructed Facility

Prior to constructing new facilities, recipients of federal transportation funding must consider how the location of a proposed facility may impact the affected minority and low-income community. While the impacts of constructing and operating a facility need to be environmentally analyzed for potential impacts, the selection of the site location must also be scrutinized to ensure that the site was selected in a non-discriminatory manner.

Because the Lancaster County MPO has not constructed any facilities, this element is not applicable to the Title VI Compliance and Implementation Program report.

L. MPO Meeting Minutes of Reviewed and Approved Title VI Program

See Appendix A – Lancaster County MPO April 25, 2022 Meeting Minutes

M. Demographic Profile of the Metropolitan Area

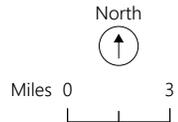
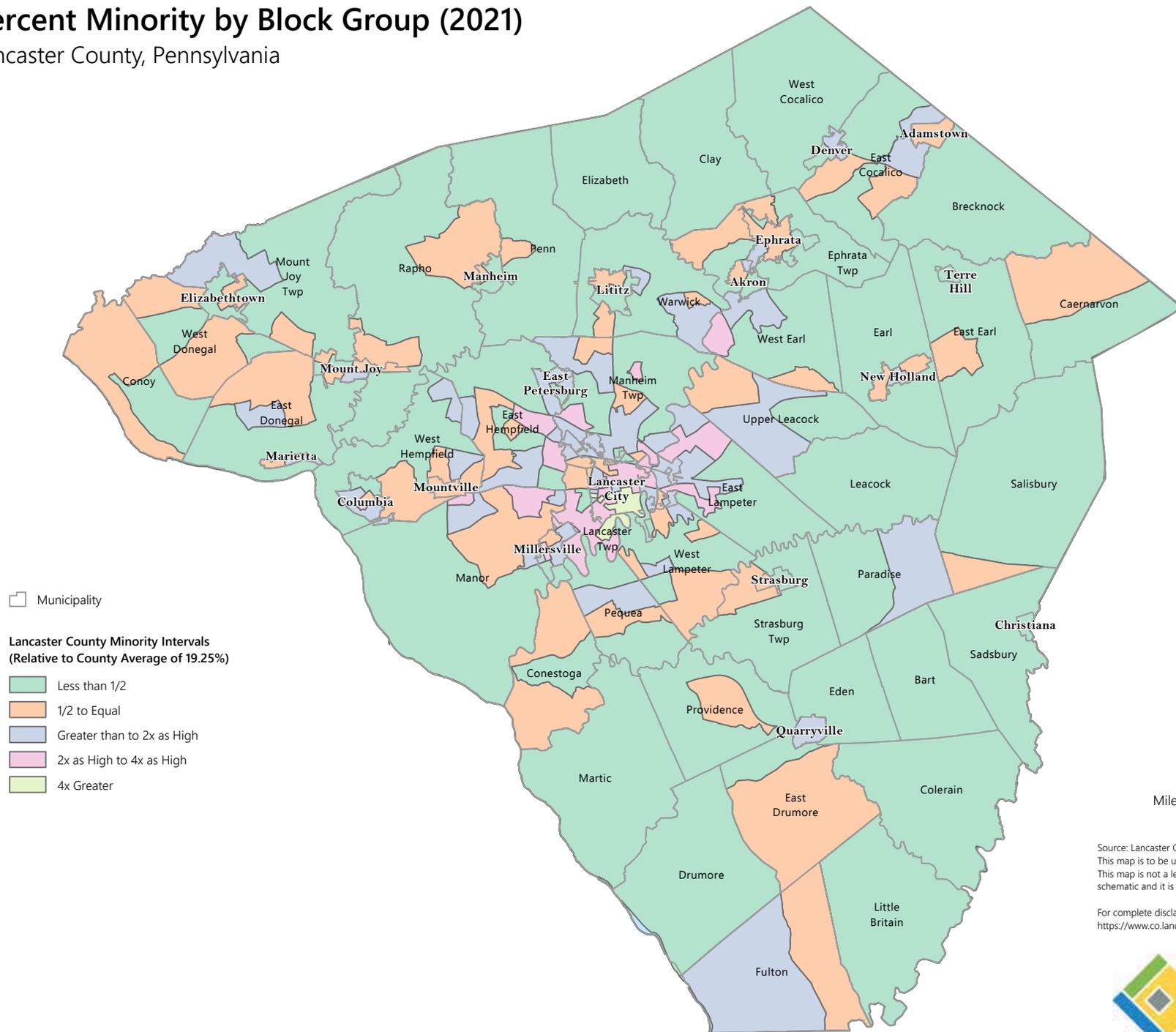
Table 1 and Figures 1-4 from Appendix D of Connects 2040, Lancaster County's Metropolitan Transportation Plan (2020), provide a demographic profile and statistical analysis of Lancaster County that was performed as part of Connects 2040 to determine thresholds of population, minority population, and low-income population. If necessary, project alternatives will be developed to prevent disproportionately high or adverse effects on any identified minority or low-income populations.

The identification of these populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation improvement program, but also aids in the development of an effective public involvement program.

The source of this data is the 2020 Census.

Percent Minority by Block Group (2021)

Lancaster County, Pennsylvania



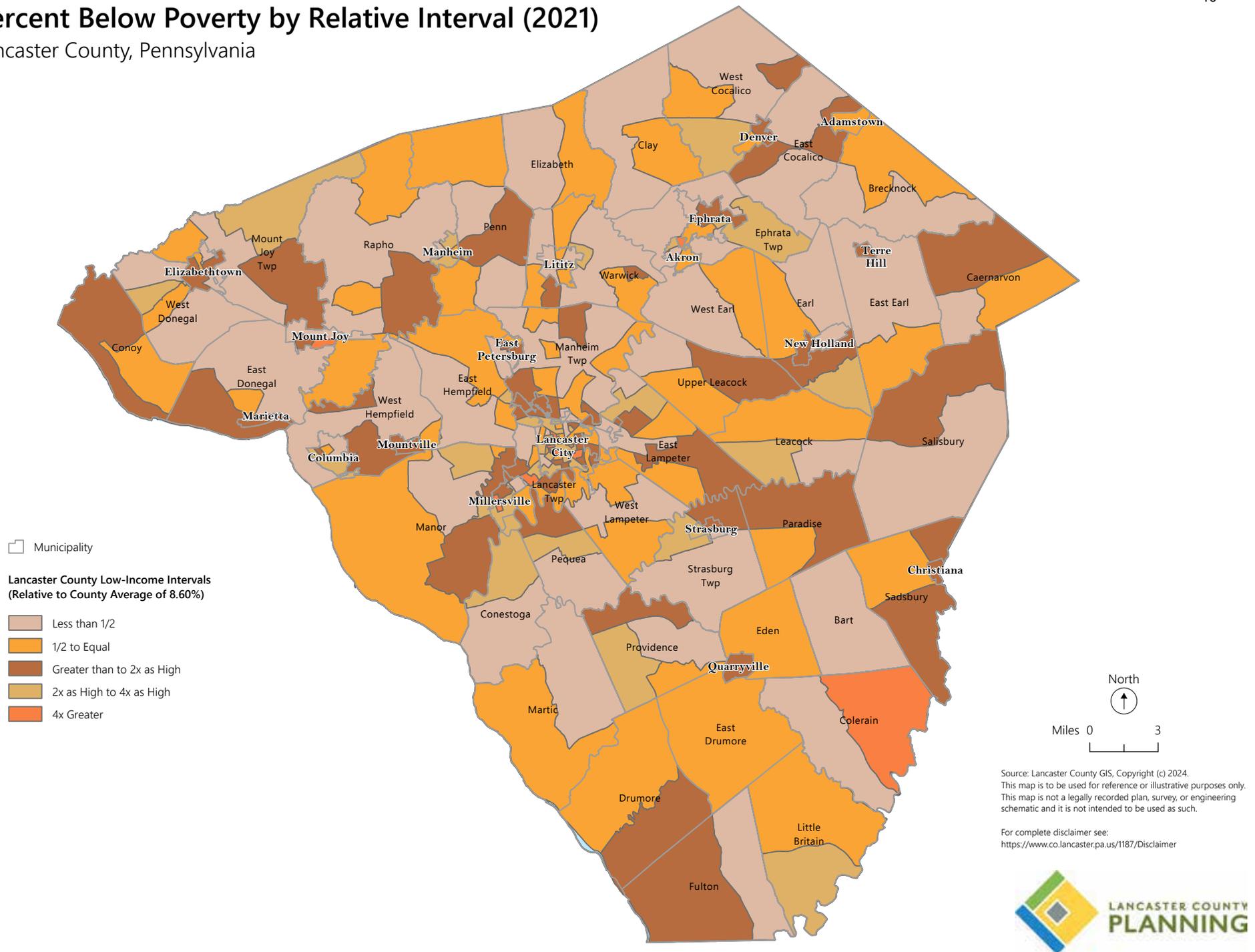
Source: Lancaster County GIS, Copyright (c) 2024.
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Percent Below Poverty by Relative Interval (2021)

Lancaster County, Pennsylvania

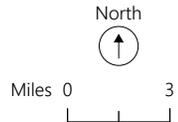
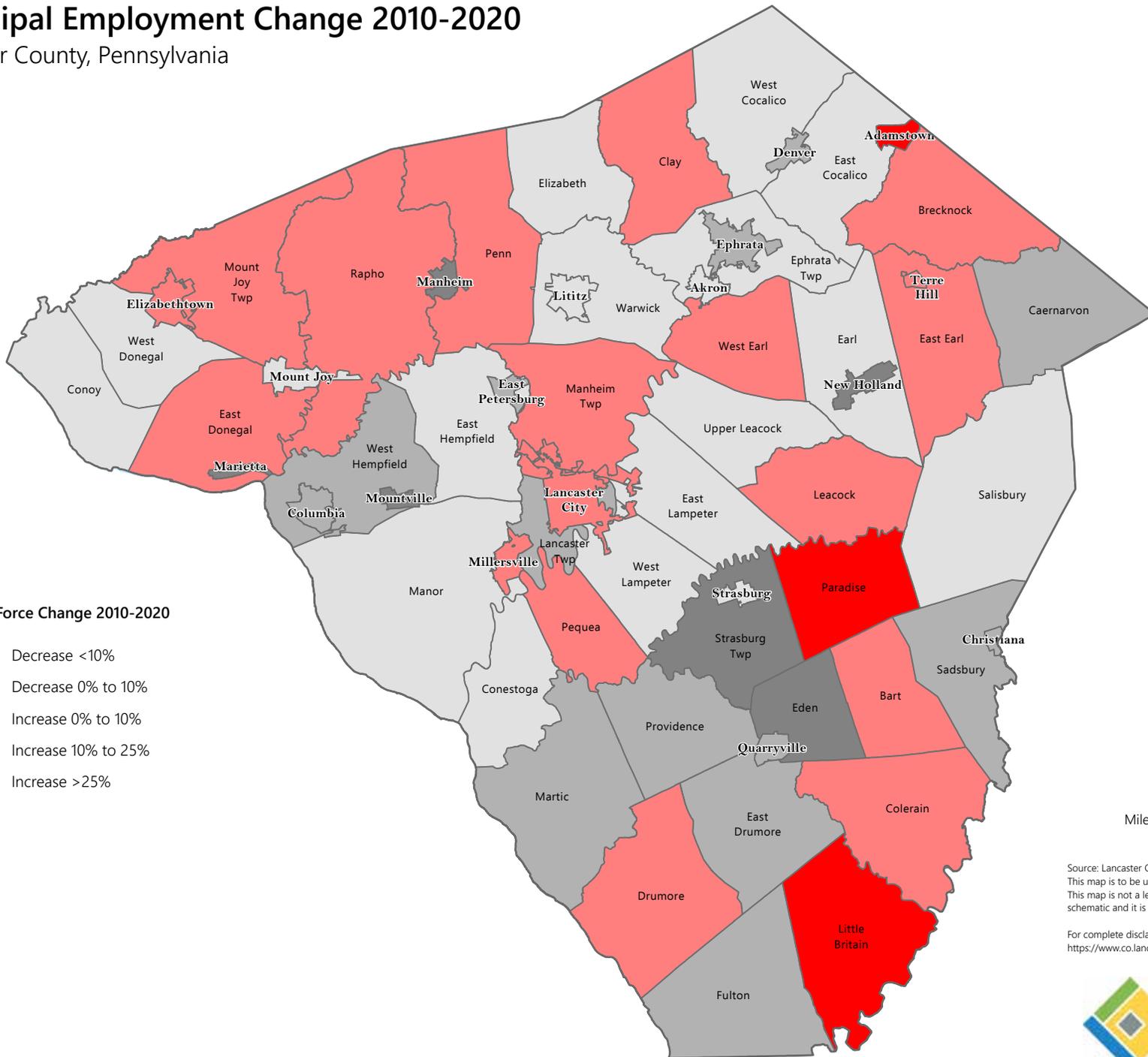


Municipal Employment Change 2010-2020

Lancaster County, Pennsylvania

Labor Force Change 2010-2020

- Decrease <10%
- Decrease 0% to 10%
- Increase 0% to 10%
- Increase 10% to 25%
- Increase >25%



Source: Lancaster County GIS, Copyright (c) 2024.
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<https://www.co.lancaster.pa.us/1187/Disclaimer>



N. Mobility needs of minority populations in the planning

The Lancaster Active Transportation Plan, officially adopted by the Lancaster County MPO in 2019, contains an equity analysis to help ensure the mobility of vulnerable populations in the County are considered in the planning process. The equity analysis model considers demographic factors that can indicate concentrations of vulnerable users whose transportation needs are typically underserved by the existing system, especially by bicycling and walking facilities.

The following information is from “Linking Demographics to Equitable Transportation Networks” in chapter 2, pages 2-11 through 2-15 in the Lancaster Active Transportation Plan.

LINKING DEMOGRAPHICS TO EQUITABLE TRANSPORTATION NETWORKS

The equity analysis model considers demographic factors that can indicate concentrations of vulnerable users whose transportation needs are typically underserved by the existing system, especially by bicycling and walking facilities. Using data from the US Census Bureau and the 2016 American Community Survey, the following socio-economic indicators were used to identify concentrations of vulnerable users in Lancaster County and the City of Lancaster:

- **Vehicle Access:** Households with no access to a vehicle
- **Educational Attainment:** Population with no high school diploma or equivalent
- **Income:** Individuals of working age who are living at or below 200% of the Federal Poverty Level (FPL)
- **Limited English Proficiency (LEP):** Percentage of the population that identifies as not speaking English well or at all
- **Race:** Percentage of the population that identifies as non-white
- **Age:** Percentage of the population under 18 years of age and over 65 years of age

The maps on pages 2-13 through 2-15 illustrate the composite results of the inputs described above. These results are only one of several elements used to inform **WHERE** to recommend facilities and **HOW** to prioritize projects to create a more equitable active transportation network.

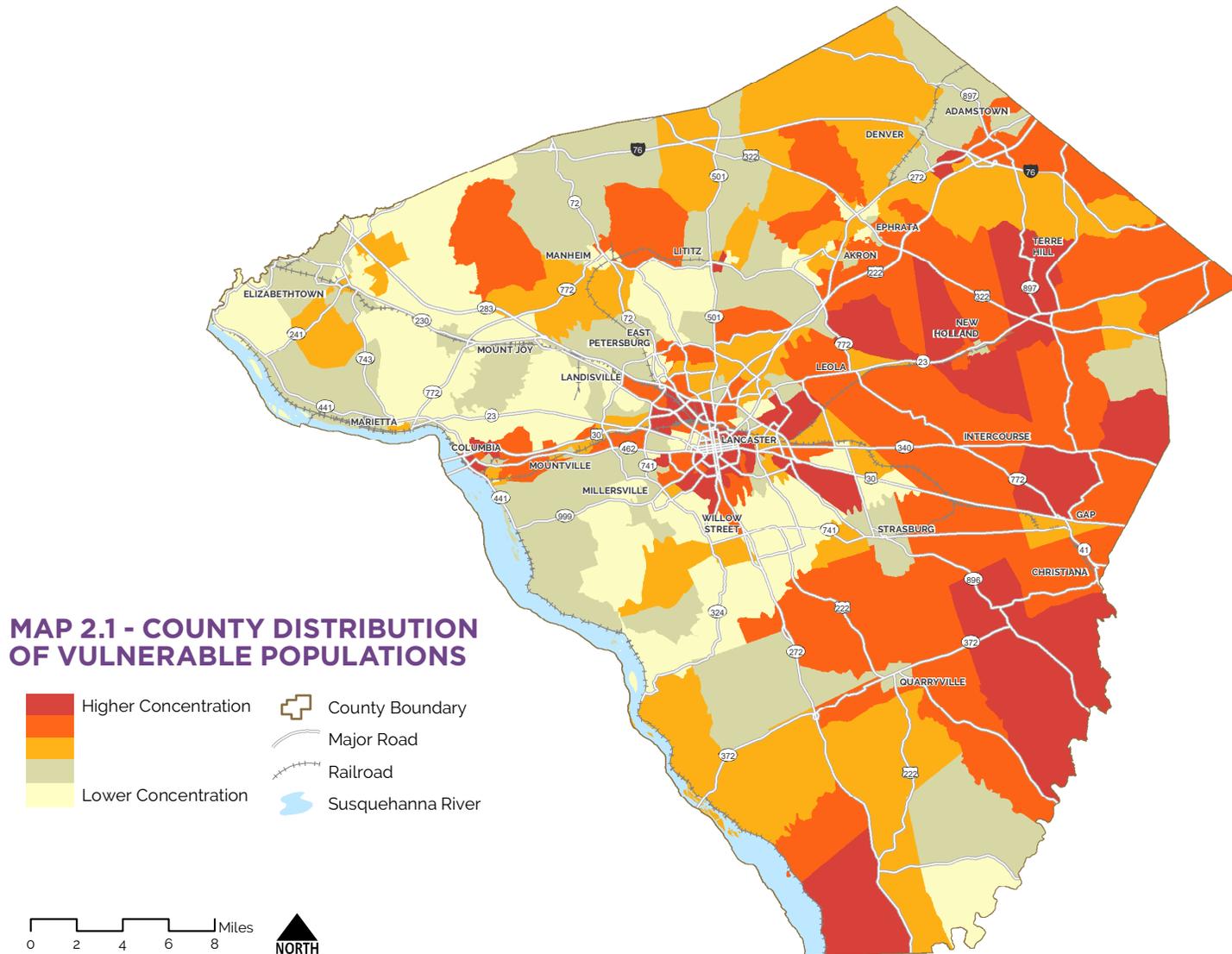
WHY DO THESE EQUITY MAPS MATTER?

Areas in red indicate where people live within the county who may benefit the most from improved access to a well-connected active transportation network.

Safe walking and bicycling routes help connect children to school, provide options for older adults to remain mobile, and can help connect those without access to a vehicle to necessary services. Active transportation facilities can help connect people to jobs, recreation, healthy sources of food, and education opportunities.

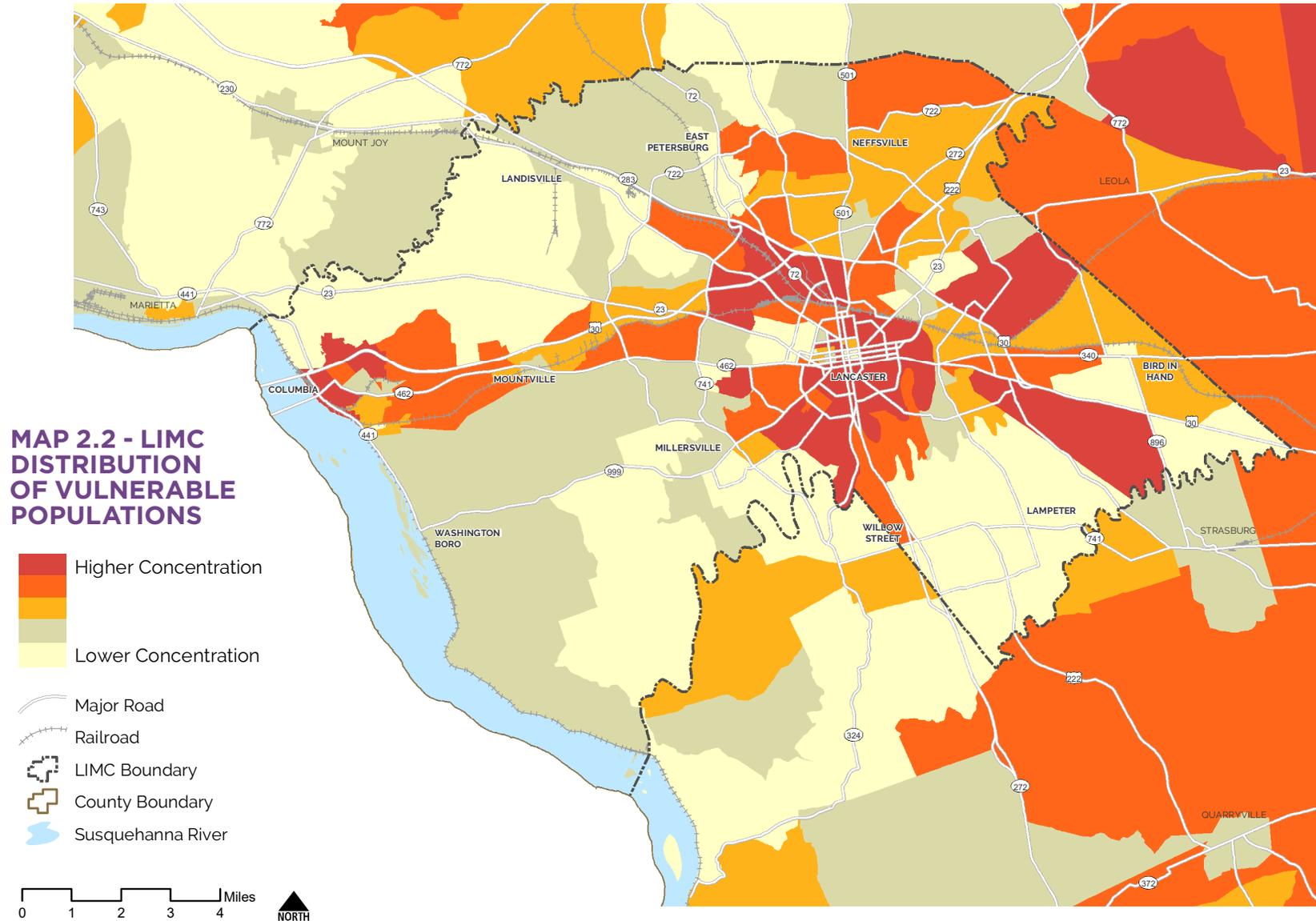
DEMOGRAPHIC EQUITY COMPOSITE | LANCASTER COUNTY

Based on the equity analysis, higher concentrations of vulnerable populations tend to be located within the City of Lancaster and adjacent suburban areas, the boroughs of Lititz and Columbia, eastern municipalities of West Earl, Earl, East Earl, and Terre Hill, and southern/southeastern municipalities of Eden, Colerain, Sadsbury, Salisbury, and Fulton. In understanding these results, it is important to consider the impact that Plain Sect communities may have on the distribution of these equity results, particularly in relation to the greater concentration of Plain Sect communities in the eastern areas of the county.



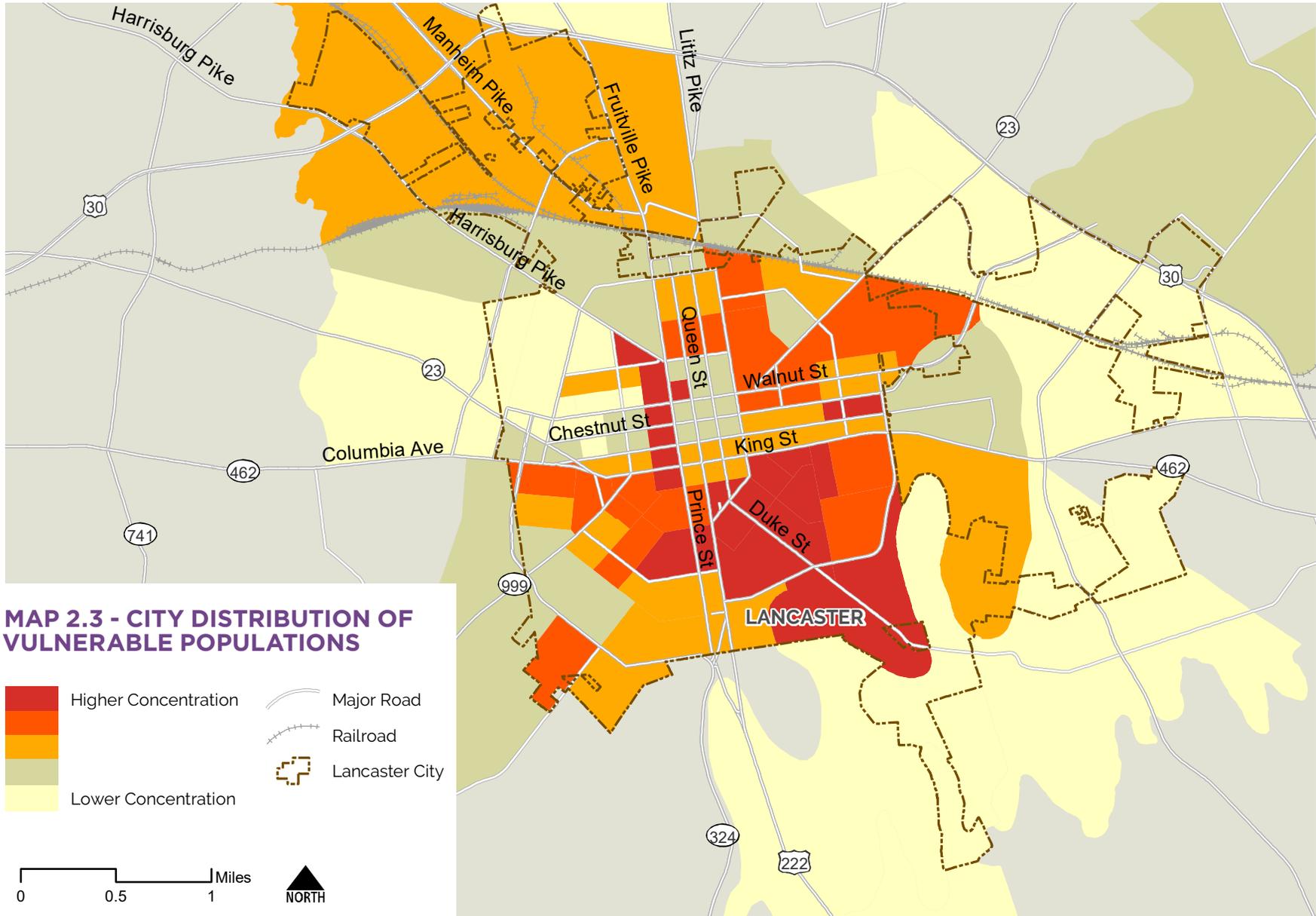
DEMOGRAPHIC EQUITY COMPOSITE | LIMC

Within the LIMC area, higher concentrations of vulnerable populations considered in this analysis are located within the City of Lancaster and in East Lampeter Township. In addition, parts of Columbia Borough and Lancaster Township contain higher concentrations of vulnerable populations. Proposed facilities should consider connections both within existing communities but also among neighboring communities to increase opportunities for connections to transit, schools, jobs, services, and recreational opportunities.



DEMOGRAPHIC EQUITY ANALYSIS | CITY OF LANCASTER

Higher concentrations of vulnerable populations considered in this analysis are located throughout Lancaster City, with the greatest concentrations located throughout the south eastern quadrant. High concentrations of vulnerable populations also tend to be located along the major corridors of Prince Street, South Duke Street, and to a lesser extent, East Chestnut Street.



O. Impacts of the distribution of State and Federal funds for public transportation projects and system investments that identify and address any disparate impacts

Connects 2040 analyzed the 2021-2024 Lancaster County Transportation Improvement Program (TIP) to determine whether the distribution of transportation spending throughout the County was having disproportionately high or adverse impacts on locations with significant concentrations of minority or low-income populations. More detailed information about the analysis and other environmental justice information is provided in *Appendix E* of this document.

2021-2024 Transportation Improvement Program

As part of the 2021-2024 Transportation Improvement Program (TIP), Lancaster County MPO reviewed transportation projects located in areas that were determined to be “high minority” or “high low-income.” “High minority” refers to census block groups that have a concentration of minority persons that is greater than or equal to the Lancaster County regional average of 17.3 percent. “High low-income” refers to census block groups that have a concentration of low-income persons that is greater than or equal to the Lancaster County regional average of 10.37 percent.

The 2021-2024 TIP was analyzed to determine whether the distribution of transportation spending throughout the County was having disproportionately high or adverse impacts on locations with significant concentrations of minority or low-income populations. Projects from the 2021-2024 TIP for Lancaster County MPO have a total value of **\$218,386,215**.

Table 2: TIP Projects and Costs by Project Type

Project Type	# of Projects	% Projects	Cost	% Cost
Bike/Ped	4	5%	\$4,697,200	2.2%
Bridge	41	55%	\$65,763,984	30.1%
Congestion Reduction	12	15%	\$95,803,351	43.9%
Railroad Crossing	1	1%	\$1,500,000	0.7%
Reserve Line Item	8	11%	\$15,020,426	6.9%
Roadway Reconstruction/Resurfacing	2	3%	\$3,380,000	1.5%
Safety Projects	5	7%	\$28,521,254	13.1%
Traffic Signals/Intersection Improvements	1	1%	\$3,200,000	1.5%
Traffic System Management/ITS	1	1%	\$500,000	0.2%
Total	75	100%	\$218,386,215	100%

This TIP is weighted heavily by the Statewide Investment Plan toward spending on bridge improvements and construction, consistent with the current statewide priority to address poor condition bridges. Bridges located in minority and low-income population areas targeted for improvement will likely be a benefit or burden dependent upon the use of the bridge, access to major roadways, bicycle and pedestrian access, and other important factors of consideration. Project priorities in future TIP cycles may change once the problems with poor condition bridges are addressed.

The TIP also shows significant investment in congestion reduction. These projects include interchange improvements, roadway widening/adding of capacity, and roadway extensions. Within this project category, the County continues to support the Commuter Services ridesharing program, which will allow for more efficient movement of all resident workers within Lancaster County. Most of these projects are taking place on the county's major arterials. Improvement projects located within minority and low-income population areas could pose benefit by increasing the efficiency of traffic movement from these areas but could experience burdens due to the extent of construction impacts.

The below table summarizes the dollar value of projects according to project type and geographic proximity to high minority and low-income populations. Projects affecting several population concentrations (i.e. one high minority, one high in low-income population) had costs split amongst those concentrations.

There was a total investment of \$53.6 million (26.5 percent of the TIP) in high minority, \$22.1 million (11 percent of the TIP) in high low-income areas, and \$66.3 million (33 percent of the TIP) in both high minority and high low-income areas.

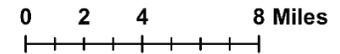
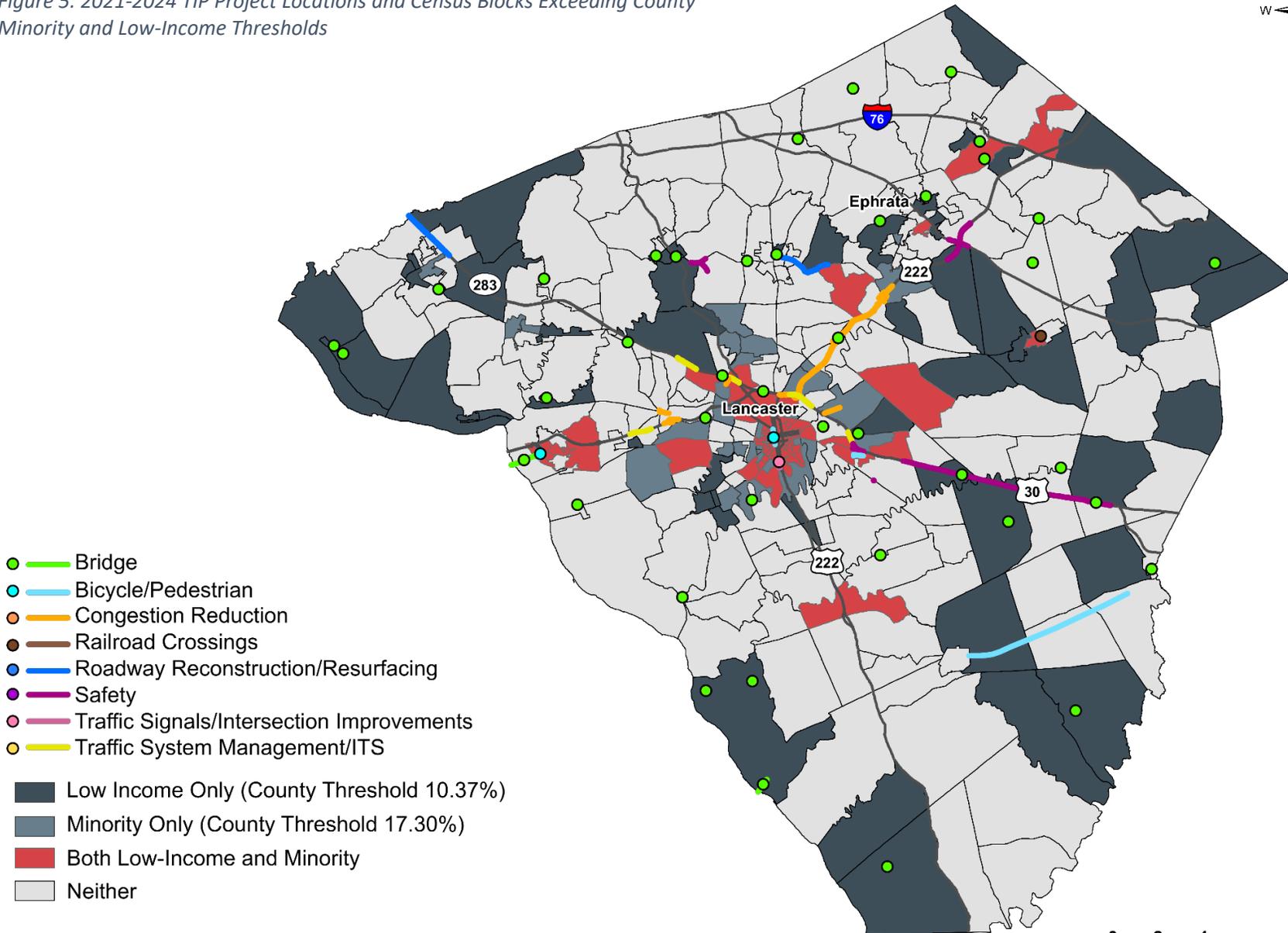
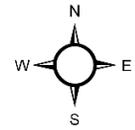
Table 3: Dollar Value of TIP Projects by Type in High Minority and Low-Income Populations

Project Category	Minority Only	Low-Income Only	Both Minority and Low-income	Neither Minority nor Low-income	Lancaster County MPO Total
BRIDGE	\$823,401	\$10,736,833	\$7,230,340	\$46,973,410	\$65,763,984
	2.4%	39.1%	7.3%	51.2%	
BICYCLE/PEDESTRIAN		\$1,033,550	\$3,063,650	\$600,000	\$4,697,200
		22.1%	65.2%	12.7%	
CONGESTION REDUCTION	\$52,783,543	\$404,000	\$31,470,645	\$9,737,075	\$94,395,263¹
	55.9%	0.5%	33.3%	10.3%	
RAILROAD CROSSINGS				\$1,500,000	\$1,500,000
				100%	
HIGHWAY (RECONSTRUCTION/RESURFACING)		\$1,690,000	\$1,690,000		\$3,380,000
		50%	50%		
SAFETY	\$7,974,975	\$4,951,151	\$8,886,975	\$6,701,151	\$28,521,254
	28%	17.4%	31.2%	23.4%	
TRAFFIC SIGNALS/INTERSECTION IMPROVEMENTS			\$3,200,000		\$3,200,000
			100%		
TRAFFIC SYSTEM MANAGEMENT/ITS	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000
	25%	25%	25%	25%	
TOTAL PROJECTIONS	\$53,606,944	\$22,069,136	\$66,314,136	\$59,967,485	\$201,957,701²
	26.5%	10.9%	32.8%	29.7%	100%

¹ Does not include Commuter Services Rideshare Program, totaling \$1,408,888

² Does not include County Reserve Line Items totaling \$15,020,426 or Commuter Services Rideshare Program, totaling \$1,408,088. Total TIP cost is \$218,386,215.

Figure 5: 2021-2024 TIP Project Locations and Census Blocks Exceeding County Minority and Low-Income Thresholds



Source: 2013-2017 American Community Survey 5-Year Estimates
Lancaster County GIS

Condition Assessment

In order to analyze benefits and adverse effects, the MPO examined existing conditions of transportation assets throughout the county and safety performance relative to the minority and low-income populations. The use of these tables going forward allow the MPO to track performance relative to the number of non-motorized crashes, poor condition bridges, and mileage of poor condition pavement in the county, and identify performance disparities between minority and low-income populations and populations that are not minority or low-income.

Lancaster County currently has 145 bridges in poor condition. Of those bridges, 18, or 12%, are located within High Minority block groups and 54, or 37%, are within High Low-Income block groups.

Table 4: Distribution of Poor Condition Bridges by Minority Population Intervals

<i>Population/Asset</i>	Percent Minority Population Intervals					<i>Total</i>
	0% -8.25%	8.26% -17.29%	17.3% -39.57%	39.58% -65.24%	65.25% -98.95%	
Poor Condition Bridge Count	96	31	16	1	1	145
Percentage	66.2%	21.4%	11.0%	0.7%	0.7%	100%
Total Population	232,838	151,225	85,465	38,145	28,821	536,494
Total Population (in %)	43.4%	28.2%	15.9%	7.1%	5.4%	100%
Minority Population	8,882	19,134	22,560	19,736	22,474	92,786
Minority Population (in %)	9.6%	20.6%	24.3%	21.3%	24.2%	17%

Source: 2013-2017 ACS, PennDOT

Table 5: Distribution of Poor Condition Bridges by Low-Income Population Intervals

<i>Population/Asset</i>	Percent Low-Income Population Intervals					<i>Total</i>
	0% -4.62%	4.63% -10.36%	10.37% -19.09%	19.1% -32.02%	32.03% -66.72%	
Poor Condition Bridge Count	36	55	37	9	8	145
Percentage	24.8%	37.9%	25.5%	6.2%	5.5%	100%
Total Population	176,063	179,392	116,117	33,832	31,090	536,494
Total Population (in %)	32.8%	33.4%	21.6%	6.3%	5.8%	100%
Low-Income Population	17,293	11,385	9,306	8,127	8,133	54,244
Low-Income Population (in %)	31.9%	21.0%	17.2%	15.0%	15.0%	10%

Source: 2013-2017 ACS, PennDOT

The pavement condition charts below indicate 16.3% of poor pavement mileage in Lancaster County is located in High Minority block groups and 46.7% is located in High Low-Income block groups.

Table 6: Distribution of Poor Pavement Mileage by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0% -8.25%	8.26% -17.29%	17.3% -39.57%	39.58% -65.24%	65.25% -98.95%	
Poor Pavement Mileage	52.72	20.46	8.32	2.61	3.27	87.38
Percentage	60.3%	23.4%	9.5%	3.0%	3.7%	100%
Total Population	232,838	151,225	85,465	38,145	28,821	536,494
Total Population (in %)	43.4%	28.2%	15.9%	7.1%	5.4%	100%
Minority Population	8,882	19,134	22,560	19,736	22,474	92,786
Minority Population (in %)	9.6%	20.6%	24.3%	21.3%	24.2%	17%

Source: 2013-2017 ACS, PennDOT

Table 7: Distribution of Poor Pavement Mileage by Low-Income Population Intervals

Population/Asset	Percent Low-Income Population Intervals					Total
	0% -4.62%	4.63% -10.36%	10.37% -19.09%	19.1% -32.02%	32.03% -66.72%	
Poor Pavement Mileage	21.35	25.15	27.52	10.30	3.06	87.38
Percentage	24.4%	28.8%	31.5%	11.8%	3.5%	100%
Total Population	176,063	179,392	116,117	33,832	31,090	536,494
Total Population (in %)	32.8%	33.4%	21.6%	6.3%	5.8%	100%
Low-Income Population	17,293	11,385	9,306	8,127	8,133	54,244
Low-Income Population (in %)	31.9%	21.0%	17.2%	15.0%	15.0%	10%

Source: 2013-2017 ACS, PennDOT

Higher percentages of bicycle and pedestrian crashes in the county take place within block groups of larger populations. 57.1% of crashes occur in High Minority block groups while 57.7% of crashes occur in High Low-Income block groups. The distribution of these crashes is shown in the tables below.

Table 8: Distribution of Bicyclist and Pedestrian Related Crashes by Minority Population Intervals

<i>Population/Asset</i>	Percent Minority Population Intervals					<i>Total</i>
	0% -8.25%	8.26% -17.29%	17.3% -39.57%	39.58% -65.24%	65.25% -98.95%	
Bike-Pedestrian Crash Count	247	168	240	160	152	967
Percentage	25.5%	17.4%	24.8%	16.5%	15.7%	100%
Total Population	232,838	151,225	85,465	38,145	28,821	536,494
Total Population (in %)	43.4%	28.2%	15.9%	7.1%	5.4%	100%
Minority Population	8,882	19,134	22,560	19,736	22,474	92,786
Minority Population (in %)	9.6%	20.6%	24.3%	21.3%	24.2%	17%

Source: 2013-2017 ACS, PennDOT

Table 9: Distribution of Bicyclist and Pedestrian Related Crashes by Low Income Population Intervals

<i>Population/Asset</i>	Percent Low-Income Population Intervals					<i>Total</i>
	0% -4.62%	4.63% -10.36%	10.37% -19.09%	19.1% -32.02%	32.03% -66.72%	
Bike-Pedestrian Crash Count	178	232	230	138	189	967
Percentage	18.4%	24.0%	23.8%	14.3%	19.5%	100%
Total Population	176,063	179,392	116,117	33,832	31,090	536,494
Total Population (in %)	32.8%	33.4%	21.6%	6.3%	5.8%	100%
Low-Income Population	17,293	11,385	9,306	8,127	8,133	54,244
Low-Income Population (in %)	31.9%	21.0%	17.2%	15.0%	15.0%	10%

Source: 2013-2017 ACS, PennDOT

Evaluation of environmental justice benefits and burdens in the MPO's regional transportation planning is an evolving process. Anticipated changes to funding requirements, performance-based planning and programming requirements, and regional needs will continue to be incorporated in the environmental justice analysis. Success in improving the impact of the environmental justice benefits and burdens analysis on transportation decision-making will also depend on the continued outreach to minority and low-income communities and improving their access to information on transportation benefits and burdens.

In summary, the TIP is not expected to create any disproportionately high or adverse effects on Lancaster County's EJ populations. Over 70% of the TIP budget is being invested in communities that have significant low income or minority populations. The planned projects are expected to benefit communities through improved safety, reduced congestion and bridges in better condition. Communities may experience some burdens during the construction process, but no lasting disruptions or adverse effects are expected from the 2021 TIP.

Appendix A – Minutes of the April 25th, 2022, MPO Meeting

**LANCASTER COUNTY
METROPOLITAN PLANNING ORGANIZATION (MPO)
MEETING MINUTES**

Date: April 25, 2022

Time: 12:30 p.m.

Place: In Person / Online Meeting

MEMBERS:

Ray D'Agostino, Chair	Lancaster County Commissioner
Mayor Danene Sorace	City of Lancaster
Karl Graybill	City of Lancaster
Jeff Glisson	South Central Transit Authority
Constantine Mandros (virtually)	City of Lancaster
Tom Jones	Lancaster County Planning Commission
Marshall Snively (virtually)	Lancaster City Alliance
Ray Green (virtually)	PennDOT Central Office
Jeff Puher (virtually)	PennDOT District 8-0
Nate Walker (virtually)	PennDOT District 8-0
Austin Beiler	Lancaster Airport Authority
Ronique Bishop (virtually)	Federal Highway Administration
Chelsea Beytas (virtually)	Federal Transit Administration
Rebecca Sollenberger (virtually)	State Senate
Linda Martin	State House of Representatives

GUESTS:

Jim Hearn (virtually)	Martic Township
Chris Kufro	PennDOT 8-0
Richard Reisinger (virtually)	PennDOT District 8-0
Matt Boyer (virtually)	Commuter Services of PA
Joy Ashley (virtually)	Executive Director of Ephrata Area Social Services
Laura Heilman (Virtually)	Commuter Services
Charles Stouff (virtually)	Martic Township
Lauri Ahlskog	South Central Transit Authority
Dee Dee McGuire	West Lampeter Township
Amanda Hickman	West Lampeter Township
Shawn Loose	ELA Group for West Lampeter Township

STAFF:

Scott Standish	Executive Director
Will Clark	Director of Land Use & Transportation
Kristiana Barr	Senior Land Use and Transportation Planner
Gary Jones	Land Use and Transportation Planner
Mark Huber	Senior Land Use and Transportation Planner
Mary Frey	Principal Land Use and Transportation Planner
Mike Domin	Principal Land Use and Transportation Planner
Faith Gaddie (virtually)	Sr. Administrative Secretary
Kelly Eck	Administrative Secretary

Order of Business:

1. **Call to Order** – Chairman D’Agostino called the meeting to order at 12:34pm.
2. **Approval of the February 28, 2022 meeting minutes** – Ray D’Agostino, Chair

Mr. Glisson ask that the minutes be changed to have Jeff Glisson as a guest and Greg Downing as a Member. Mr. Glisson then made a motion to approve the February 28, 2022 minutes as corrected. The motion was seconded by Mr. Jones. The motion carried unanimously.

3. **2023 – 2026 Transportation Improvement Program (TIP)** – Will Clark reported that the 2023 – 2023 Transportation Improvement Program (TIP) will be voted on at the June MPO meeting, after the close of the 30-day public comment period. TIES and TTAC recommended the draft TIP to the MPO for a public review and comment period at their respective meetings April 7th and April 11th.

Mayor Sorace asked to see a breakdown of carryover projects and new projects on the TIP.

Mr. Glisson gave a Transit and Public Transportation review as it relates to the TIP.

Mark Huber gave an Air Quality review as it relates to the TIP.

Mr. Glisson made a motion to approve the Strategies and Schedule for Public Participation for the Draft 2023 – 2026 TIP. Mayor Sorace seconded the motion. The motion carried unanimously.

4. **connects2040 Implementation Funding Program** – Kristiana Barr gave as review for the draft program guidelines.

Mayor Sorace made a motion to approve the draft guidelines. and Mr. Graybill seconded the motion. The motion carried.

5. **Highway Safety Improvement Program (HSIP) profiles process** – Kristiana Barr gave a review of the profile process for the top ten list of locations in Lancaster County with the highest excess values

Mayor Sorace made a motion to approve the program. and Mr. Glisson seconded the motion. The motion carried.

6. **Enola Low Grade Trail funding prioritization** – Mike Domin gave a presentation recommending that the MPO adopt the Enola Low Grade Trail (ELGT) as the highest priority for Transportation Alternatives Set-Aside (TASA) funding in the County. Making this designation should make ELGT projects more complete when applying for TASA funding.

Mr. Jones made a motion to approve, and Mayor Sorace seconded the motion. The motion carried

7. **Title VI Program** – Mike Domin presented the draft Lancaster Metropolitan Planning Organization Title VI Compliance and Implementation Program. The MPO is required to

have a program that meets the standards of Title VI of the Civil Rights of 1964. Included in the program are the Public Participation Plan and Limited English Proficiency Plan.

Mayor Sorace made a motion to adopt the program as presented. Mr. Glisson seconded the motion. Motion carried.

- 8. Susquehanna Regional Transportation Partnership (SRTP) appointments** – Will Clark reported that Mary Frey is our primary representative and Kristiana Barr is the alternate.

Mr. Glisson made a motion to approve the appointments and Mr. Graybill seconded the motion. Motion carried.

- 9. 2021 Transportation Improvement Program (TIP) Revisions** – PennDOT District 8-0

- a.** Willow Street Traditional Village SGT project cancellation. Dee Dee McGuire, and Amanda Hickman, West Lampeter Township, reported that the Township formally withdraw the SGT grant, this is due to pandemic setbacks.

Mr. Jones made a motion as presented; Mr. Glisson seconded the motion. Motion carried.

- b.** Gypsy Hill Road Culvert and MTPF project funding. Dee Dee McGuire, West Lampeter Township, made a funding request to the MPO for additional funds from the 2023 TIP. Ms. McGuire reported this project needs to be reevaluated and redesigned due to funding.

Mr. Graybill made a motion to approve, Mr. Jones seconded the motion. Motion carried.

- c.** Lancaster Road and Lititz Road intersection addition. TIES has recommended that this intersection is a top priority. Mr. Walker reported the need of an increase of \$400,000 of the PE Phase in FFY 2022.

Ms. Martin made a motion to approve; Mr. Beiler seconded. Motion carried.

10. Updates and Announcements

- a. Current Activity Updates** – Mr. Walker

- b. Transit** – Mr. Glisson reported a 7.8% increase last month in recovery in ridership in Red Rose Transit post COVID. The mask mandate ended April 19, 2022. If you go to the website, the capital budget is listed for information. The Bike to Work campaign will take place May 16 – May 20, 2022. If you bring your bike on the bus, the ride is free.

- c. Lancaster Airport** – Austin Beiler had nothing to report.

- d. Commuter Services of PA** – Laura Heilman reported on current promotions and indicated that Commuter Services year-end review flyer was included in the mail out packet.

- e. Federal Highway Administration** – Ronnique Bishop reminded the MPO that the Certification Review public meeting will be held on May 2 – 3, 2022. Monday,

May 2 will be from 4:00 p.m. – 5:30 p.m. and Tuesday, May 3 will be from 11:00 a.m. – 12:30 p.m. Ms. Bishop also posted in the chat a report regarding Federal Funding for EV Charging Infrastructure on the NHS: https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/ev_funding_report_2022.pdf and Information and FAQs regarding the FHWA / FTA flex process: <https://www.planning.dot.gov/flex.aspx>.

- f. **Federal Transit Administration** – Chelsea Beytas thanked everyone for their collaboration on the 2023 – 2026 Transit TIP and a thank you to Mike Domin for the Lancaster County Title VI Program that is FTA required. Ms. Beytas also reported that a Safety Committee will need to be established for transit agencies that serve a large population, of 20,000 or more by July 31, 2022.
 - g. **Active Transportation Advisory Committee (ATAC)** – Ms. Barr reported there was not a meeting in March. The next meeting will be May 19, 2022.
 - h. **LCPD Executive Director Report** – Mr. Standish reported on staffing. We are looking to fill the position of Director for Technical Services and a Sr. Transportation Planner position.
- 11. Other Business & Public Participation**
- a. UPWP approval by FHWA/FTA
 - b. Master Grant Agreement with County of Lancaster

Next Meeting: Monday, April 25, 2022 @ 12:30 p.m.

Will Clark asked for a motion to adjourn the meeting. Mr. Jones made a motion to adjourn, and Ms. Martin seconded the motion. The motion carried unanimously. The meeting was adjourned at 2:30 p.m.

Appendix B – Title VI Complaint Form

**LANCASTER COUNTY TRANSPORTATION COORDINATING COMMITTEE
TITLE VI COMPLAINT FORM**

Name:

Address:

Phone:

Basis of Complaint: (e.g., Race, Color, National Origin, Sex, Age, Disability, Retaliation):

Date(s) of alleged discrimination:

Please provide a detailed description of the circumstances of the incident(s), including any additional information supporting your complaint (please use additional pages as necessary):

Please provide the name(s), title and address of the person who discriminated against the Complainant.

Please provide, if applicable, names and contact information of people who may have knowledge of the alleged incident(s) or are perceived as parties in the complained-of incident(s):

Please list any other agency where complaint has been filed:

Signed:

Date: _____

Appendix C – Title VI Complaint Log

Appendix D – Public Participation Plan

PUBLIC PARTICIPATION PLAN

For Transportation Planning and Programming



Lancaster County Transportation Coordinating Committee (LCTCC)
Lancaster County, Pennsylvania

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1. Introduction

Public participation is an essential part of the transportation planning process. Public agencies plan and design transportation projects for the benefit of the public and need to obtain and understand the public's perspective as a project is planned and implemented in their community. A good public participation process results in a project that is designed with sensitivity to the needs and values of the community it serves and results in greater support of the project by the community. The Federal Highway Administration's website on public participation states that, "Public participation is more than just a hearing or one meeting near the end of the project development process. Public involvement needs to be an early and continuing part of the transportation and project development process."

The Lancaster County Transportation Coordinating Committee (LCTCC) is committed to involving the public in the transportation planning process for Lancaster County. To achieve this, the LCTCC has created a Public Participation Plan to ensure that every Lancaster County resident is given the opportunity to participate in the development of transportation policies, programs, and projects being proposed in Lancaster County. The first formalized plan was adopted in January 2006 and indicated that the plan would be updated every three years. The plan was updated 18 months later in order to meet the new requirements of new federal surface transportation legislation, the [Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users](#), known as SAFETEA-LU. The Public Participation Plan (PPP) had to be compliant with SAFETEA-LU in order for Lancaster to continue receiving federal transportation funds. This 2014 update to the PPP makes adjustments to demographic data, reflects passage of the new federal transportation law (MAP-21), and makes other minor changes and additions to other sections of the plan.

The Public Participation Plan for the LCTCC is built on the following principles established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA):

- Early and continuous involvement;
- Reasonable public availability of technical data and other information;
- Collaborative input on alternatives, evaluation criteria, and mitigation needs;
- Open public meetings where matters related to transportation policies, programs, and projects are being considered; and
- Open access to the decision making process prior to closure.

2. Lancaster County Demographics

The U.S. Census data from 1990, 2000 and 2010 shows a steady increase in population in Lancaster County. From 1990 to 2000, the county population increased by 22.9% and from 2000 to 2014, the increase was 13.3%.

Table 1. Lancaster County Population Comparison

	<i>1990</i>	<i>2000</i>	<i>2014</i>	<i>% Change 1990–2000</i>	<i>% Change 2000–2014</i>
Pennsylvania	11,881,643	12,281,054	12,787,209	3.4%	13.3%
Lancaster County	422,822	470,658	533,320	22.9%	13.3%
Adamstown Borough	1,108	1,201	1,823	8.4%	51.8%
Akron Borough	3,869	4,046	3,978	4.6%	-1.7%
Bart Township	2,774	3,003	3,274	8.3%	9.1%
Brecknock Township	5,197	6,699	7,375	28.9%	10.1%
Caernarvon Township	3,946	4,278	4,783	8.4%	11.8%
Christiana Borough	1,045	1,124	1,170	7.6%	4.1%
Clay Township	5,050	5,173	6,712	2.4%	29.8%
Colerain Township	2,867	3,261	3,747	13.7%	15.0%
Columbia Borough	10,701	10,311	10,383	-3.6%	.7%
Conestoga Township	3,470	3,749	3,827	8.0%	2.1%
Conoy Township	2,687	3,067	3,396	14.1%	10.7%
Denver Borough	2,861	3,332	3,869	16.5%	16.1%
Drumore Township	2,114	2,243	2,600	6.1%	16.0%
Earl Township	5,515	6,183	7,149	12.1%	15.6%
East Cocalico Township	7,809	9,954	10,435	27.5%	4.8%
East Donegal Township	4,484	5,405	8,145	20.5%	50.7%
East Drumore Township	3,225	3,535	3,845	9.6%	8.8%
East Earl Township	5,491	5,723	6,743	4.2%	17.8%
East Hempfield Township	18,597	21,399	24,139	15.1%	12.8%
East Lampeter Township	11,999	13,556	16,909	13.0%	24.7%
East Petersburg Borough	4,197	4,450	4,518	6.0%	1.3%
Eden Township	1,857	1,856	2,133	-0.05%	15.0%
Elizabeth Township	3,691	3,833	3,970	3.9%	15%
Elizabethtown Borough	9,952	11,887	11,611	19.4%	-2.3%
Ephrata Borough	12,133	13,213	13,837	8.9%	4.7%
Ephrata Township	7,116	8,026	10,109	12.8%	26.0%
Fulton Township	2,688	2,826	3,136	5.1%	11.0%
Lancaster City	55,551	56,348	59,302	1.4%	5.2%
Lancaster Township	13,187	13,944	17,002	5.7%	22.0%
Leacock Township	4,668	4,878	5,401	4.5%	10.7%
Lititz Borough	8,280	9,029	9,397	9.0%	4.1%

Table 1. Lancaster County Population Comparison (cont'd)

	<i>1990</i>	<i>2000</i>	<i>2014</i>	<i>% Change 1990–2000</i>	<i>% Change 2000–2014</i>
Little Britain Township	2,701	3,514	4,203	30.1%	19.6%
Manheim Borough	5,011	4,784	4,869	-4.5%	1.8%
Manheim Township	28,880	33,697	39,341	16.7%	16.7%
Manor Township	14,130	16,498	20,423	16.8%	23.8%
Marietta Borough	2,778	2,689	2,604	-3.2%	-3.0%
Martic Township	4,362	4,990	5,207	14.4%	4.3%
Millersville Borough	8,099	7,774	8,482	-4.0%	9.1%
Mount Joy Borough	6,398	6,765	8,008	5.7%	18.4%
Mount Joy Township	6,227	7,944	10,724	27.6%	35.0%
Mountville Borough	1,977	2,444	2,849	23.6%	16.6%
New Holland Borough	4,484	5,092	5,420	13.6%	6.4%
Paradise Township	4,430	4,698	5,365	6.1%	14.2%
Penn Township	6,760	7,312	9,108	8.2%	24.6%
Pequea Township	4,512	4,358	4,689	-3.4%	7.6%
Providence Township	6,071	6,651	6,945	9.6%	4.4%
Quarryville Borough	1,642	1,994	2,678	21.4%	34.3%
Rapho Township	8,211	8,578	11,443	4.5%	33.4%
Sadsbury Township	2,712	3,025	3,455	11.5%	14.2%
Salisbury Township	8,527	10,012	11,264	17.4%	12.5%
Strasburg Borough	2,568	2,800	2,872	9.0%	2.6%
Strasburg Township	3,688	4,021	4,247	9.0%	5.6%
Terre Hill Borough	1,282	1,237	1,359	-3.5%	9.9%
Upper Leacock Township	7,254	8,229	8,840	13.4%	7.4%
Warwick Township	11,622	15,475	17,945	33.2%	16.0%
West Cocalico Township	5,521	6,967	7,373	26.2%	5.8%
West Donegal Township	5,605	6,539	8,646	16.7%	32.2%
West Earl Township	6,434	6,766	8,098	5.2%	20.0%
West Hempfield Township	12,942	15,128	16,411	16.9%	8.5%
West Lampeter Township	9,865	13,145	15,734	33.3%	15.0%

Population by Age

Persons age 60 years and older comprise 21% of the population of Lancaster County.

Elderly populations will be identified and a strategy developed to engage the elderly in the planning process. **Appendix B** shows a map of the distribution of the elderly population in Lancaster County.

Table 2. Lancaster County Population By Age, 2014

	<i>Under 5 Years</i>	<i>5 to 19 Years</i>	<i>20-34 Years</i>	<i>35-59 Years</i>	<i>60-84 Years</i>	<i>85+ Years</i>	<i>Total Population</i>
Lancaster County	35,199	108,264	102,397	168,239	98,131	10,667	533,320
Percent of Population	6.6%	20.3%	19.2%	31.6%	18.4%	2.0%	100%

Population by Race

According to the Census, 2013 American Community Survey, 91.5% of Lancaster County residents are White, 3.8% are Black, 2.0% are Asian and 9% are Hispanic.

Table 3. Lancaster County Population By Race, 2013

	<i>White</i>	<i>Black</i>	<i>American Indian and Alaska Native</i>	<i>Asian</i>	<i>Other</i>	<i>Two or More Races</i>	<i>Hispanic/ Latino</i>
Lancaster County	89.5%	3.8%	0.2%	2.0%	2.9%	1.9%	9.0%

Median Household Income

Median household income has increased steadily over the past 30 years, reaching \$56,483 in 2013. The percent of individuals below poverty in Lancaster County declined from 7.8% in 2000 to 7.3% in 2013. U.S. Census data will be used by the Lancaster County MPO to identify concentrations of low income populations for public participation activities.

Table 4. Lancaster County Household Income

	<i>1990</i>	<i>2000</i>	<i>2013</i>
Per capita income (dollars)	\$14,235	\$20,398	\$26,892
Median household income (dollars)	\$33,255	\$45,507	\$56,483
Percent Individuals Below Poverty Level	7.7%	7.8%	7.3%

Lancaster County demographic data will be used by the Lancaster MPO to develop strategies to meet federal and state requirements related to public outreach to traditionally underserved populations. **Appendix C** shows a map of the low income population in Lancaster County.

In preparing this plan, there are several federal and state laws with which we must comply that will enable the LCTCC to meet the principles that were identified in the Introduction.

3. Federal Laws

A. Metropolitan Planning Organization (MPO)

Federal laws and regulations require the formation and designation of a Metropolitan Planning Organization (MPO) by the Governor for each urbanized area with a population of more than 50,000 to coordinate a comprehensive and continuing transportation planning process. The Lancaster County Transportation Coordinating Committee (LCTCC) is the designated MPO for Lancaster County, Pennsylvania. The MPO operates in accordance with its bylaws. (See **Appendix A**). With the release of the 2000 Census data, Lancaster County's MPO became a Transportation Management Area (TMA) because the County's urbanized area population exceeded 200,000. MPOs that are designated a TMA have additional planning requirements compared to smaller MPOs. These requirements include:

- Review and certification of our transportation planning process by the Federal Highway Administration and the Federal Transit Administration every four years
- Maintenance of a Congestion Management Process
- Performance of the Air Quality Conformity Analysis

Much of the transportation planning work done by the MPO is directed towards implementing and updating the county's Long-Range Transportation Plan, which can be found on the Lancaster County Planning Commission's website www.lancastercountyplanning.org under Transportation Planning. This work takes the form of studies, data collection and analysis, the use of management systems, forecasts of future travel based on future land use, and prioritization of projects for funding and implementation. The work is completed by the Lancaster County Planning Commission (LCPC) which serves as the staff to the MPO.

Federal transportation law, the Fixing America's Surface Transportation Act (FAST Act) of 2015 and the prior Moving Ahead for Progress in the 21st Century (MAP-21), require the LCTCC to produce and manage a Transportation Improvement Program (TIP), the county's short range transportation investment strategy, and a Long-Range Transportation Plan, a 20–30 year plan. The TIP prioritizes the county's transportation projects within the constraints of federal, state, and local funding that Pennsylvania can reasonably expect to receive within the next four years. Projects that are included in the TIP must come from an approved Long-Range Transportation Plan (LRTP). When the TIP is amended with a new project, which occurs frequently, the LRTP is simultaneously amended, since the TIP constitutes the first four-year period of the project listings in the LRTP.

There must be adequate public participation in the development of both the Long-Range Transportation Plan and the TIP. The process of developing financially constrained TIPs has been further refined in Pennsylvania through a cooperative undertaking, known as re-engineering, between the Pennsylvania Department of Transportation (PennDOT), the MPOs, and the rural planning agencies.

The Clean Air Act Amendments (CAAA) establish a set of health-based standards for each federally regulated air pollutant and outline a timetable for achieving the national ambient air quality standards (NAAQS). Lancaster County had been classified as a marginal non-attainment area for ozone and then achieved attainment status. It was reclassified as non-attainment in 2011 when the ozone standards were strengthened. The county is also classified as a non-attainment area for particulate matter. Although the responsibility for attaining the standards falls directly on the individual states, LCTCC has a key role in developing transportation plans and programs related to air quality attainment. All projects listed in the Long-Range Transportation Plan and TIP must conform to CAAA requirements which states that any proposed activity should not lead to further degradation of the county's air quality, but, instead must improve the air quality and move the county toward meeting the federal clean air standards.

LCTCC and Its Committee Structure

Lancaster County Transportation Coordinating Committee (LCTCC)

The Lancaster County Transportation Coordinating Committee (LCTCC) is the federally-designated Metropolitan Planning Organization (MPO) for Lancaster County that carries out metropolitan planning for the region, as required by federal law. It is comprised of federal, state and local agencies that are interested in the continuing responsible growth of transportation in Lancaster County. The number of representatives each agency has on the LCTCC is shown in **Table 5, LCTCC Membership**.

Table 5. LCTCC Membership

<i>Agency</i>	<i># of Voting Representatives</i>
Lancaster County Board of Commissioners	1
Lancaster County Planning Commission	9
City of Lancaster	5
Pennsylvania Department of Transportation	2
Red Rose Transit Authority (RRTA)	1
Lancaster Airport Authority (LAA)	1
Lancaster County Transportation Authority (LCTA)	1
State Legislators	2

The Lancaster County MPO was formed in 1964. Initially, known as the Lancaster Area Transportation Study Coordinating Committee, the MPO encompassed the central urban area of the county. In 1976, the MPO's boundaries were expanded to encompass the entire county and in 1997, the MPO name was changed to the Lancaster County Transportation Coordinating Committee.

The MPO's Vision for the county is to create an interconnected, multi-modal transportation system that provides mobility for all people and supports economic development and land use goals in the county. The vision, as stated in the Long-Range Transportation Plan, **Connections 2040**, is:

“Lancaster County will have a transportation system that meets the needs of the 21st Century. A truly multimodal system will operate to move people and goods safely and efficiently throughout Lancaster County. The system will support the communities’ goals to balance the needs of a growing community and economy with the goal to protect and preserve the rural and agricultural resource areas. The physical and economic environments and of Lancaster County will be supported by a framework of transportation alternatives. Mobility and access will be maximized by a balanced system to roadway, networks, transit, rail freight, pedestrian and bicycle modes.”

The LCTCC consists of 22 voting members, representing the organizations shown in **Table 5**. The nine Lancaster County Planning Commission members and the Mayor of the City of Lancaster are specified as members of the LCTCC in the MPO's Bylaws. All other agencies appoint their own members to the MPO. The MPO Bylaws stipulate that the Chairperson of the MPO shall be elected annually by the voting members of the MPO. The Federal Highway Administration, Federal Aviation Administration, Federal Transit Administration, and the Pennsylvania Department of Environmental Protection each have one non-voting member.

Transportation Technical Advisory Committee (TTAC)

The TTAC was established by the MPO to advise the MPO on all transportation matters that come before it. It has existed since the establishment of the MPO. TTAC has 19 voting members representing a broad range of stakeholders in the county. **Table 6** shows the number of voting representatives of each organization on TTAC.

Table 6. TTAC Membership

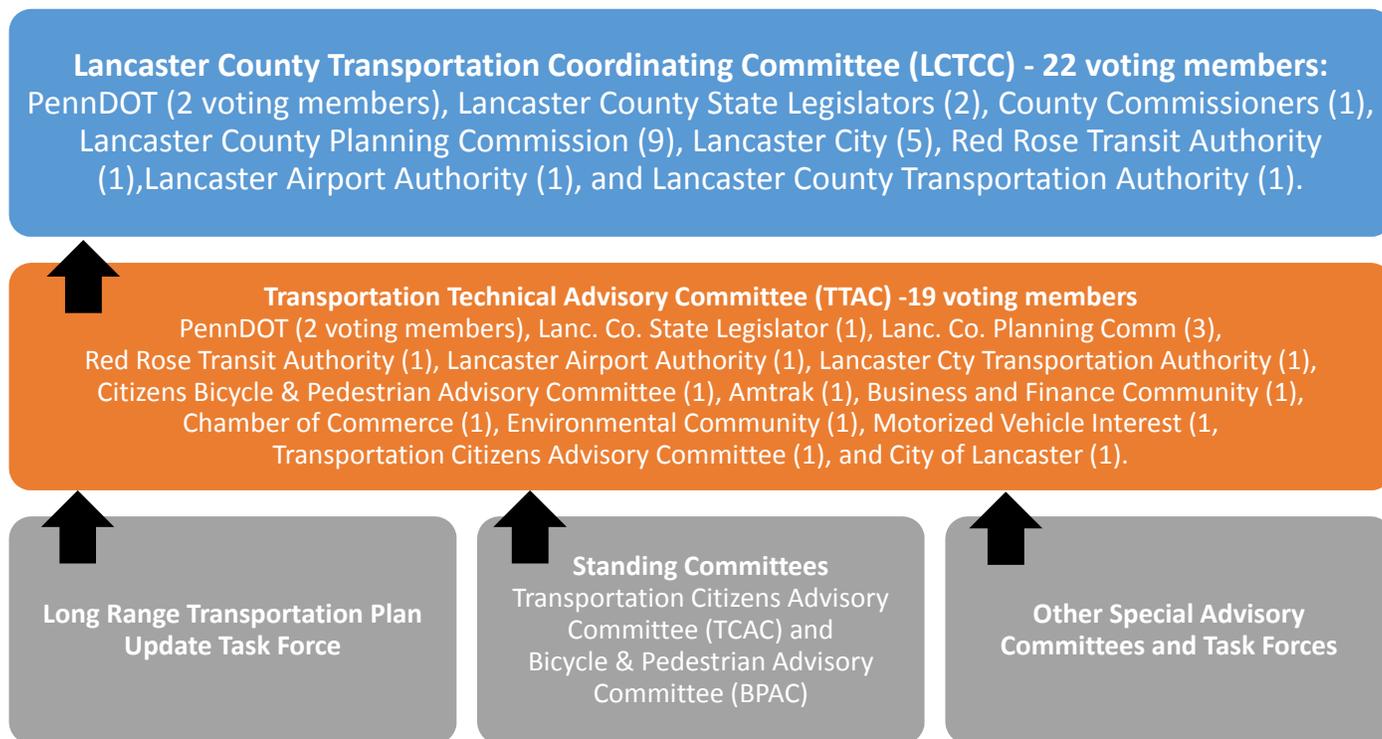
<i>Agency</i>	<i># of Voting Representatives</i>
Lancaster County Planning Commission	3
Business and Finance Community	1
Chamber of Commerce	1
Operating Railroad in Lancaster County	1
Non-motorized Vehicle Interests	1
Environmental Community	1
Motorized Vehicle Interests	1
Red Rose Transit Authority	1
Lancaster Airport Authority	1
Lancaster County Transportation Authority (LCTA)	1
City of Lancaster	1
Inter-municipal Committee	1
Outer Municipalities	1
PENNDOT	2
Transportation Citizen's Advisory Committee (TCAC)	1
State Legislator	1

The chairperson of the LGPC appoints three members of the Commission to serve on TTAC. The chairperson of the County Planning Commission also appoints nine members who are selected for their knowledge and expertise, and for their representation of various interests in the County. The PennDOT representatives are appointed by the Department. The Mayor of the City of Lancaster appoints one representative of the City. The Board of the County Commissioners and the Mayor jointly appoint one representative from another municipality, who also represents public works or public safety agencies. Ex-officio members include Federal Highway Administration, Federal Transit Administration, Pennsylvania Turnpike Commission, and the Lancaster Campaign. The chairperson and the Vice-Chairperson are elected annually by the members of TTAC.

Other Committees of the MPO

- **Bicycle & Pedestrian Advisory Committee (BPAC)**
The Lancaster County five member Bicycle & Pedestrian Advisory Committee (BPAC) advises TTAC on bicycle and pedestrian issues related to transportation system plans, programs and projects.
- **Transportation Citizens Advisory Committee (TCAC):**
In December 2003, the MPO established a Transportation Citizen's Advisory Committee (TCAC) to gather advice and input from the public regarding the transportation planning process. In June of 2009, the MPO amended its by-laws to set membership of the TCAC to five members, each to serve two year terms, with membership to be broadly representative of citizen interests. Members are appointed by the Chairman of the MPO from a list forwarded by the TTAC. At the end of 2015, the MPO decided to eliminate TCAC and use social media and other methods to obtain input from Lancaster County citizens.
- **Special Task Forces or Steering Committees**

Table 7. Structure of the Metropolitan Planning Organization



From time to time, the MPO will appoint a task force or steering committee to carry out a specific planning assignment such as updating the Long-Range Transportation Plan or overseeing the conduct of a corridor study such as the PA 23 Corridor Study or the Harrisburg Pike Transportation and Land Use Study. In 2009, the MPO established a Smart Growth Transportation Task Force to research and make recommendations to the MPO about ways to increase the county’s support of smart growth transportation projects. The individuals appointed to serve on these task forces and steering committees represent a wide range of interests and organizations in the community.

LCTCC has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Several other agencies also play key roles in the transportation planning process.

- Pennsylvania Department of Transportation (PennDOT)**
 PennDOT works cooperatively with the LCTCC in carrying out all of its transportation and air quality planning activities. PennDOT representatives serve on all transportation-related committees. PennDOT is responsible for a number of activities that affect the metropolitan transportation planning process. It is charged with the development of a statewide Long-Range Transportation Plan which will include the Long-Range Transportation Plan developed by LCTCC. PennDOT also develops a Statewide Transportation Improvement Program (STIP) which must embody the TIP developed by LCTCC for Lancaster County. Accordingly, PennDOT participates actively in the process by which projects are prioritized and included in the LCTCC’s TIP. PennDOT has the lead responsibility for developing four of the six statewide management systems included in ISTEPA. PennDOT also serves as the primary intermediary between LCTCC and federal transportation agencies: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA).

- **Pennsylvania Department of Environmental Protection (DEP)**
DEP has overall responsibility for compliance with the Clean Air Act, including development and adoption of air quality plans known as State Implementation Plans (SIPs). DEP relies on LCTCC as the lead planning agency for highway-related control measures for air quality in the metropolitan area. As a result, LCTCC provides transportation data used in air quality conformity analyses.
- **Red Rose Transit Authority (RRTA)**
RRTA provides public transportation in Lancaster County. This agency is responsible for both the capital and service needs in its service area. It is the principal source for identifying transit projects for inclusion in the transit portion of LCTCC's Long-Range Transportation Plan and the Transportation Improvement Program. It also carries out many of the transit planning activities as identified in LCTCC's annual Unified Planning Work Program. Staff from the Lancaster County Planning Commission are members of the RRTA's Citizens Advisory Committee, which provides another linkage between planning by county/MPO staff and planning by the transit authority.

B. FAST Act Public Participation Requirements

Public participation in the transportation planning and programming process is a priority for federal, state, and local officials. The federal FAST Act legislation authorizes funding for Federal highway, highway safety, transit and other surface transportation programs and requires that Metropolitan Planning Organizations establish, periodically review, and update public participation processes to assure early and continued public awareness of, and access to, the transportation decision-making process.

The elements of public participation that MPOs are to follow in the transportation planning process as set forth in federal law are:

1. **Documented Public Participation Plan:** The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
 - (a) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP
 - Providing timely notice and reasonable access to information about transportation issues and processes
 - Employing visualization techniques to describe metropolitan transportation plans and TIPs
 - Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web

- Holding any public meetings at convenient and accessible locations and times
- Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services
- Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts
- Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(b) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans), a summary, analysis, and report on the MPO response to the comments is made part of the final metropolitan transportation plan and TIP.

(c) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

2. **Coordination with other agencies and officials in the MPO area:** In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the metropolitan planning area 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, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

- Recipients of assistance under title 49 U.S.C. Chapter 53
- Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services
- Recipients of assistance under 23 U.S.C. 204

3. **Indian Tribal governments:** When the metropolitan planning area includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

4. **Federal Land Management Agencies:** When the metropolitan planning area includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

5. **Consultation with Other Government Agencies:** MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

C. Title VI

Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324, 29 U.S.C. 794, and CFR Parts 27, 37, and 38 ensures that no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation.

D. Environmental Justice

The Environmental Protection Agency (EPA) defines Environmental Justice as the “fair treatment of people of all races, cultures and income with respect to the development, implementation and enforcement of environmental laws, regulations, programs and policies.” Fair treatment means that no racial, ethnic or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from the operation of industrial, municipal, and commercial enterprises and from the execution of federal, state, local, and tribal programs and policies.

Two federal regulations were enacted to address the environmental justice issue: Presidential Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994) and the U.S. Department of Transportation (DOT) Order to Address Environmental Justice in Minority Populations and Low-Income Populations (1997). Environmental Justice directed federal agencies to develop strategies to help federal agencies address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. These orders are intended to promote nondiscrimination in federal programs that affect human health and the environment. They aim to provide minority and low-income communities’ access to public information and public participation in matters relating to human health and the environment.

The Federal Highway Administration identifies three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

E. Americans with Disabilities Act (ADA)

The Americans with Disabilities (ADA) Act of 1990 states that:

“no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity.”

Meetings and hearings must be held in ADA-accessible buildings and special accommodations must be made for those with disabilities to participate in meetings, planning, and programming activities.

F. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000)

This Executive Order requires Federal agencies or recipients of Federal financial assistance to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services in order that LEP persons can have meaningful access to them. Providing meaningful access should be consistent with, and without unduly burdening the fundamental mission of the organization. Essentially, this order charges an organization with ensuring that their programs and activities, normally provided in English, are also accessible to LEP persons.

New guidance was recently released from FHWA on “best practices” in identifying and engaging low-literacy and LEP populations in transportation decision making. The guidance entitled, “[How to Engage Low Literacy and Limited English Proficiency Populations in Transportation Decision Making](#)” was organized into a six step process that practitioners can employ during their associated planning processes. The guidance provides a range of references, tools, techniques, insights, and/or approaches to address inclusion of these individuals in the planning process.

4. State Laws

The Sunshine Act and Right-to-Know Laws

The Commonwealth of Pennsylvania has two laws that have jurisdiction over a public participation plan: 65 Pa.C.S § 701 et seq. Open Meeting Law known as the Sunshine Act and 65 P.S § 66.1 et seq. Right to Know Law. These two laws, often referred to together as the Open Records Law, are intended to provide residents of Pennsylvania with firsthand knowledge of the activities that public agencies have taken at meetings and access to contents of public records. The Right to Know Law, originally enacted in 1957 and recently amended extensively by Act 100 of 2002, specifically deals with “public records.” Pennsylvania residents have the right to examine, inspect, and duplicate any public record of a public agency.

Two definitions are important to determine the validity of any given request:

“Agency” – The statute defines “agency” as any office, department, board, or commission of the executive branch, any political subdivision, the Turnpike Commission, the State System of Higher Education, and any authority or similar organization created pursuant to statute to perform an essential government function. Act 100 added a distinction between “Commonwealth agencies” as defined in the Commonwealth Procurement Code and all others, defined as “non-commonwealth agencies,” for purposes of response times for requester inquiries.

“Public Records” – These records include any “account, voucher or contract” that involves agency manipulation of funds or property. It also includes “any minute, order, or decision by an agency fixing the personal or property rights, privileges, immunities, duties, or obligations of any person or group of persons.” Generally, personnel records, reports, and evaluations are not considered public records. However, a decision of an agency fixing a person’s property right in his or her employment may bring the contents of a personnel file subject to public review under the law. Also, the

records must be those of the agency itself; if a single member of an agency prepares or obtains statistics or records as personal research for his own official purposes, they are not public.

Exceptions: The statute provides four exceptions that remove any given document from the definition of “public record”:

- Documents involving the progress of official agency investigations
- Documents limited in access by statute or judicial action
- Documents which would prejudice or impair a person’s reputation or personal security, not including their right to privacy
- Documents which, if disclosed, would precipitate agency loss of Federal funds.

5. Interested Parties

Involving the public is the most important aspect of a public participation plan. MAP-21 requires the MPO to consult with interested parties throughout the transportation planning process. **Table 8** is the list of interested parties identified by Lancaster County to comply with federal transportation law:

Table 8. Interested Parties

<i>Interest Area</i>	<i>Representing</i>
Agricultural Interests	
Airport Authority	Lancaster Airport Authority
Bike Pedestrian Interests	Bicycle & Pedestrian Advisory Committee (BPAC)
Building Interest	Building Industry Association
Businesses	Lancaster County Chamber of Commerce & Industry – Transportation Committee
Citizen	Transportation Technical Advisory Committee and BPAC
Disabled Community	Lancaster Disabled for Change & Justice
Economic Development	Economic Development Corporation
Environmental	Lancaster Conservancy, Coalition for Smart Growth
Finance	
Freight Shippers/Employer	Case New Holland Logistics
Freight Transportation Services/Trucking	Pennsylvania Motor Truck Association
Health and Human Services	Lancaster General Hospital
Historic Preservation/Heritage	Historic Preservation Trust
LCPC/Suburban Township	TTAC/MPO/West Lampeter Township
Legislature	PA Senate
Legislature	Pennsylvania General Assembly
Minority Populations	Crispus Attucks Community Center
Minority Populations	Spanish American Civic Association
Municipal - Borough	All Boroughs
Rural-Township	All Townships
Municipal - City	City of Lancaster
Municipal/Transportation Authority	Lancaster Inter-Municipal Committee/Transportation Authority
Native American Tribes	
Other Interested Party	Amish Community

Table 8. Interested Parties (cont'd)

<i>Interest Area</i>	<i>Representing</i>
Passenger Rail	Amtrak
Private Transportation Providers	Friendly Transportation
Public Transportation Agency	Federal Highway Administration
Public Transportation Agency	PennDOT District 8
Public Transportation Agency	PennDOT Central Office
Public Transportation Employees	RRTA Employees
Real Estate	Lancaster County Association of Realtors
Smart Growth	Coalition for Smart Growth
Tourism	PA Dutch Convention & Visitors Bureau
Transit	Red Rose Transit Authority
Transportation Interest	AAA Central Penn
Transportation Provider/Rail Freight	Norfolk Southern Corporation
Users of Public Transportation	RRTA Citizens Advisory Committee

For Lancaster County, Other Interested Parties would include the Amish and Mennonite Communities. In 2015, the MPO adopted recommendations from a study conducted by a consultant to the MPO that examined the MPO's committee structure and, as one of the actions, included a representative of the disabled community on the Transportation Technical Advisory Committee (TTAC). As vacancies and reorganizations occur on committees and other task forces in the future, the MPO will continue to consider opportunities to involve representatives of the disabled community as well as representatives of other EJ communities.

6. Routine Activities

All meetings are open to the public and a public comment period is available at all meetings. The items listed below are applicable for the LCTCC and its committees:

- Meeting schedule for all meetings printed in December in the Lancaster Newspaper (LNP)
- Meeting dates listed on LCPC and County of Lancaster website
- Agendas listed on LCPC website
- Meeting minutes listed on LCPC website
- Meeting packet with agenda, minutes, background information, and contact person information mailed and/or emailed at least one week prior to meeting
- Meeting location is handicap accessible
- Meeting cancellations listed on the LCPC and County of Lancaster website

LCTCC meetings – held the 4th Monday of every other month at 12:30 p.m. except when that Monday is a holiday, then the meeting is held on the next day (Tuesday) at 12:00 p.m. Meetings currently are held at the Lancaster County Building at 150 North Queen Street.

Bicycle & Pedestrian Advisory Committee (BPAC) meetings – held periodically throughout the year. Meetings currently are held at the County Office Building, 150 North Queen Street in downtown Lancaster. Attendees should call the LCPC at 717-299-8333 to verify meeting location.

7. Goals and Strategies

GOAL 1: The Public Participation Plan will comply with all federal and state requirements for public participation

- **Strategy A:** Develop a checklist of federal and state requirements for public participation in the update of the LRTP and TIP.
- **Strategy B:** Update/expand as needed the list of stakeholder organizations to be contacted to ensure that all the groups that federal law requires are included.

GOAL 2: Develop new outreach methods to disseminate information to organizations, interest groups and individuals in the county

- **Strategy A:** Develop a database of contacts in stakeholder groups for their newsletters and publication dates (monthly, quarterly, etc.).
- **Strategy B:** Add a language translation link on the LCPC website for Spanish and any other prevalent languages spoken in the county.
- **Strategy C:** Consult with organizations that work with low-income, minority, disabled and low-English proficiency groups to explore additional ways to increase participation by environmental justice populations.
- **Strategy D:** Develop a list of Environmental Justice organizations and media to assist with communication and outreach.
- **Strategy E:** Explore the use of new visualization techniques to communicate information in public meetings (e.g., composites/photo montages).

8. Major Activities and Public Participation Techniques

A. Long-Range Transportation Plan (LRTP)

The LRTP contains goals and objectives for Lancaster County’s transportation system and identifies the improvements, studies, and strategies that must be implemented to reach those goals and objectives. It includes a list all of the transportation improvements scheduled for funding over the next 20 years. The LRTP is updated every four years.

Table 9. Long-Range Transportation Plan Process

<i>Activity</i>	<i>Technique</i>
Draft Document	LCPC website; mailed to all county libraries and municipal offices, available at LCPC office
Comment Opportunities	Public Meeting; Written comments accepted via email, fax, mail. Comments can also be made at the LCTCC meeting and TTAC meeting
Public Meeting	Held during the public comment period with Spanish interpreter provided upon prior request to LCTCC
Public Meeting and Comment Period Notice	Five (5) business days prior to the start of the Public Comment period; published in the Lancaster newspaper
Amendment Notice	Five (5) business days prior to the start of the Public Comment period, published in the Lancaster newspaper.
Summary of comments received	Written and verbal comments are summarized and included in the Appendix of the plan
Evaluation Technique	Number of participants at meetings, number of comments received

For updates to the LRTP, visualizations or visual simulations will be used to provide a clearer image of what the goals, objectives, and priorities are for Lancaster County. These visualizations could include photographs, maps, charts, graphs, and graphically appealing formats for the printed document.

B. Transportation Improvement Program (TIP)

The TIP is the four year program that lists all regionally significant and federally funded projects and services in the county, such as highway projects, bridge replacements, major corridor studies, transportation enhancements. Projects that are included in the TIP must be consistent with and come from an approved Long-Range Transportation Plan. This sometimes is the case during a TIP update, but a more common occurrence is to amend the TIP with a new project and simultaneously amend the LRTP, recognizing that with the TIP constitutes the first four year period of the project listings in the LRTP. When analyzed as a group, all of the projects listed on the TIP should not lead to any further degradation of the county’s air quality. Public involvement for the TIP is used to satisfy public involvement requirements for the Pennsylvania Department of Transportation Section 5307 program of projects.

Table 10. Transportation Improvement Plan Process

<i>Activity</i>	<i>Technique</i>
Draft Document	LCPC website, mailed to all county libraries and municipal offices, available at LCPC office
Comment Opportunities	Public Meeting; Written comments accepted via email, fax, mail. Comments can also be made at the LCTCC meeting and TTAC meeting
Public Meeting	Held during the public comment period with Spanish interpreter provided upon prior request to LCTCC
Public Meeting and Comment Period Notice	Five (5) business days prior to the start of the Public Comment period, published in the Intelligencer Journal/Lancaster New Era newspaper
Final, adopted document	LCPC website, mailed to all county libraries and municipal offices, available at LCPC office
Amendment Notice for air quality significant projects	Five (5) business days prior to the start of the Public Comment period, published in the Lancaster newspaper
Evaluation Technique	Number of participants at meetings, number of comments received

Visualizations will also be used during the TIP update process, which occurs every two years. A map identifying each project with a point will be made available in printed form as well as being posted on the Lancaster County Planning Commission website.

C. Air Quality Conformity Analysis

Air Quality Conformity Analysis is a computerized analysis that determines the impact of emissions within the Lancaster County ozone non-attainment area as related to the implementation of Transportation Improvement Plan (TIP), Long-Range Transportation Plan (LRTP) and transportation projects. These activities, if subject to federal involvement, must be shown to conform to the applicable State Implementation Plan. This analysis should show that its findings meet the conformity criteria established by US EPA. An analysis is performed for each update to the LRTP and TIP.

Table 11. Air Quality Conformity Analysis Process

<i>Activity</i>	<i>Technique</i>
Draft Document	LCPC website, mailed to all county libraries and municipal offices, available at LCPC office
Comment Opportunities	Public Meeting; Written comments accepted via email, fax, mail; LCTCC meeting, TTAC meeting
Public Meeting	Held during the public comment period with a Spanish interpreter provided upon prior request to the LCTCC
Public Meeting and Comment Period Notice	Five (5) business days prior to the start of the Public Comment period, published in the Lancaster newspaper
Final, adopted document	LCPC website, mailed to all county libraries and municipal offices, available at LCPC office
Amendment Notice for air quality significant projects	Five (5) business days prior to the start of the Public Comment period, published in the Lancaster newspaper
Evaluation Technique	Document number of participants at meetings, number of comments received

D. Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) describes all transportation and transportation related air quality planning activities within the county that will be completed by the staff of the LCPC each year. The UPWP includes a budget that shows the federal, state, and local funds that are committed to the completion of the planning activities. The UPWP is updated every year and coincides with the state fiscal year (July 1 – June 30).

Table 12. Unified Planning Work Program Process (UPWP)

<i>Activity</i>	<i>Technique</i>
Draft Document	LCPC website, mailed to all county libraries and municipal offices, available at LCPC office
Comment Opportunities on draft document	Public Meeting; Written comments accepted via email, fax, mail; LCTCC meeting, TTAC meeting
Public Meeting	Held during a scheduled TTAC and LCTCC meeting
Public Meeting Notice	LCPC website, mailed to all county libraries and municipal offices, available at LCPC office
Final, adopted document	LCPC website and available at LCPC office
Amendment Notice	TTAC and LCTCC agendas on LCPC website
Evaluation Technique	Number of participants at meetings, number of comments received

E. Public Participation Plan

Outlines the strategies utilized to provide and receive information from the public on the transportation planning and programming process including funding for projects, studies, plans, and committee actions.

Table 13. Public Participation Plan Process

<i>Activity</i>	<i>Technique</i>
Draft Document	LCPC website, mailed to all county libraries and municipal offices, available at LCPC office
Comment Opportunities	45 day comment period; Public Meeting; Written comments accepted via email, fax, mail. Comments can also be made at the LCTCC meeting and TTAC meeting
Public Meeting	Held during the public comment period, held during a TTAC/LCTCC meeting
Public Meeting and Comment Period Notice	Five (5) business days prior to the start of the Public Comment period, published in the Lancaster newspaper
Final, adopted document	LCPC website, mailed to all county libraries and municipal offices, available at LCPC office
Evaluation Technique	Number of participants at meetings, number of comments received

F. Corridor Studies, Special Projects, Projects of Regional Significance

For these types of studies and projects, meetings are typically held at a location in or near the study or project area. LCPC staff will coordinate with interested and affected parties (PennDOT, municipalities, residents, organizations) to arrange meetings, as needed. The sponsors of these types of projects may be required to make a presentation to the LCTCC, especially when seeking funding through the MPO or continued funding from the MPO.

Visualizations may also be used for these types of projects: such as maps showing proposed improvements, computer simulated representations of proposed improvements, photographs, and scenario planning.

9. Outreach Techniques

LCTCC, utilizing the Lancaster County Planning Commission (LCPC) staff, will employ other techniques to involve and educate the public including:

- **MPO Annual Report**
The county issues an MPO Annual Report that is available on the LCPC website (a limited number of printed copies are also usually available) that highlights the activities of the MPO over the past year.
- **Citizen's Guide to Transportation Planning**
The Citizen's Guide is available online on the LCPC website (a limited number of printed copies are also available). It explains the transportation planning process in easy-to-understand terms and is updated periodically.
- **TIP Guide**
A Guide to the TIP is available on the LCPC website and explains the process of developing and adopting the Transportation Improvement Program or "TIP."
- **Direct Outreach**
LCPC planning staff provide direct outreach to minority and/or low income groups as well as to special population groups like the Amish and Mennonite populations through contact with local community groups and their leaders.
- **LCPC website**
The LCPC website is an online resource that presents information about the plans and programs of the LCPC, including the LCTCC activities. Visit: www.lancastercountyplanning.org. The website is ADA compliant. Users who need accessibility assistance (Braille or other assistance) can e-mail LCPC and advise us of the format in which you need materials or contact us by phone through the Federal Information Relay Service at 1-800-877-8339 for TTY/Voice communication.
- **County of Lancaster website**
LCTCC and LCPC meetings are listed on the County's website www.co.lancaster.pa.us. This website is ADA compliant.
- **Municipal training**
LCPC will provide customized training on planning topics for municipalities.
- **Surveys and Questionnaires**
When circumstances warrant, LCPC staff will conduct surveys and develop questionnaires suitable for distribution in specific project areas or at public meetings, training sessions, etc., in order to elicit increased public input into the decision-making process. Surveys posted on the website offer a cost-effective way for citizens who may not be able to participate in public meetings. to provide input to the process.

10. Future Implementation Techniques

In order to increase public participation in the Lancaster County planning process the following activities are proposed:

Table 14. Future Planning Processes

<i>Technique</i>	<i>Timeframe</i>	<i>Description</i>	<i>Actions Taken</i>
Review of the Public Participation Plan at least every four years	With the LRTP and TIP update or more frequently	Perform a review every four years of the Public Participation Plan with technical amendments, as needed in between years.	This is being done as part of the LRTP update.
		Use information such as meeting attendance, number of public comments received, and web use analysis tools to evaluate the effectiveness of public participation activities.	The MPO retains a list of members of the public who attend MPO and TTAC meetings and responds to all public comments on the LRTP and TIP received during the comment period.
		Survey and/or interview interested parties for comments and suggestions.	The LRTP Survey of Jan. – April 2011 sought public input on existing LRTP goals and state of the transportation system. Nearly 300 people took the survey.
Interested Parties	Ongoing	Develop a detailed database of interested parties.	A database of interested of parties is retained and shown with each transportation document. For example: Appendix F of <i>Connections 2040</i> lists all public input received and responses to comments. The 2011–2014 TIP contains a section on public comments received and MPO responses to them.
Mailing Lists	Ongoing	Coordinate with the appropriate interested parties to identify concentrations of limited English proficient populations and develop strategies for outreach, including strategies to get representation on TCAC and alternative media.	LCTCC adopted a Limited English Proficiency (LEP) Plan in April 2013.
			Concentrations of minority populations, which include LEP, are identified and mapped as part of the environmental justice work on the LRTP. The LCTCC has developed a list of churches and social service agencies that serve minorities.
			A Spanish language survey obtained input from the Hispanic Community on the LRTP Update and nearly 60 people took the survey.
Outreach to the Elderly Population		Coordinate with the appropriate interested parties to identify concentrations of elderly populations and develop strategies for outreach on the LRTP.	Concentrations of elderly have been identified and mapped as part of the environmental justice work.
Outreach to the Minority Population	Spring–Fall 2015–2016	Coordinate with the appropriate interested parties to identify concentrations of minority populations and develop strategies for outreach, including alternative media.	Concentrations of minority populations have been identified and mapped as part of the environmental justice work.

Table 14. Future Planning Processes (cont'd)

<i>Technique</i>	<i>Timeframe</i>	<i>Description</i>	<i>Actions Taken</i>
Outreach to the Disabled Population	Spring–Fall 2015–2016	Coordinate with the appropriate interested parties to identify concentrations of disabled populations and develop strategies for outreach, including alternative media.	Concentrations of disabled populations have been identified and mapped as part of the environmental justice work.
Informational Brochures	As needed	Create project specific informational brochures and identify locations for distribution in consultation with interested parties.	A Spanish language version of the LRTP Update Survey was developed and distributed to organizations that deal with the Hispanic-Latino population.
Lancaster County Planning Commission website	Ongoing	Develop interactive website features <ul style="list-style-type: none"> • Mailing list sign-up • Online surveys 	Interactive website features have not been evaluated.
		Evaluate web accessibility for individuals with disabilities and non-English languages.	Web accessibility for individuals with disabilities and non-English languages has not been evaluated.

11. Evaluation Procedures for Public Participation

It is important that the LCTCC continuously evaluate the effectiveness of the public participation techniques in the planning process for each plan or project. LCTCC shall consider the following when evaluating the effectiveness of the public participation plan:

- Are targeted stakeholders participating in the public participation meetings or other outreach techniques?
- Is the general public getting enough information and in a timely manner?
- Try to contact individuals and groups missing from the process to determine the reasons for their lack of interest or inability to participate in the planning process.
- Visualization techniques: Did the techniques employed stimulate discussion and improve understanding of the information presented?
- Is input from the public incorporated into the decision-making process? If not, what changes need to be made?
- Response to Online Tools: Are people participating (number hits/number completed surveys) in online surveys and other interactive tools provided through the LCPC website?
- Transportation Citizens Advisory Committee and Bicycle & Pedestrian Advisory Committee: Are committee members attending meetings? Do they feel the information they are getting is valuable and presented in a clear manner?

12. How to Get Involved

Lancaster County Transportation Coordinating Committee

c/o Lancaster County Planning Commission
 150 North Queen Street, P.O. Box 83480
 Lancaster, PA 17608-3480
 Tel: 717-299-8333 Fax: 717-295-3659
www.lancastercountypanning.org

Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday

Offices are handicapped accessible

Transportation Planning Division

Director for Transportation Planning

Robert Bini oversees the Transportation Division and serves as the Secretary for the LCTCC and coordinates its activities. rbini@co.lancaster.pa.us

Senior Transportation Planner (AICP)

Harriet Parcels coordinates work on the Long-Range Transportation Plan Update and public involvement, staffs the Smart Growth Transportation Task Force, and coordinates other planning activities, works on environmental justice and the LTAP Program. hparcells@co.lancaster.pa.us

Senior Transportation Planner (AICP)

Lauri Ahlskog coordinates the Lancaster County Citizens' Bicycle & Pedestrian Advisory Committee and oversees the Transportation Enhancements Program. She also reviews traffic impact studies and subdivision and land development plans. ahlskogl@co.lancaster.pa.us

Transportation Planner

Gary Jones coordinates traffic data collection for the HPMS, works on the Congestion Management Process, performs GIS mapping and provides support to the Transportation Division on various projects. jonesg@co.lancaster.pa.us

Administrative Secretary

Latoya Westbrook serves as the administrative secretary for TTAC, the MPO, transportation committees, task forces, and the transportation division. LWestbrook@co.lancaster.pa.us

Road Projects Coordinator

Marvin Maurer compiles weekly listings of all roadway projects during the construction season and distributes the listings to media outlets. He also assists the Contracts and Grants Administrator with processing payment requests. mmaurer@co.lancaster.pa.us

Summer Traffic Counters

Interns from local colleges and universities are responsible for setting automatic traffic counters and performing manual traffic counts during the summer.

13. Resources

Federal Highway Administration Website: Public Participation/Public Involvement.
http://www.fhwa.dot.gov/planning/public_involvement/

Pennsylvania Department of Transportation, Public Participation Plan for Statewide Planning. June 2010. <http://www.dot.state.pa.us/public/bureaus/Cpdm/PennDOTPPP.pdf>

York County Planning Commission, Public Involvement Plan for the York Area Metropolitan Planning Organization. February 22, 2007. <http://ycpc.org/public-participation-opportunities.html>

Reading Area Transportation Study Public Participation Plan. January 2008. http://www.co.berks.pa.us/Dept/Planning/Documents/Transportation/PPP/PPP_2014_FINAL.pdf

Delaware Valley Regional Planning Commission, DVRPC's Public Participation Plan: A Strategy for Citizen Involvement. July 2008. http://www.dvrpc.org/GetInvolved/PublicParticipation/pdf/2012-04_Draft_Public_Participation_Plan.pdf

Wilmington Metropolitan Area Planning Commission, Public Participation Plan. September 2008. <http://www.wilmapco.org/ppp/>

Tri-County Regional Planning Commission, PEPI Plan (Public Education, Public Involvement). October 2005. http://www.tri-co.org/Commission/Public_Participation_Plan_12-17-13.pdf

Appendix A. Bylaws of the LCTCC

BYLAWS
for
LANCASTER COUNTY TRANSPORTATION COORDINATING COMMITTEE
The Metropolitan Planning Organization
for
LANCASTER COUNTY, PENNSYLVANIA

Adopted June 22, 2009

Article 1. Name

- (a) The name of the metropolitan planning organization shall be Lancaster County Transportation Coordinating Committee (LCTCC).

Article 2. Authorization and Purpose

- (a) The Lancaster County Transportation Coordinating Committee is authorized by Federal law (23 CFR Part 450) and as established by PennDOT Agreement No. 32094, revised by Agreement Nos. 57339 and 57339-A. LCTCC shall constitute the policy board as required by Federal regulation.
- (b) LCTCC shall carry out a continuing, comprehensive, and cooperative transportation planning and decision-making process in accordance with current Federal regulations. Such process will be carried out for the entire political subdivision known as Lancaster County, Pennsylvania.
- (c) These bylaws shall serve as the document identifying current LCTCC procedures. They will be reviewed annually and revised as necessary.

Article 3. Membership

- (a) Voting membership of LCTCC shall be as follows:

City of Lancaster – five (5) voting members as follows: Mayor and four (4) at-large members from the City nominated by the Mayor, at least one of which will be a member of the City Planning Commission;

County of Lancaster – ten (10) voting members as follows: one (1) county commissioner nominated by the Board of Commissioners; nine (9) members of the Lancaster County Planning Commission nominated by the Chair of the county planning commission;

Legislative Delegation – two (2) voting members as follows: one (1) member from the Pennsylvania House of Representatives, and one (1) member from the Pennsylvania Senate. Nominations shall be made by the respective delegations from Lancaster County;

Red Rose Transit Authority – one (1) voting member nominated by its board of directors;

Lancaster Airport Authority – one (1) voting member nominated by its board of directors;

Lancaster County Transportation Authority – one (1) voting member nominated by its board of directors;

Pennsylvania Department of Transportation – two (2) voting members; one (1) from PennDOT Central Office, Program Center, Bureau Director or designee, and one (1) from PennDOT, District 8-0, District Executive or designee;

Total voting members is twenty-two (22).

(b) Non-voting membership of LCTCC shall be as follows:

U.S. Department of Transportation, Federal Highway Administration – one (1) non-voting member

U.S. Department of Transportation, Federal Transit Administration – one (1) non-voting member

Pennsylvania Department of Transportation, Bureau of Public Transportation – one (1) non-voting member

Total non-voting members is three. (3).

(c) Appointment of Members

Membership on LCTCC is by affiliated organization as stated in Article 3 (a) and (b) above. All members, except those representing the legislative delegation from Lancaster County, shall be nominated by the affiliated organization. The Lancaster County legislative delegation shall determine its representative to the LCTCC and notify the Chair. Nominations from affiliated organizations to fill vacancies shall be in writing and addressed to the Chair. Affiliated organizations, including the legislative delegation, may designate an alternate for each of their members. All alternates must be so designated as the alternate voting member in writing from their respective organization. All nominations shall be recognized by the chair of LCTCC at a public meeting of the committee at which point the nominee is considered to be appointed.

(d) Term of Appointment

Members shall serve for a term not to exceed four (4) years.¹ The recording secretary shall keep a list of members along with the expiration date of each of their terms. Members may be reappointed to subsequent terms upon nomination by their affiliated organization.

(e) Removal

Any member who has unexcused absences from three (3) consecutive meetings in any one calendar year may be removed as a member of the LCTCC. Prior to such removal, the chair of the LCTCC shall notify the affiliated organization of such potential removal. Removal shall only occur after such notification and a report by the chair to the full committee.

Article 4. Officers

- (a) The Chair and Vice-Chair of the MPO shall be elected annually by and among the voting members of the LCTCC, and shall be responsible for conducting the committee meetings. Election of officers shall be conducted at the first meeting of each calendar year.
- (b) The Chair and Vice-Chair, during their terms, shall have the right to vote on all issues.
- (c) A Recording Secretary shall be provided from the staff of the Lancaster County Planning Commission.

Article 5. Meetings and Conduct of Business

- (a) LCTCC shall establish such regular meetings as, from time to time, it deems proper, and shall, in addition, meet upon call of the Chair. Notice of meeting dates and times will be published annually and as otherwise required by law.
- (b) Eleven voting members, or their alternates, shall constitute a quorum for the MPO.
- (c) Actions of the LCTCC shall be by simple majority vote of the members present and entitled to vote, provided that a quorum is present at the beginning of the meeting.
- (d) At the first meeting of the year next following the adoption date of these bylaws, LCTCC will reconfirm all existing appointments and fix the expiration of the terms as 31 December of the year in which their appointment has been determined to expire.
 - 1. Alternates attending a meeting in the absence of the voting member shall so notify the Recording Secretary at the start of the meeting. Alternates attending in the absence of a voting member shall be counted towards a meeting quorum.
- (e) In the event of a tie vote, the motion shall be considered defeated.
- (f) All meetings of the LCTCC, including those of TTAC, shall be open to the public and copies of any materials considered by a committee shall be available to the public at the time of the meeting or subsequent to a committee meeting. Minutes of the meeting of the committees shall be maintained and shall be available for review in the offices of the Lancaster County Planning Commission. The responsibility for the development of the minutes shall rest with the Recording Secretary.
- (g) In general, meetings shall be conducted according to Roberts Rules of Order.
- (h) Special meetings. Special meetings may be called from time to time by the Chair of LCTCC as circumstances require. Notice of such special meetings shall be published as required by law.
- (i) Telephone/e-mail balloting. The LCTCC may conduct telephone or e-mail voting on proposed actions. Such telephone/e-mail voting shall only be conducted when action is needed on a regular agenda item and where timely action is needed to prevent project delays, cost increases, or funding problems. Actions approved by telephone/e-mail ballot

shall be reaffirmed by vote at the next regularly scheduled LCTCC meeting.

Article 6. Technical Advisory Committee

- (a) LCTCC shall maintain one standing advisory committee known as the Transportation Technical Advisory Committee (TTAC).
- (b) The Technical Advisory Committee shall advise LCTCC on all matters pertaining to transportation planning and programming as shall be placed before TTAC. Generally, TTAC is tasked to review and comment on agenda items to be considered by LCTCC.
- (c) Voting members of TTAC shall be appointed by the chair of LCTCC. Nominations shall be forwarded from the chair of the county planning commission to LCTCC for consideration and appointment.
- (d) Voting members of TTAC shall be nominated to represent the following interests and such nominations made as follows:

Lancaster County Planning Commission – three (3) voting members, nominated by the chair of the Planning Commission

Community-wide interests – nine (9) voting members, nominations solicited by the Lancaster County Planning Commission from the following interests

- Business and Finance,
- Lancaster County Chamber of Commerce and Industry Transportation Committee,
- Operating Railroads in Lancaster County;
- Non-motorized vehicle interests,
- Environmental interests,
- Motorized vehicle interests,
- Red Rose Transit Authority,
- Lancaster Airport Authority,
- Lancaster County Transportation Authority

Pennsylvania Department of Transportation – two (2) voting members; one (1) from PennDOT Central Office, Program Center, Bureau Director or designee, and one (1) from PennDOT, District 8-0, District Executive or designee

City of Lancaster – one (1) voting member, nominated by the Mayor

Lancaster Inter-municipal Committee – one (1) voting member, nominated by chair of the LIMC

Municipalities other than LIMC member – one (1) voting member, nominations solicited by the Lancaster County Planning Commission

Legislative Delegation – one (1) voting member either a State Senator or State Representative; nominations to be made by the legislative delegation

Transportation Citizen Advisory Committee – one (1) voting member, nominated by TCAC chair

Total voting members of TTAC is nineteen (19).

- (e) Appointments to TTAC shall be for a two year term or as specified in the motion to appoint; such motion shall state the expiration date of the appointment and such date shall be 31 December of the year the term expires.
- (f) The Chair and the Vice-Chair shall be elected annually by members of TTAC during the first meeting of the calendar year. The Chairperson and Vice-Chairperson shall be responsible for conducting the committee meetings and reporting on the activities of the committee to TTAC. The recording secretary of the LCTCC shall serve as the Secretary of the TTAC.
- (g) Nominating affiliated organizations, including the legislative delegation, may designate an alternate for each of their members. All alternates must be so designated in writing from their respective organization.
- (h) TTAC shall establish such regular meetings as, from time to time, it deems proper, and shall, in addition, meet upon call of the Chair.
- (i) Ten (10) voting members, or their alternates, shall constitute a quorum for the TTAC.
- (j) Actions of the TTAC shall be by simple majority vote of the members present and entitled to vote, provided that a quorum is present at the beginning of the meeting.
- (k) In the event of a tie vote, the motion shall be considered defeated.
- (l) Any member who has unexcused absences from three (3) consecutive meetings in any one calendar year may be removed as a member of the TTAC. Prior to such removal, the chair of the LCTCC shall notify the affiliated organization of such potential removal. Removal shall only occur after such notification and a report by the chair LCTCC to the full LCTCC committee.

Article 7. Lancaster County Citizens Bicycle and Pedestrian Advisory Committee

- (a) The Lancaster County Citizens Bicycle and Pedestrian Advisory Committee (BPAC) is established as an advisory committee to the Transportation Technical Advisory Committee. The committee shall advise TTAC on all matters pertaining to bicycle and pedestrian transportation.
- (b) Members shall be appointed by the Chair of LCTCC forwarded by TTAC. Nominees may be solicited by staff for consideration by TTAC.
- (c) Appointment shall be for a two year term.
- (d) The number of members shall be five (5).
- (e) Membership shall be representative of bicycle and pedestrian interests in Lancaster County. The TTAC member serving as the representative of non-motorized vehicle interests

shall also serve on BPAC.

Article 8. Lancaster County Transportation Citizens Advisory Committee

- (a) The Lancaster County Transportation Citizens Advisory Committee is established as an advisory committee to the Transportation Technical Advisory Committee. The committee shall provide advice on the transportation planning process.
- (b) Members shall be appointed by the Chair of LCTCC forwarded by TTAC.
- (c) Appointments shall be for a two year term.
- (d) The number of members shall be five (5).
- (e) Membership shall be broadly representative of citizen interests.

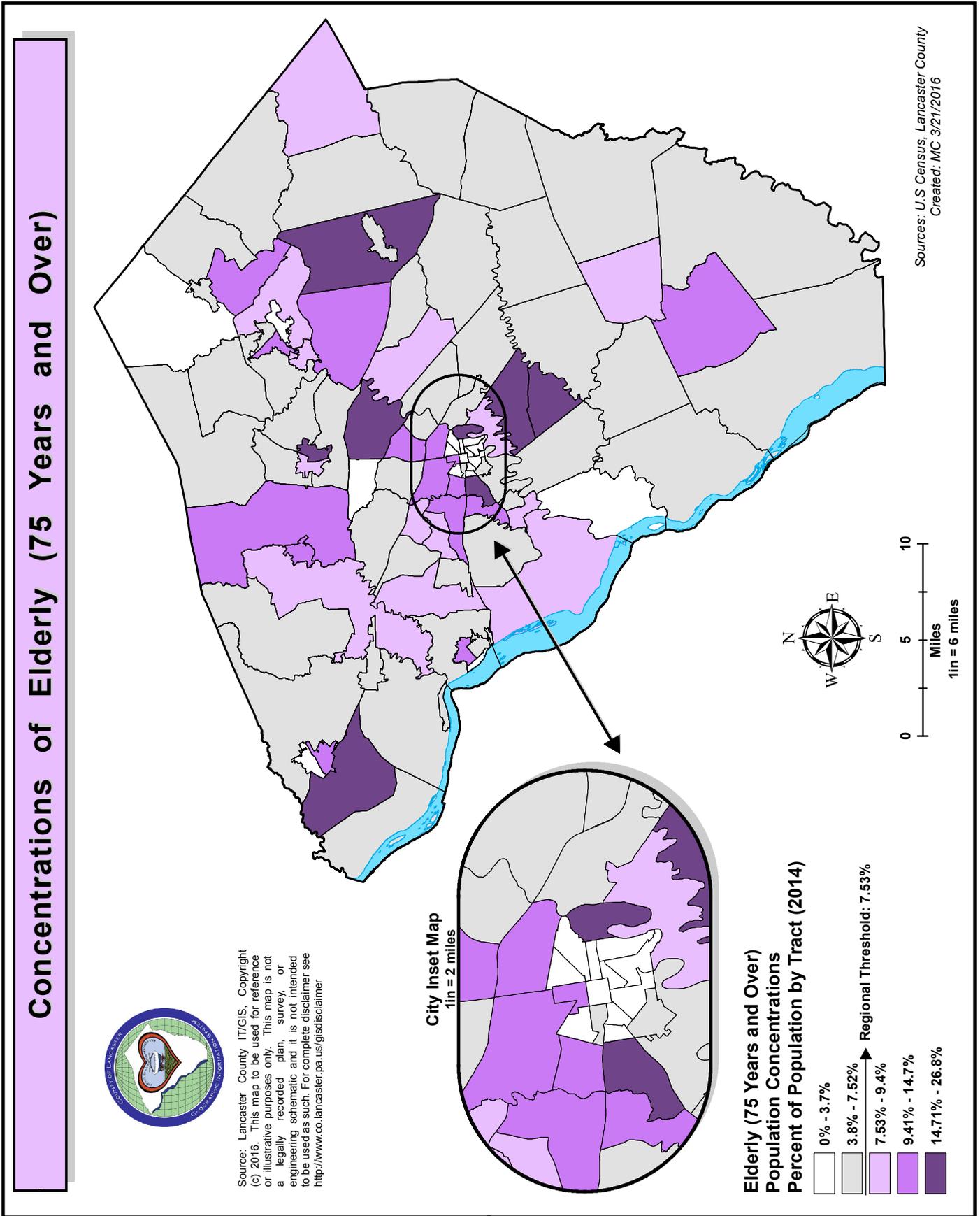
Article 9. Other Committees

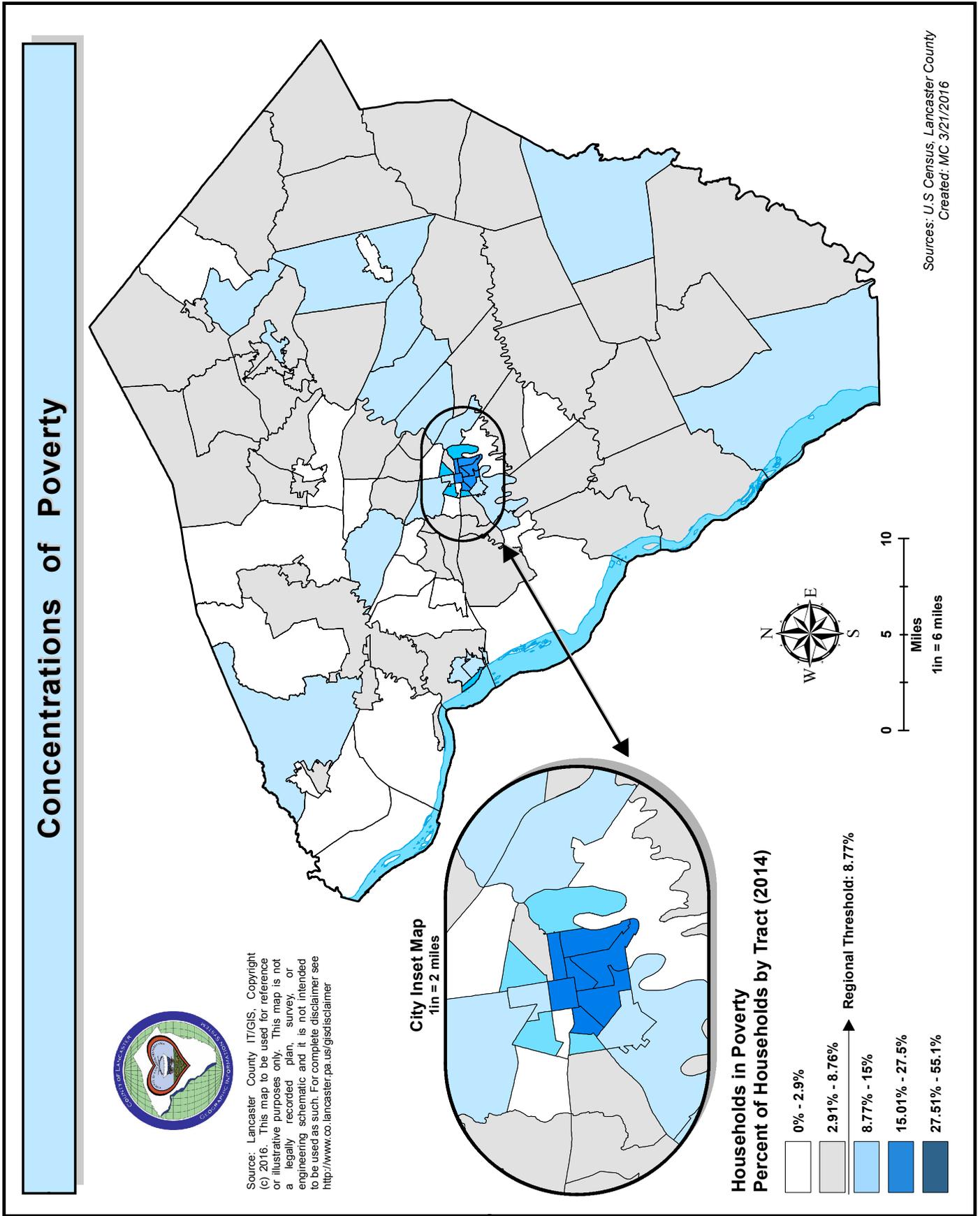
- (a) The Chair of LCTCC may appoint such other committees as deemed necessary and desirable from time to time, and may set the charge to the committee and set such time limits for commencement and disbandment as necessary.

Article 10. Staffing

- (a) The executive director of the Lancaster County Planning Commission, as appointed by the Lancaster County Board of Commissioners, shall serve as executive director of the Lancaster County Transportation Coordinating Committee. The executive director shall oversee the work of the staff of LCTCC.
- (b) Staff services to the Lancaster County Transportation Coordinating Committee and its standing committees shall be provided by the staff of the Lancaster County Planning Commission. Such services are provided pursuant to the appropriate agreements with PennDOT.

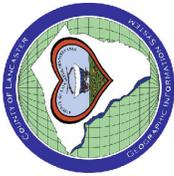
On this date, the Lancaster County Transportation Coordinating Committee adopted the foregoing Bylaws.



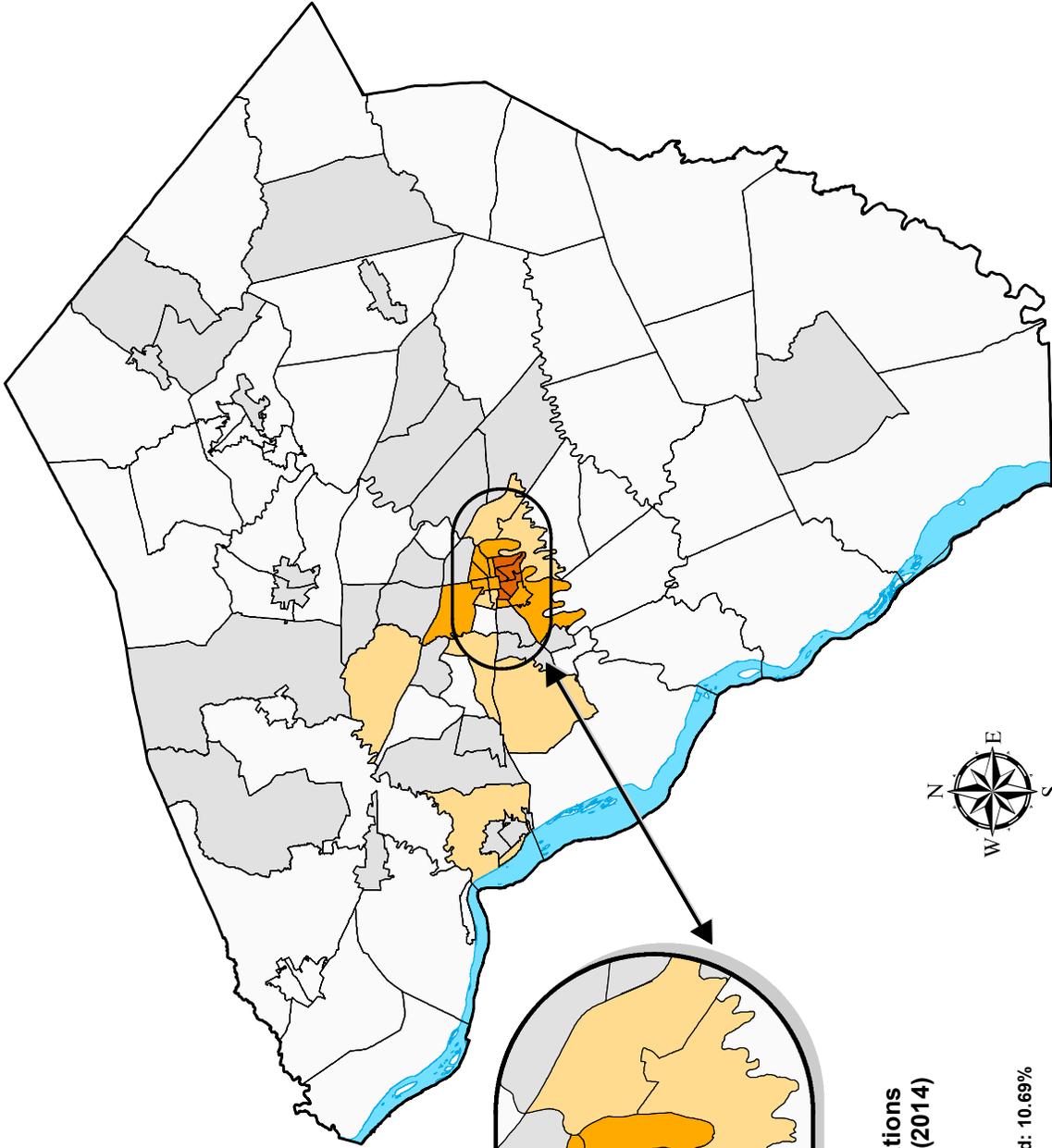


Appendix D. Hispanic Population Concentrations Map

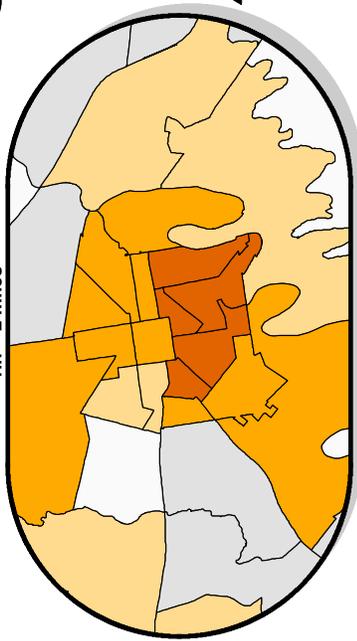
Concentrations of Hispanic Population



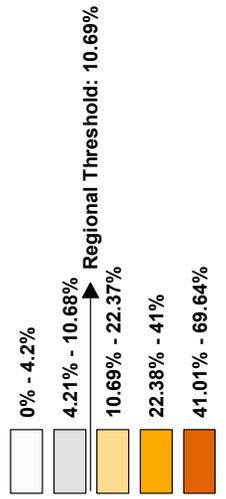
Source: Lancaster County IT/GIS, Copyright (c) 2016. This map to be used for reference or illustrative purposes only. This map is not a legally recorded plan, survey, or engineering schematic and it is not intended to be used as such. For complete disclaimer see <http://www.co.lancaster.pa.us/gisdisclaimer>



City Inset Map
1 in = 2 miles



Hispanic Population Concentrations
Percent of Population by Tract (2014)



Sources: U.S. Census, Lancaster County
Created: MC 3/21/2016

Appendix E. Public Comments and Responses

The Public Participation Plan was made available to the public for review and comment for a 45-day period from April to May 2014. A notice of the public review period was placed in Lancaster Newspapers (LNP). The document was available online on the Lancaster County Planning Commission website (www.lancastercountyplanning.org) and a copy was available for review at the LCPC offices at 150 North Queen Street, Suite 320, Lancaster, Pennsylvania during the public comment period. No public comments were received. The plan, with the 2016 technical corrections, was available for public review from May 1, 2016 – May 31, 2016.



Public Participation Plan for Transportation Planning and Programming

Lancaster County Transportation Coordinating Committee
150 North Queen Street • Suite 320 • Lancaster, PA 17603
(717) 299-8333 • F (717) 295-3659

www.lancastercountyplanning.org

Adopted 2012 • Technical Updates: 2014, 2016

Appendix E – Limited English Proficiency Plan



LIMITED ENGLISH PROFICIENCY PLAN



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BACKGROUND

Limited English Proficiency (LEP) individuals are those who do not speak English as their primary language and have a limited ability to read, speak, write, or understand English. There are approximately 27,000 LEP individuals in Lancaster County. These individuals may be entitled to language assistance with respect to certain services or benefits offered by government agencies and other entities that receive federal funds.

In August 2000, President Clinton issued Executive Order 13166, entitled “Improving Access to Services by Persons with Limited English Proficiency.” On December 14, 2005, the U.S. Department of Transportation (DOT) issued guidance entitled “Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons.” The DOT Policy Guidance states:

“Title VI and its implementing regulations require that recipients [of federal funds] take responsible steps to ensure meaningful access by LEP persons. Recipients should use the guidance to determine how best to comply with statutory and regulatory obligations to provide meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP.”

Federal financial assistance includes grants, cooperative agreements, training, use of equipment, donations of surplus property, and other assistance. Recipients of US-DOT assistance that are subject to LEP requirements are:

- State departments of transportation
- Metropolitan planning organizations (MPOs)
- Regional transportation agencies
- Regional, state, and local transit operators
- State and local agencies with emergency transportation responsibilities.

The Lancaster County Transportation Coordinating Committee (LCTCC), the MPO for Lancaster County, is subject to the Limited English Proficiency policy guidance issued by US-DOT. The guidance extends to all MPO programs or activities, even if some activities are not funded by federal assistance. Sub-recipients, like the Lancaster County Transportation Authority (LCTA) and Red Rose Transit Authority (RRTA) to whom the MPO passes through funds, are also subject to the requirements.

MEETING THE REQUIREMENTS

The Four Factors

The US-DOT recommends four factors that recipients of federal funds should analyze to ensure meaningful access to programs, activities, and services by LEP persons. The intent of the Guidelines is to find a balance that ensures meaningful access by LEP persons to critical services and program while not imposing an undue burden on the recipient or sub-recipient. The four factors are:

1. Number and proportion of LEP individuals eligible to be served or likely to be encountered by a program, activity or service of the recipient or grantee;

2. Frequency with which LEP individuals come into contact with programs, activities and services;
3. Nature and importance of programs, activities and services to LEP persons; and
4. Resources available to the recipient and costs.

Written Translation Requirement

A recipient of federal transportation funds, like LCTCC, that has adopted a plan for providing written translations under specific circumstances, will be considered as demonstrating strong evidence of compliance with the written translation obligations under Title VI. This includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000 persons, whichever is less, of eligible persons served or likely to be affected. This provision applies only to the translation of written documents. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters, where such services are requested and reasonable to provide.

Notification

Once an agency has decided to provide language services, the Guidelines require that the recipient notify LEP persons of the services that are available free of charge in a language they would understand. Methods for notification include:

1. Signs that indicate when free language assistance is available with advance notice;
2. Stating in outreach documents that language services are available;
3. Working with community based organizations and other stakeholders to inform LEP individuals of LCTCC's services and the availability of language assistance;
4. Using an automated telephone voice mail or menu to provide information about available language-assistance services;
5. Including notices in local newspapers in languages other than English;
6. Providing notices on non-English-language radio and television stations about the MPO's services and the availability of language assistance; and
7. Providing presentations and/or notices at schools and community-based organizations about available language services.

THE FOUR FACTOR ANALYSIS

Factor 1: Number and Proportion of LEP Persons in the MPO Service Area

The 2010 Census and the American Community Survey provide data on the population groups that have Limited English Proficiency by the primary language spoken at home. There are 26,895 LEP persons in Lancaster County (from all ethnic groups). **Table 1** presents the U.S. Census information

for the ethnic groups with the largest number of LEP persons in Lancaster County. For planning purposes for compliance with the federal requirements, LCTCC considers LEP as people that speak English “less than very well.”

**Table 1. Language Spoken At Home: Speak English Less than Very Well
(Pop. 5+ Yrs.) 2009–2011 Community Survey, 3 year survey**

<i>English Language Ability</i>	<i>Population in Lancaster County In the survey</i>	<i>% of LEP in Lancaster County</i>	<i>% of Total Lancaster County Population</i>
HISPANIC	11,130	41.4%	2.3%
GERMAN	1,862	7.0%	.4%
OTHER GERMANIC LANGUAGES	5,985	22.3%	1.2%
VIETNAMESE	1,653	6.1%	.3%
CHINESE	1,230	4.6%	.3%
TOTAL LEP POPULATION	26,895	100%	5.5%

Factor 2: The Frequency in which LEP Persons Encounter MPO Programs

Based on the Census data, Spanish and German/Other Germanic languages are the most prevalent languages spoken by LEP individuals in the LCTCC service area. LEP individuals of all nationalities grouped together comprise 5.5% percent of the region’s population of 484,766 for **Table 1** (but 519,445 in 2010 Census) but no individual LEP group comprises 5 percent of the county population. Their contact with the MPO is infrequent and generally not predictable but procedures are in place to assist a LEP person. As Lancaster County grows and attracts new businesses and industries, however, the size of the LEP population can be expected to increase as will the probability of future contact with the MPO and the plan will be reviewed every 3–5 years.

Factor 3: The Importance of the Services Provided by the MPO

Programs and services of the LCTCC use federal funds to plan for future transportation projects, but do not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs like food or shelter. Moreover, involvement by any citizen with the MPO or its committees is voluntary. The LCTCC does not conduct applications, interviews or other activities prior to participation in its programs or events. However, the MPO must demonstrate that all segments of the population have had the opportunity to be involved in the transportation planning process to be compliant with federal requirements.

Examples of the ways in which the LCTCC is already addressing the needs of EJ populations, including LEP persons, are:

Environmental Justice Analysis: The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process that the LCTCC undertakes in the preparation of its four-year Transportation Improvement Program (TIP). To comply with federal law, the analysis must find that the EJ populations share in the benefits of the TIP projects and are not disproportionately disadvantaged by the projects.

Public Participation: Inclusive and ongoing public participation is a priority consideration in all aspects of the LCTCC’s work. The MPO recognizes that the transportation improvements

resulting from these planning activities have an impact on all residents. The MPO encourages input from all stakeholders, and every effort is taken to make the planning process as inclusive as possible. The MPO regularly provides a Spanish interpreter at public meetings for review of the LRTP and TIP updates and staff developed a Spanish language survey as part of the 2012 LRTP update process. Special efforts are made to reach out to and include the Hispanic/Latino community and special groups such as the Amish.

Human Services Transportation Plan: Lancaster County's Human Services Transportation Plan is designed to identify and improve the mobility needs of low income, senior citizen and disabled persons in the county. LEP persons are likely to be among these population groups and therefore benefit from this transportation planning effort.

Factor 4: The Resources Available and Overall Cost

Given the small size of the LEP population in the MPO area and current financial constraints, full multi-language translations of large transportation planning documents and maps are not provided in hard copies. However, a language translator such as Google Translator, on the LCPC website, where most documents are stored and available for public review, would enable LEP persons to translate documents into many languages.

IMPLEMENTATION

The LCTCC will take the following actions to improve access to transportation programs and services for LEP persons:

1. Identify LEP Individuals Who Need Language Assistance

When first encountering a LEP individual in a face-to-face situation, the MPO staff plans to use language identification flashcards developed by the U.S. Census Bureau. These cards have the phrase, "Mark this box if you read or speak 'name of language,'" translated into 38 languages. They were designed for use by government and non-government agencies to identify the primary language of LEP individuals during face-to-face contacts. The Census Bureau's Language Identification Flashcard can be downloaded for free at <http://www.lep.gov/ISpeakCards2004.pdf>. The MPO plans to make them available at public meetings and the front desk of the MPO offices. Once a language is identified, the Title VI LEP Officer or relevant point of contact will be notified to assess feasible translation or oral interpretation assistance. A MPO/ Lancaster County Planning Commission staff will be designated as the LEP coordinator.

2. Translation of Written Materials

- LCTCC will put a translator program on the LCPC website, where all major MPO and Lancaster County Planning Commission documents and studies are posted, which will enable interested LEP and other persons to translate documents of interest. Translation in hard copy of all LCTCC plans and materials is not possible because of the undue cost burden that would impose on the MPO and the fact that current LEP population levels do not warrant such translations. Translation services will always be available. We use 'Fox Translation,' but could change as the document is updated every four years.
- Notices of official actions and opportunity for public comment
 - a. LCTCC will provide Spanish-language translation for newspaper advertisements that noti-

- fy the public of opportunities to comment on proposed changes to the Long Range Transportation Plan and TIP. These translations are published in local circulation newspapers.
- b. LCTCC will continue to work with churches and social service organizations that regularly meet with Hispanic/Latino persons with limited English proficiency to distribute notices in Spanish via local newsletters and Spanish radio stations.
 - c. There is a large German LEP population, but the MPO does special outreach to the Amish/Plain Sect population for major planning efforts such as the LRTP and doesn't plan to offer notices in German.

3. Translator services at important public meetings

- LCTCC will continue to provide a Spanish translator at the public meetings it holds for review of the updated LRTP and four-year TIP. For the German population, see 2c above.
- Staff will identify the foreign language abilities of MPO and Lancaster County Planning Commission staff and document these to enable these individuals to be called upon to provide translation assistance if a LEP person seeking services from the MPO needs language assistance. This list will be maintained by the LEP coordinator.
- A list of community organizations, newspapers and radio stations that can assist with language translation will be developed and maintained by the LEP coordinator.

4. Staff Training

In order to establish meaningful access to information and services for LEP individuals, staff that regularly interact with the public, and those who will serve as translators or interpreters, will be trained on LCTCC's LEP policies and procedures. Training will ensure that staff members are effectively able to work in person and/or by telephone with LEP individuals. LCTCC management will be included in this training so that they fully understand the plan, can reinforce its importance and ensure its implementation by staff.

5. Providing Notice of Translation Services to LEP Individuals

- Posting information: LCTCC will post information at the front desk reception area to notify LEP individuals of available services to translate MPO program materials and how to obtain these services.
- Outreach documents: Important outreach documents should include a notice that some language assistance services are available. This notice will be listed in Spanish and English.
- Community organizations: LCTCC will notify local community-based organizations and other stakeholders of available language-assistance services.
- Work with Foreign Language Media: LCTCC will continue to work with Spanish-language radio stations and newspapers to advise the Hispanic/Latino community about important MPO plans, studies and public meetings.

6. Monitoring and Updating the LEP Plan

LCTCC will monitor changing population levels and the language needs of LEP individuals in Lancaster County. A biennial review (every two years) of the LEP plan, to coincide with the TIP update, will be conducted to determine if any changes are needed. Recommended changes will be shared with the MPO committee. The LEP Coordinator will maintain a record of any LEP services that are provided and will make this information available during the biennial review process.

CONTACT

LCTCC will respond to reasonable requests for LEP consideration in its programs and activities. To request assistance or to discuss LEP issues, contact:

Lancaster County Planning Commission

150 North Queen Street • Suite #320

Lancaster, PA 17603

Tel: 717-299-8333 Fax: 717-295-3659

www.lancastercountyplanning.org

Office hours are 8:30 a.m. to 5:00 p.m., Monday through Friday

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LIMITED ENGLISH PROFICIENCY PLAN

Lancaster County Transportation Coordinating Committee
150 North Queen Street • Suite 320 • Lancaster, PA 17603
(717) 299-8333 • F (717) 295-3659

www.lancastercountyplanning.org

April 2012 • Technical Amendments 2014

Appendix F – Connects 2040 Environmental Justice Analysis

Appendix D: Environmental Justice Analysis

Lancaster County MPO 2021-2024 Transportation Improvement Program (TIP) Environmental Justice Benefits and Burdens Analysis

Introduction

Environmental Justice (EJ) refers to the implementation of Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, which directs procedures to be put in place to identify and address any disproportionately high and adverse human health or environmental effects on minority and low-income population groups. The fundamental principles of EJ can be defined as:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, on social and economic effects on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin. More importantly for this analysis, Executive Order (EO) 12898 requires Federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects, including the interrelated social and economic effects of their programs, policies, and activities, on minority populations and low-income populations in the United States. This requirement applies to the Lancaster County MPO as a recipient of federal funding, and recognizes the importance given to addressing the needs of low income and minority populations as outlined in the Metropolitan Transportation Planning regulations (23 CFR 450).

Based on the Office of Management and Budget (OMB) Policy Directive 15, *Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity*, issued in 1997, five minimum categories were established to address data on race. They are:

Black -- a person having origins in any of the black racial groups of Africa.

Hispanic -- a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

Asian -- a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.

American Indian and Alaskan Native -- a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

Native Hawaiian or Other Pacific Islander -- a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

In addition, low income persons are defined as follows:

Low-Income -- a person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

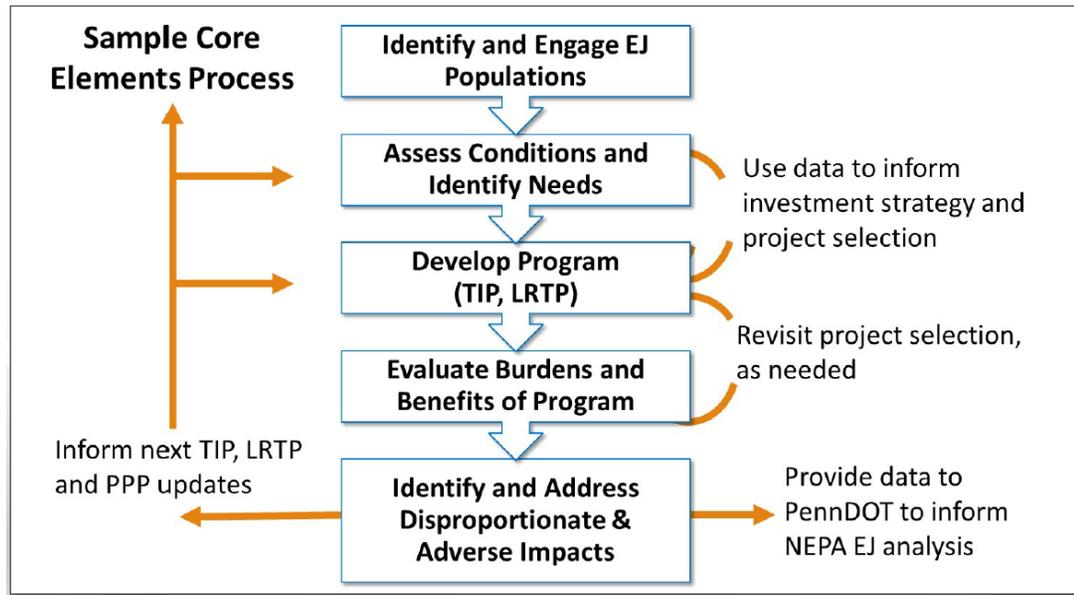
EO 12898, and the DOT and FHWA Orders on Environmental Justice (EJ) address persons belonging to any of these groups, and these groups as they apply to Lancaster County are the basis for this analysis.

Core Elements Process

In the development of 2021-2024 Transportation Improvement Program (TIP), the Lancaster County MPO conducted an Environmental Justice Benefits and Burdens analysis using the Core Elements Methodology that has been recommended by FHWA and FTA:

1. Identify Environmental Justice populations
2. Assess conditions and identify needs
3. Evaluate burdens and benefits
4. Identify and address disproportionate and adverse impacts and inform future planning efforts

Core Elements Process Steps



The identification of these populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation improvement program, but also aids in the development of an effective public involvement program.

Fundamentally, the principles of Environmental Justice are aimed at preventing the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations. The establishment of transportation funding as a performance measure is consistent with this principle by supporting the evaluation of funding priorities considered for *connects2040*, including the four-year TIP. Mapping and analyzing transportation funding can assist in making the prioritization process more open, transparent, and accountable to the public. In developing this funding performance measure, the core issue is whether the types of projects and the total project investment are equitably distributed throughout Lancaster County.

Identifying Minority and Low-Income Populations

A statistical analysis of Lancaster County was performed to determine thresholds of population, minority population, and low-income population. If necessary, project alternatives will be developed to prevent disproportionately high or adverse effects on any identified minority or low-income populations.

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Native who live in geographic proximity and who would be similarly affected by any proposed FHWA program, policy, or activity. Based on 2017 American Community Survey (ACS) Data, the average minority population rate in Lancaster County is 17.3 percent as shown in **Table 1**.

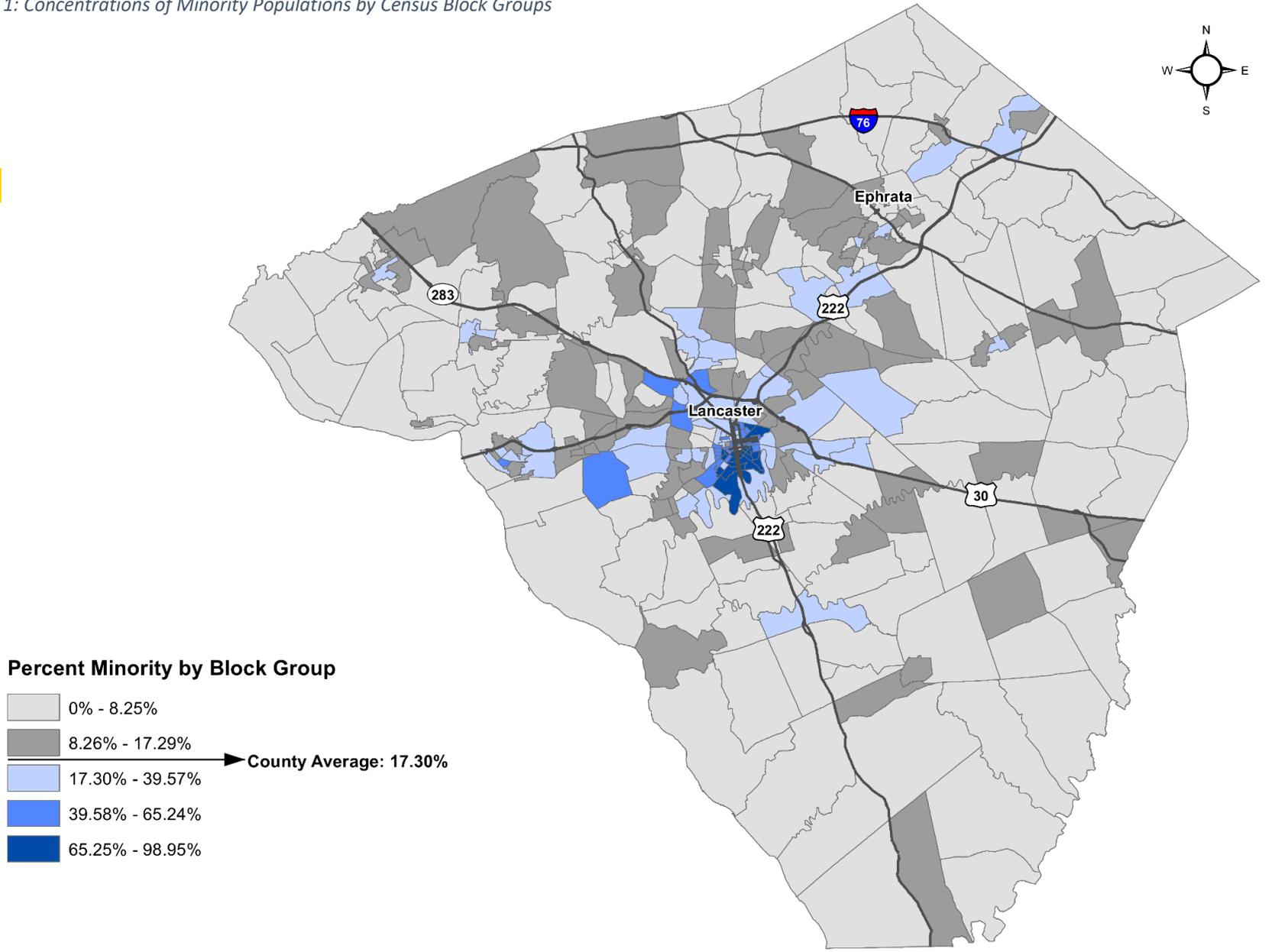
The low-income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity who would be similarly affected by a proposed FHWA program, policy, or activity. The average poverty rate based on the status of all ages in the 2017 ACS Data for Lancaster County is 10.4 percent.

Table 1: Profile of Minority and Low-Income Populations, 2017

Demographic Indicator	Lancaster County, Pennsylvania	
	County Population	County Percentage
Total	536,494	
White, Non-Hispanic	443,708	82.71%
Minority	92,786	17.29%
Black or African American, Non-Hispanic	19,261	3.59%
American Indian and Alaska Native, Non-Hispanic	520	0.10%
Asian alone, Non-Hispanic	11,423	2.13%
Native Hawaiian and Other Pacific Islander, Non-Hispanic	29	0.01%
Some other race, Non-Hispanic	448	0.08%
Two or more races, Non-Hispanic	7,313	1.36%
Hispanic	53,792	10.03%
Low-Income Households	19,116	9.74%
Low-Income Population	54,244	10.37%
Other Potentially Disadvantaged Populations		
Limited English Proficiency (LEP)	30,640	6.12%
Persons with a Disability	62,231	11.74%
Female Head of Household with Child	10,488	5.28%
Elderly (65 years or older)	89,833	16.74%
Carless Households	19,064	9.60%

The maps on the following pages depict the locations of Environmental Justice populations and households in Lancaster County. **Figure 1** shows the concentrations of minority populations by census block groups based on 2013-2017 ACS data. **Figure 2** shows the concentrations of households below the poverty threshold by census block groups., also based on 2013-2017 ACS data. **Figure 3** shows concentrations of minority populations by the density of those populations throughout the County. **Figure 4** shows the concentrations of low-income populations by the density of those populations throughout the County.

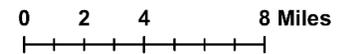
Figure 1: Concentrations of Minority Populations by Census Block Groups



Percent Minority by Block Group

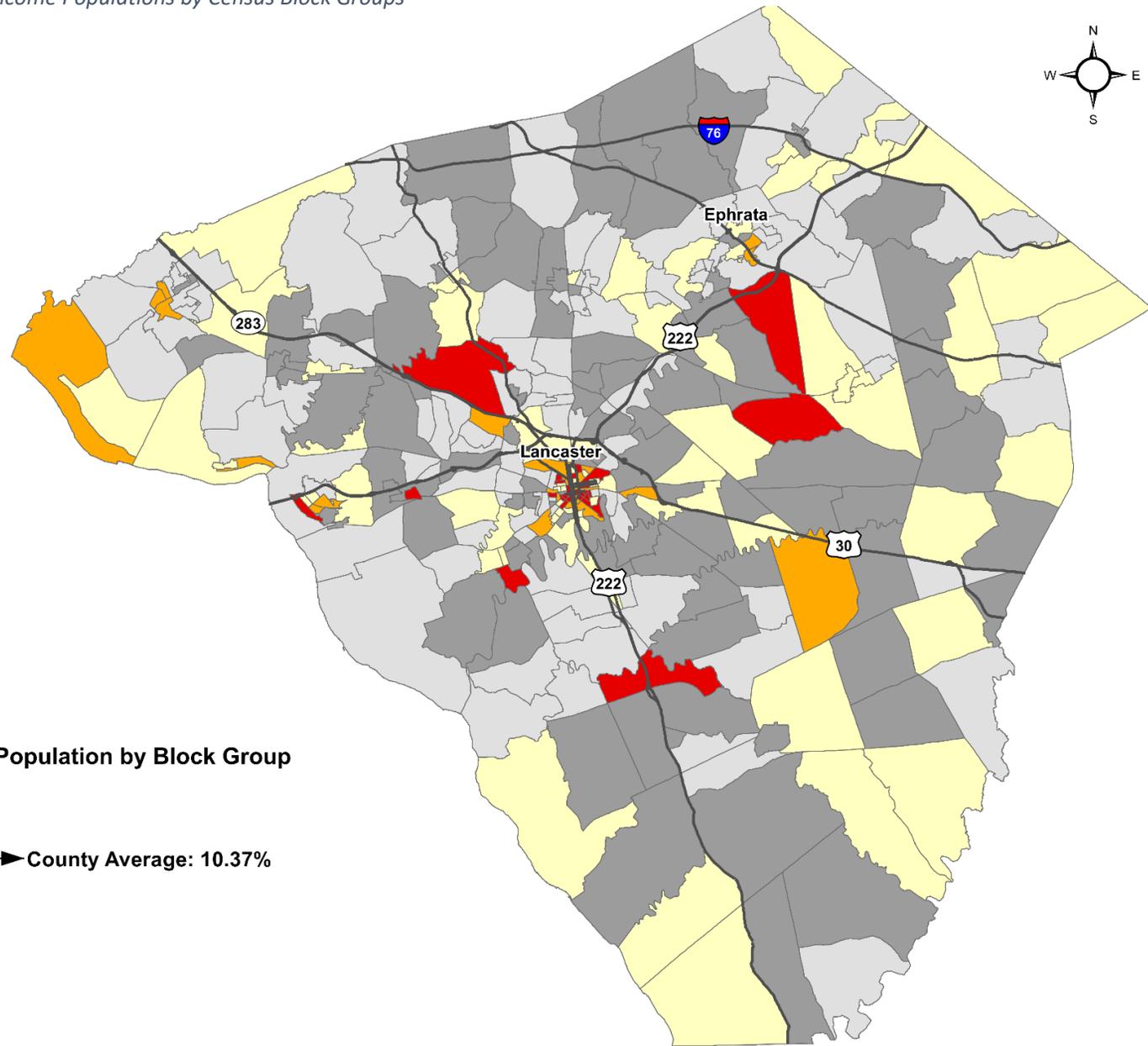
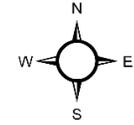
- 0% - 8.25%
- 8.26% - 17.29%
- 17.30% - 39.57%
- 39.58% - 65.24%
- 65.25% - 98.95%

County Average: 17.30%



Source: 2013-2017 American Community Survey 5-Year Estimates

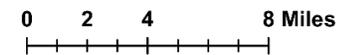
Figure 2: Concentrations of Low-Income Populations by Census Block Groups



Percent Low-Income Population by Block Group

- 0% - 4.62%
- 4.63% - 10.36%
- 10.37% - 19.09%
- 19.1% - 32.02%
- 32.03% - 66.72%

County Average: 10.37%



Source: 2013-2017 American Community Survey 5-Year Estimates

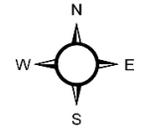
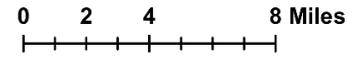
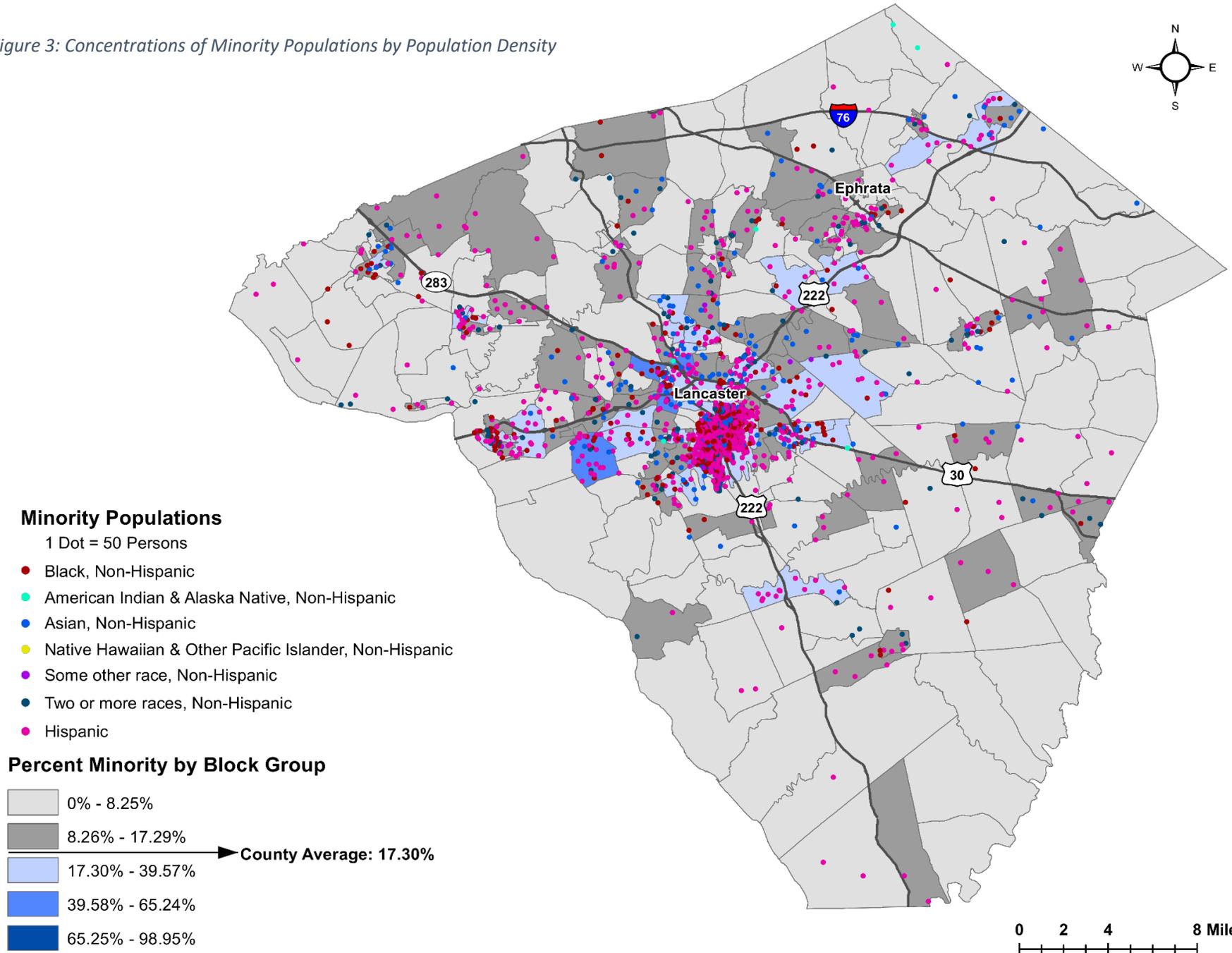
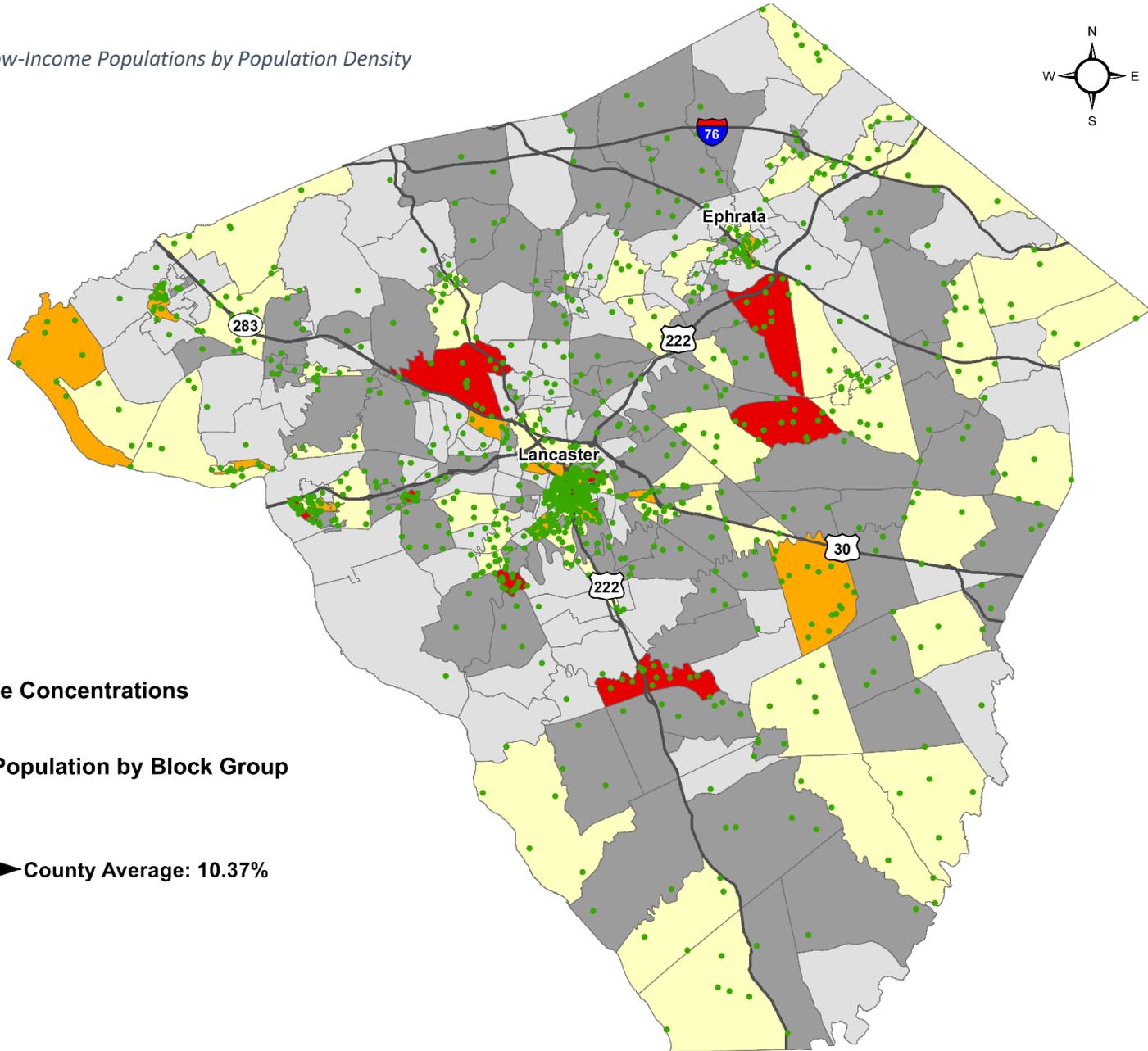
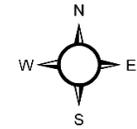


Figure 3: Concentrations of Minority Populations by Population Density



Source: 2013-2017 American Community Survey 5-Year Estimates

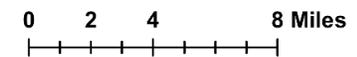
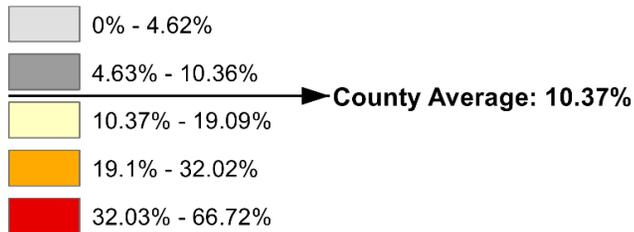
Figure 4: Concentrations of Low-Income Populations by Population Density



Persons in Low-Income Concentrations

• 1 Dot = 50 Persons

Percent Low-Income Population by Block Group



Source: 2013-2017 American Community Survey 5-Year Estimates

2021-2024 Transportation Improvement Program

As part of the 2021-2024 Transportation Improvement Program (TIP), Lancaster County MPO reviewed transportation projects located in areas that were determined to be “high minority” or “high low-income.” “High minority” refers to census block groups that have a concentration of minority persons that is greater than or equal to the Lancaster County regional average of 17.3 percent. “High low-income” refers to census block groups that have a concentration of low-income persons that is greater than or equal to the Lancaster County regional average of 10.37 percent.

The 2021-2024 TIP was analyzed to determine whether the distribution of transportation spending throughout the County was having disproportionately high or adverse impacts on locations with significant concentrations of minority or low-income populations. Projects from the 2021-2024 TIP for Lancaster County MPO have a total value of **\$218,386,215**.

Table 2: TIP Projects and Costs by Project Type

Project Type	# of Projects	% Projects	Cost	% Cost
Bike/Ped	4	5%	\$4,697,200	2.2%
Bridge	41	55%	\$65,763,984	30.1%
Congestion Reduction	12	15%	\$95,803,351	43.9%
Railroad Crossing	1	1%	\$1,500,000	0.7%
Reserve Line Item	8	11%	\$15,020,426	6.9%
Roadway Reconstruction/Resurfacing	2	3%	\$3,380,000	1.5%
Safety Projects	5	7%	\$28,521,254	13.1%
Traffic Signals/Intersection Improvements	1	1%	\$3,200,000	1.5%
Traffic System Management/ITS	1	1%	\$500,000	0.2%
Total	75	100%	\$218,386,215	100%

This TIP is weighted heavily by the Statewide Investment Plan toward spending on bridge improvements and construction, consistent with the current statewide priority to address poor condition bridges. Bridges located in minority and low-income population areas targeted for improvement will likely be a benefit or burden dependent upon the use of the bridge, access to major roadways, bicycle and pedestrian access, and other important factors of consideration. Project priorities in future TIP cycles may change once the problems with poor condition bridges are addressed.

The TIP also shows significant investment in congestion reduction. These projects include interchange improvements, roadway widening/adding of capacity, and roadway extensions. Within this project category, the County continues to support the Commuter Services ridesharing program, which will allow for more efficient movement of all resident workers within Lancaster County. Most of these projects are taking place on the county's major arterials. Improvement projects located within minority and low-income population areas could pose benefit by increasing the efficiency of traffic movement from these areas but could experience burdens due to the extent of construction impacts.

The below table summarizes the dollar value of projects according to project type and geographic proximity to high minority and low-income populations. Projects affecting several population concentrations (i.e. one high minority, one high in low-income population) had costs split amongst those concentrations.

There was a total investment of \$53.6 million (26.5 percent of the TIP) in high minority, \$22.1 million (11 percent of the TIP) in high low-income areas, and \$66.3 million (33 percent of the TIP) in both high minority and high low-income areas.

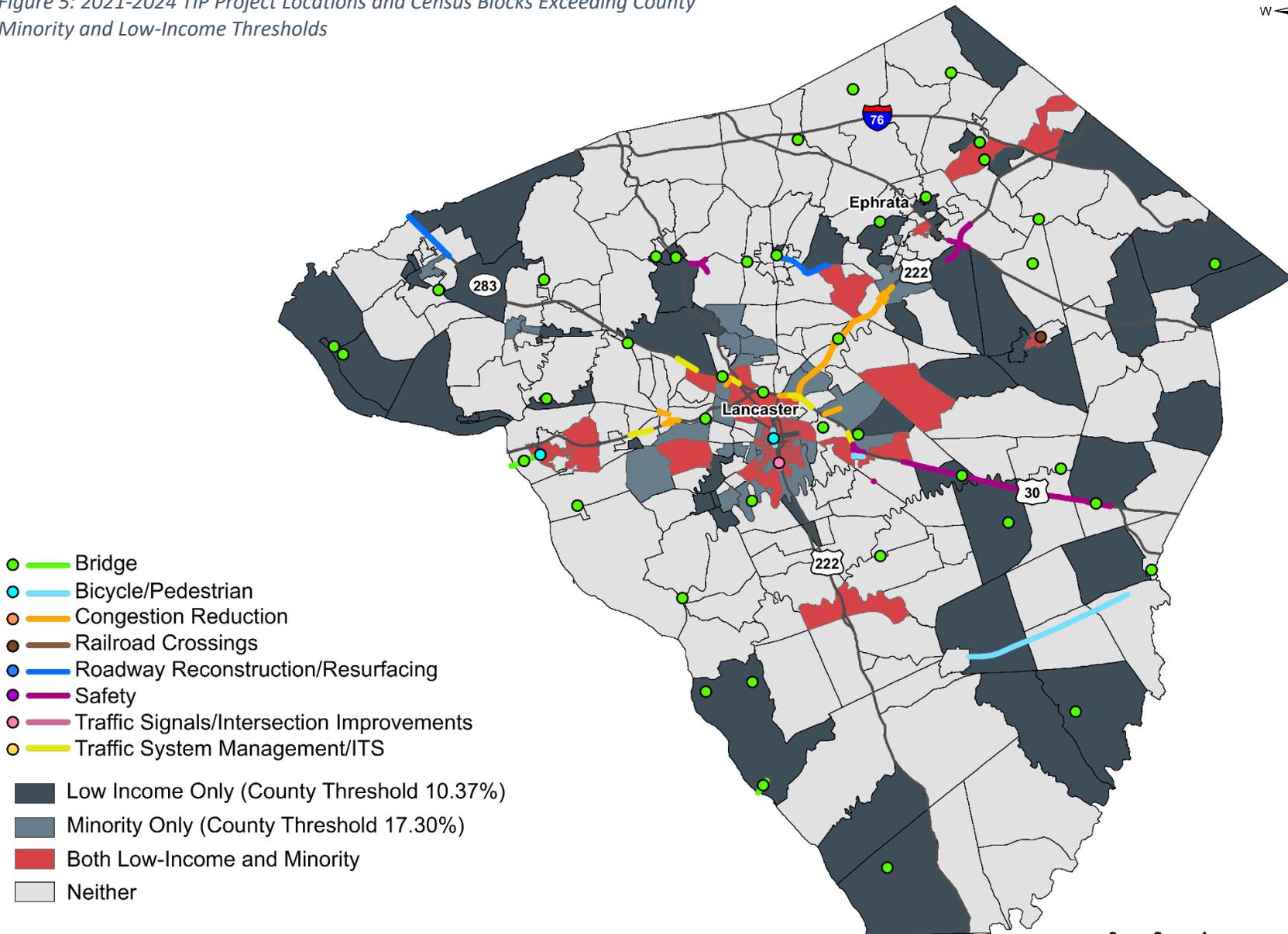
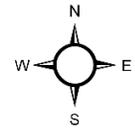
Table 3: Dollar Value of TIP Projects by Type in High Minority and Low-Income Populations

Project Category	Minority Only	Low-Income Only	Both Minority and Low-income	Neither Minority nor Low-income	Lancaster County MPO Total
BRIDGE	\$823,401	\$10,736,833	\$7,230,340	\$46,973,410	\$65,763,984
	2.4%	39.1%	7.3%	51.2%	
BICYCLE/PEDESTRIAN		\$1,033,550	\$3,063,650	\$600,000	\$4,697,200
		22.1%	65.2%	12.7%	
CONGESTION REDUCTION	\$52,783,543	\$404,000	\$31,470,645	\$9,737,075	\$94,395,263¹
	55.9%	0.5%	33.3%	10.3%	
RAILROAD CROSSINGS				\$1,500,000	\$1,500,000
				100%	
HIGHWAY (RECONSTRUCTION/RESURFACING)		\$1,690,000	\$1,690,000		\$3,380,000
		50%	50%		
SAFETY	\$7,974,975	\$4,951,151	\$8,886,975	\$6,701,151	\$28,521,254
	28%	17.4%	31.2%	23.4%	
TRAFFIC SIGNALS/INTERSECTION IMPROVEMENTS			\$3,200,000		\$3,200,000
			100%		
TRAFFIC SYSTEM MANAGEMENT/ITS	\$125,000	\$125,000	\$125,000	\$125,000	\$500,000
	25%	25%	25%	25%	
TOTAL PROJECTIONS	\$53,606,944	\$22,069,136	\$66,314,136	\$59,967,485	\$201,957,701²
	26.5%	10.9%	32.8%	29.7%	100%

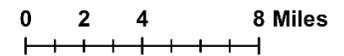
¹ Does not include Commuter Services Rideshare Program, totaling \$1,408,888

² Does not include County Reserve Line Items totaling \$15,020,426 or Commuter Services Rideshare Program, totaling \$1,408,088. Total TIP cost is \$218,386,215.

Figure 5: 2021-2024 TIP Project Locations and Census Blocks Exceeding County Minority and Low-Income Thresholds



- Bridge
 - Bicycle/Pedestrian
 - Congestion Reduction
 - Railroad Crossings
 - Roadway Reconstruction/Resurfacing
 - Safety
 - Traffic Signals/Intersection Improvements
 - Traffic System Management/ITS
- Low Income Only (County Threshold 10.37%)
 - Minority Only (County Threshold 17.30%)
 - Both Low-Income and Minority
 - Neither



Source: 2013-2017 American Community Survey 5-Year Estimates
Lancaster County GIS

Condition Assessment

In order to analyze benefits and adverse effects, the MPO examined existing conditions of transportation assets throughout the county and safety performance relative to the minority and low-income populations. The use of these tables going forward allow the MPO to track performance relative to the number of non-motorized crashes, poor condition bridges, and mileage of poor condition pavement in the county, and identify performance disparities between minority and low-income populations and populations that are not minority or low-income.

Lancaster County currently has 145 bridges in poor condition. Of those bridges, 18, or 12%, are located within High Minority block groups and 54, or 37%, are within High Low-Income block groups.

Table 4: Distribution of Poor Condition Bridges by Minority Population Intervals

<i>Population/Asset</i>	Percent Minority Population Intervals					<i>Total</i>
	0% -8.25%	8.26% -17.29%	17.3% -39.57%	39.58% -65.24%	65.25% -98.95%	
Poor Condition Bridge Count	96	31	16	1	1	145
Percentage	66.2%	21.4%	11.0%	0.7%	0.7%	100%
Total Population	232,838	151,225	85,465	38,145	28,821	536,494
Total Population (in %)	43.4%	28.2%	15.9%	7.1%	5.4%	100%
Minority Population	8,882	19,134	22,560	19,736	22,474	92,786
Minority Population (in %)	9.6%	20.6%	24.3%	21.3%	24.2%	17%

Source: 2013-2017 ACS, PennDOT

Table 5: Distribution of Poor Condition Bridges by Low-Income Population Intervals

<i>Population/Asset</i>	Percent Low-Income Population Intervals					<i>Total</i>
	0% -4.62%	4.63% -10.36%	10.37% -19.09%	19.1% -32.02%	32.03% -66.72%	
Poor Condition Bridge Count	36	55	37	9	8	145
Percentage	24.8%	37.9%	25.5%	6.2%	5.5%	100%
Total Population	176,063	179,392	116,117	33,832	31,090	536,494
Total Population (in %)	32.8%	33.4%	21.6%	6.3%	5.8%	100%
Low-Income Population	17,293	11,385	9,306	8,127	8,133	54,244
Low-Income Population (in %)	31.9%	21.0%	17.2%	15.0%	15.0%	10%

Source: 2013-2017 ACS, PennDOT

The pavement condition charts below indicate 16.3% of poor pavement mileage in Lancaster County is located in High Minority block groups and 46.7% is located in High Low-Income block groups.

Table 6: Distribution of Poor Pavement Mileage by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0% -8.25%	8.26% -17.29%	17.3% -39.57%	39.58% -65.24%	65.25% -98.95%	
Poor Pavement Mileage	52.72	20.46	8.32	2.61	3.27	87.38
Percentage	60.3%	23.4%	9.5%	3.0%	3.7%	100%
Total Population	232,838	151,225	85,465	38,145	28,821	536,494
Total Population (in %)	43.4%	28.2%	15.9%	7.1%	5.4%	100%
Minority Population	8,882	19,134	22,560	19,736	22,474	92,786
Minority Population (in %)	9.6%	20.6%	24.3%	21.3%	24.2%	17%

Source: 2013-2017 ACS, PennDOT

Table 7: Distribution of Poor Pavement Mileage by Low-Income Population Intervals

Population/Asset	Percent Low-Income Population Intervals					Total
	0% -4.62%	4.63% -10.36%	10.37% -19.09%	19.1% -32.02%	32.03% -66.72%	
Poor Pavement Mileage	21.35	25.15	27.52	10.30	3.06	87.38
Percentage	24.4%	28.8%	31.5%	11.8%	3.5%	100%
Total Population	176,063	179,392	116,117	33,832	31,090	536,494
Total Population (in %)	32.8%	33.4%	21.6%	6.3%	5.8%	100%
Low-Income Population	17,293	11,385	9,306	8,127	8,133	54,244
Low-Income Population (in %)	31.9%	21.0%	17.2%	15.0%	15.0%	10%

Source: 2013-2017 ACS, PennDOT

Higher percentages of bicycle and pedestrian crashes in the county take place within block groups of larger populations. 57.1% of crashes occur in High Minority block groups while 57.7% of crashes occur in High Low-Income block groups. The distribution of these crashes is shown in the tables below.

Table 8: Distribution of Bicyclist and Pedestrian Related Crashes by Minority Population Intervals

<i>Population/Asset</i>	Percent Minority Population Intervals					<i>Total</i>
	0% -8.25%	8.26% -17.29%	17.3% -39.57%	39.58% -65.24%	65.25% -98.95%	
Bike-Pedestrian Crash Count	247	168	240	160	152	967
Percentage	25.5%	17.4%	24.8%	16.5%	15.7%	100%
Total Population	232,838	151,225	85,465	38,145	28,821	536,494
Total Population (in %)	43.4%	28.2%	15.9%	7.1%	5.4%	100%
Minority Population	8,882	19,134	22,560	19,736	22,474	92,786
Minority Population (in %)	9.6%	20.6%	24.3%	21.3%	24.2%	17%

Source: 2013-2017 ACS, PennDOT

Table 9: Distribution of Bicyclist and Pedestrian Related Crashes by Low Income Population Intervals

<i>Population/Asset</i>	Percent Low-Income Population Intervals					<i>Total</i>
	0% -4.62%	4.63% -10.36%	10.37% -19.09%	19.1% -32.02%	32.03% -66.72%	
Bike-Pedestrian Crash Count	178	232	230	138	189	967
Percentage	18.4%	24.0%	23.8%	14.3%	19.5%	100%
Total Population	176,063	179,392	116,117	33,832	31,090	536,494
Total Population (in %)	32.8%	33.4%	21.6%	6.3%	5.8%	100%
Low-Income Population	17,293	11,385	9,306	8,127	8,133	54,244
Low-Income Population (in %)	31.9%	21.0%	17.2%	15.0%	15.0%	10%

Source: 2013-2017 ACS, PennDOT

Evaluation of environmental justice benefits and burdens in the MPO's regional transportation planning is an evolving process. Anticipated changes to funding requirements, performance-based planning and programming requirements, and regional needs will continue to be incorporated in the environmental justice analysis. Success in improving the impact of the environmental justice benefits and burdens analysis on transportation decision-making will also depend on the continued outreach to minority and low-income communities and improving their access to information on transportation benefits and burdens.

In summary, the TIP is not expected to create any disproportionately high or adverse effects on Lancaster County's EJ populations. Over 70% of the TIP budget is being invested in communities that have significant low income or minority populations. The planned projects are expected to benefit communities through improved safety, reduced congestion and bridges in better condition. Communities may experience some burdens during the construction process, but no lasting disruptions or adverse effects are expected from the 2021 TIP.