

Lemoyne Connector Project
TIGER II Discretionary Grants Program

HATS Proposal (DRAFT)

The USDOT authorized \$600 million in TIGER II Discretionary Grants for transportation infrastructure projects including highway, bridge, transit, rail and port projects that impact the Nation, a metropolitan area, or a region.

The Lemoyne Connector project within the Harrisburg, PA MPO region is identified in the draft 2011 Regional Transportation Program as the number one ranked transportation project (out of more than 100) for funding consideration within the Tri-County area. The project involves the construction of a grade-separated rail freight line intersection, owned and operated by Norfolk Southern, at the western end of the Cumberland Valley RR bridge which is currently an unused multi-span arched bridge structure owned by the Cumberland - Dauphin - Harrisburg Capital Area Transit Authority (Capital Area Transit). This bridge has been proposed to be rehabilitated to allow for potential transit service including bus and /or commuter rail passenger and rail freight service, as well as emergency access, connecting the east and west shores of the Susquehanna River in downtown Harrisburg, and provide transit access to the surrounding communities.

A primary objective of the TIGER II Grant program is to fund projects that create economic stimulus within the region, and a secondary criterion is the integration of public service transportation efforts. We believe the characteristics and project development stage of this unique multi-modal regional transportation project meet the goals and project eligibility criteria as outlined under the requirements for the TIGER II Grant program and, as such, allows for the opportunity to apply for eligibility consideration of federal funding.

The project would include the construction of a grade separated Norfolk Southern rail line in the Borough of Lemoyne, as well as necessary improvements to the Cumberland Valley RR bridge, to allow for an unobstructed transit access corridor for the safe and efficient passage of bus and rail traffic. The estimated cost for the grade separated rail facility is

approximately \$20 million in addition to the estimated \$3-5 million for the upgrade of the existing RR bridge spanning the Susquehanna river.

A pre-application is required by July 16, 2010 and should the project subsequently receive preliminary approval, a final application is required by August 23, 2010. The federal funding portion of the proposed project is limited to 80 percent of the total project cost. All TIGER II funds are required to be obligated by September, 2012.

Capital Area Transit, acting as lead sponsoring agency for the TIGER II Grant process, will prepare and submit the appropriate application materials for evaluation of federal funding within the parameters of the TIGER II Grants program.

The Harrisburg region MPO proposes that Norfolk Southern resume the priority completion of the Lemoyne Connector project and commit to advancing the required project work, in order to obligate the federal funds within the allotted program time frame, should the efforts prove successful in obtaining Tiger II Grant funding. In addition, Norfolk Southern would provide the remaining project costs (excluding the costs to upgrade the Cumberland Valley RR bridge) in the form of the local match portion of project funding. Such a match would be far less than assuming total cost of the project without the TIGER II funding.