

HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
112 MARKET ST., 2nd FLOOR, HARRISBURG, PA 17101-2015
(717) 234-2639
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HATS Coordinating Committee Meeting
Friday, February 23, 2024 - 9:00 A.M.

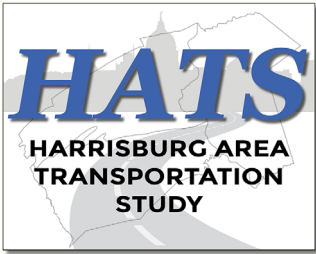
AGENDA

1. Welcome and Introductions
2. Reorganization
3. Meeting Minutes
 - a) Coordinating Committee – December 15, 2023 (*action*)
 - b) Technical Committee – February 9, 2024 (*info*)
4. TIP Modifications (FFY 2023-2026)
 - a) Administrative Modifications (*info*)
 - b) Amendments (*action*)
5. Program and Plan Updates
 - a) Bike-Ped Update (*info*)
 - b) Operations and Safety (*info*)
 - c) Performance Measure Target Setting (*action*)
 - d) FFY 2025-2028 TIP Development (*action*)
 - e) FY 2024-2025 UPWP (*action*)
 - f) Regional Studies (*info*)
6. Project Development Process
 - a) Project Pipeline (*info*)
 - b) Projects in Development (*info*)
7. Status Report
 - PADOT
 - STATE TRANSPORTATION COMMISSION
 - FHWA
 - REGIONAL PARTNERS
(SRTA, SARAA, Norfolk-Southern, Amtrak, PMTA,
PA Turnpike, SRTP, DCED, DCNR)
8. Other Business
9. Adjourn

LEGISLATORS REPORTS

LOCAL REPORTS
City of Harrisburg
Other Municipalities
Counties

Next meeting: April 26, 2024



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HATS Coordinating Committee Meeting
Friday, February 23, 2024 - 9:00 A.M.

ADDITIONAL INFORMATION ON SELECT AGENDA ITEMS

4) TIP Modifications (FFY 2023-2026)

a) Administrative Modifications

Full details on the administrative modifications made to the 2023-2026 Highway/Bridge & Interstate TIPs are available beginning on page 25 of the meeting packet. The Highway/Bridge TIP administrative modifications are also included on the [interactive TIP modifications web map application](#).

b) Amendments

Full details on the amendments proposed to the 2023-2026 Highway/Bridge & Transit TIPs are available beginning on page 48 of the meeting packet. The proposed amendment to the Highway/Bridge TIP is also included on the [interactive TIP modifications web map application](#).

5) Programs and Plan Updates

a) Bike-Ped Update

Development of the HATS Regional Active Transportation Plan continues, as public outreach events were held in early 2024. Draft recommendations were presented to the Plan Steering Committee, as well as at 3 County Open Houses, a Municipal Outreach meeting, and a Regional Stakeholder Outreach meeting. Input received at these outreach events will be incorporated into the draft recommendations and the interactive web-based plan will be developed. A presentation will be provided to the HATS Technical Committee in April.

For more information on the HATS Regional Active Transportation Plan, please contact [Andrew Bomberger](#) or visit the [HATS Regional Active Transportation Plan webpage](#).

HATS staff is coordinating with Tandem Mobility and our local sponsors to facilitate the replacement of the entire fleet of bikes, with the possible addition of new rack locations in April 2024. The 2023 SusqueCycle Annual Report is included in the meeting packet, beginning on page 50.

For more information on SusqueCycle, please contact [Andrew Bomberger](#) or visit [SusqueCycle.org](#).

b) Operations and Safety

The HATS Safe Streets For All Qualified Safety Plan steering committee met on January 17 and discussed the focus areas of the plan, as well as some preferred safety countermeasures. HATS staff continues working with Kittleson & Associates on analysis and preparation of the safety data. Development of the plan will continue in 2024, with adoption anticipated mid-year. Additionally, the proposed scope of work for the regional (District 8) Congestion Management Process has been finalized. HATS staff is working with PennDOT to secure the necessary funding.

For any questions on the SS4A Qualified Safety Plan or ongoing safety or congestion planning, please contact [Steve Deck](#).

c) Performance Measure Target Setting

HATS is required to annually adopt Performance Measure Targets related to safety. In the past, HATS has agreed to accept the statewide targets and program projects that contribute to the state meeting that target.

Included in the meeting packet is the PennDOT provided Performance Measure Target Setting form (pg. 52) and enclosure (pg. 54).

The Technical Committee recommended agreeing to planning and programming projects in support of PennDOT's established statewide targets for PM-1. Formal action from the Coordinating Committee is being requested.

d) FFY 2025-2028 TIP Development

HATS staff has continued working toward development of the FFY 2025-2028 TIP. Prior to the December HATS meetings, HATS staff coordinated with PennDOT and the region's municipalities and other stakeholders to develop the initial draft TIP, which was reviewed by the RTP Implementation Work Group. A review and coordination meeting with Central Office representatives was held on January 30. An interactive map of the draft FFY 2025-2028 TIP is available [here](#).

The following materials are included in the meeting packet:

- Draft FFY 2025-2028 HATS TIP Summary (page 55)
- Draft FFY 2025-2028 Highway & Bridge TIP (page 58)
- Draft FFY 2025-2028 Interstate TIP (page 63)

Adoption of the FFY 2025-2028 HATS TIP is anticipated to occur in June 2024. For any questions or requests for more information, please contact [Andrew Bomberger](#).

The Technical Committee recommended approval to begin Air Quality Conformity Analysis with the draft FFY 2025-2028 HATS TIP. Formal action from the Coordinating Committee is being requested.

e) FY 2025-2026 UPWP

Comments were received from FHWA's official review and incorporated into the final draft for HATS approval. The final draft FY 2025-2026 UPWP is included in the meeting packet for review, beginning on page 64. The approved UPWP document will be forwarded to PennDOT upon adoption for contract execution.

For any questions or requests for more information, please contact [Andrew Bomberger](#).

The Technical Committee recommended approval of the FY 2025-2026 UPWP. Formal action from the Coordinating Committee is being requested.

f) Funded Studies

Update to be given at meeting.

8) Other Business

The HATS FFY 2023 Annual Obligation Report is included in the meeting packet, beginning on page 94. It is also available [here](#).

H A T S
Coordinating Committee Meeting
Meeting #265
December 15, 2023
9:00 AM
DRAFT

1. Welcome and Introductions

The December 15, 2023 HATS Coordinating Committee meeting began at 9:00 AM. Mr. Haste welcomed everyone to the meeting and stated the attendance list would be taken from the online registrations. He informed participants the meeting was being recorded and asked anyone making motions or objecting to motions to state their name before doing so.

2. Presentations

Mr. Deck provided a brief overview of the Harrisburg Downtown Circulation Study. He mentioned the presentation that was given at the December Technical Committee meeting by Kittelson & Associates, Inc that showed the feasibility of converting Market Street from Second Street to Fifth Street in the City of Harrisburg, which is driven by the future relocation of the CAT transfer center to Cameron Street. The study also looked at a lane diet on the Market Street Bridge among other improvements. Analysis of Chestnut and Walnut Streets were also included in the work, including the feasibility of two-way traffic on Walnut Street. He mentioned that outreach will continue with the city, businesses, and the public.

Mr. Haste asked about the timeframe for the movement of the transfer center. Mr. Deck stated that the move would occur in about 3 years.

3. Meeting Minutes

a. Coordinating Committee – September 22, 2023

Commissioner Foschi moved to approve the June Coordinating Committee meeting minutes. Mr. Turner seconded the motion and it was unanimously approved.

b. Technical Committee – December 1, 2023

Mr. Haste noted the December Technical Committee minutes were included in the meeting packet for informational purposes.

4. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

Mr. Owens provided the following overview of the administrative modifications made to the FFY 2023-2026 Highway/Bridge TIP since the September HATS meetings:

- 57 total actions
 - 49 increased/decreased funding
 - 5 cash-flowed funds
 - 3 changed funding source
- Clark's Ferry Interim Repairs (MPMS 119484)
 - Increasing the construction phase of Clarks Ferry Interim Repairs by \$995,620 to match the bid amount.
 - May consist of an early action bridge preservation on the Clarks Ferry bridge on US Route 22 over the Susquehanna River in Reed Township, in Dauphin County.
 - This project was let on September 14, 2023.
- Systemic Low-Cost Improvements for Stop Controlled (MPMS 114559)
 - Increasing the construction phase of Systemic Low-Cost Improvements for Stop Controlled \$65,921 for additional pavement markings and flashing warning devices on SR 274 and SR 74 in Spring and Tyrone Township(s).
 - This project was let on October 6, 2022.
- I-81/I-83 Noise Walls (MPMS 105864)
 - Increasing the construction phase of I-81/I-83 Noise Walls by \$73,621 for sound wall repairs. May consist of installing Noise Walls along Interstate 81/83 NB merge to Mountain Road in Lower Paxton Township, Dauphin County.
 - This project was let on July 23, 2020.

All administrative actions were presented for information only and did not require approval.

b. Amendments

Mr. Mullins proposed five total amendments to the FFY 2023-2026 Highway/Bridge TIP, with one separated out as follows:

- Bridge
 - Spring Road over Little J (MPMS 101093)
 - Changing the funding source and increasing the construction phase of Spring Road over Little J to match the most recent estimate and better utilize the funds.

- Increased from \$848,720 to \$2,419,533, but no longer using state funds for CON phase
 - Overall increase of \$1,570,813
- This project consists of a bridge replacement on PA 34 (Spring Road) over Little Juniata Creek in Centre Township, Perry County.
- The current estimated let date is July 11, 2024.

Mr. Bugaile moved to recommend approval of the proposed bridge amendment. Mr. Green seconded the motion and it was unanimously approved.

- Carlisle Connectivity related Amendments
 - Perry County Covered Bridge (MPMS 119311)
 - Decreasing the construction phase of Perry County Covered Bridge for \$563,338 to better utilize the funds. The construction phase is programed on the 2025 Draft TIP.
 - This project consists of bridge rehab on 6 covered bridges in Perry County
 - Hummelstown Ped Improvements (MPMS 119305)
 - Removing the construction phase of Hummelstown Ped Improvements for \$732,504 to better utilize the funds. The construction phase is programmed on the 2025 Draft TIP.
 - This project consists of pedestrian improvements in downtown Hummelstown Borough, Dauphin County.
 - Emaus Streetscape Project (MPMS 119310)
 - Removing the construction phase of Emaus Streetscape Project for \$868,650 to better utilize the funds. The construction phase is programed on the 2025 Draft TIP.
 - This project consists of pedestrian improvements on Emaus Street between Wood Street and Union Street intersections in Middletown Borough, Dauphin County
 - Carlisle Connectivity RTP – (MPMS 115783)
 - Increasing the construction phase of Carlisle Connectivity RTP for \$1,700,000 to match the low bid amount.
 - This project consists of the reconstruction/realignment/installation of a roundabout at the intersection of N. Hanover Street, East and West Penn Street and Fairground Avenue and a realignment of the intersection of Carlisle Springs Road and N. Hanover Street
 - This project was let on October 19, 2023.

Commissioner Foschi made the motion to approve the four Carlisle related amendments. Mr. Turner seconded and the motion was approved unanimously.

5. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger discussed the ongoing Regional Active Transportation Plan, stating initial public event attendance has concluded and both staff and consultants are focused on developing the recommended network and priorities. Moving forward, open house public meetings will be held in January in each county to present draft recommendations and solicit public input. Outreach and publicity for those meetings has begun.

Mr. Bomberger stated SusqueCycle bikes have now been hibernated for the winter and staff is working with Tandem Mobility to facilitate the replacement of the fleet with new bikes that enable tracking, which will assist in data collection as well as improve security. This is reflected with an increase in funding on the draft FFY 2025-2028 TIP, which will also allow for modest expansion of the system.

b. Operations and Safety

Mr. Deck stated that work on the HATS Safe Streets For All Qualified Safety Plan continues and that a very good working group has been put together as a steering committee for the plan. Moving forward, more specific locations and strategies will be looked at to go into the plan. He also reminded everyone that there is an upcoming update of the Congestion Management Process, and that it will encompass all of PennDOT District 8-0 and not just the HATS region. Work is expected to commence in the coming months.

Any questions or suggestions can be forwarded to sdeck@tcrpc-pa.org.

c. FFY 2025-2028 TIP Development

Mr. Bomberger stated the draft FFY 2025-2028 TIP materials are provided in the meeting packet, along with a memo summarizing the development process, current status and upcoming important dates/milestones. Overall, the majority of the project programmed on the draft TIP are carried over from the FFY 2023-2026 TIP, with the exception of two highway reconstruction projects in northern Dauphin and Perry Counties. Other highlights of the draft FFY 2025-2028 TIP include the bridge rescoping consistent with lowest life cycle cost considerations as presented at previous HATS meetings, local bridge bundles in each county, the continued RTP

Implementation Grant Program, increased bike share funding, and the CAT Bridge being programmed for final design in 2031 and construction in 2032.

Mr. Bomberger referenced the interactive mapping available for review, encouraged any questions or comments to be forwarded to him and stated the draft FFY 2025-2028 TIP will be back before the committees in February for official action to begin Air Quality Conformity Analysis. Formal adoption is anticipated for June 2024.

Mr. Reisinger reminded the committee that PennDOT has over \$2.5 billion worth of interstate investment in the HATS region. The focus of which is I-83 and the South Bridge.

Mr. Green stated that PennDOT Central Office released their 2025-2028 TIP Spike decisions and reiterated the investment in, and benefits to, the HATS region.

d. Transportation Alternative Set Aside

Mr. Bomberger provided a brief overview of the Transportation Alternative Set Aside (TASA) program and the applications received from the HATS region. Based on the evaluations and discussion from the HATS RTP Implementation Work Group meeting on November 14, the Paxtang Parkway Phase 3 project is being recommended for funding through the regional TASA allocation. The other projects would be forwarded to the statewide round for consideration, with support for selection expressed for the Walnut Street Multimodal, Prince Street Pedestrian Mobility, and Route 74 Shared Use Path projects. The HATS Technical Committee then further recommended the selected and supported projects.

Mr. Bugaile made the motion to approve the TASA project ranking and selection as recommended by the Technical Committee. Commissioner Foschi seconded the motion and it was unanimously approved.

e. HATS-YAMPO MOU

Mr. Bomberger gave a brief description of the HATS-YAMPO MOU and stated that it was due for minor updates. YAMPO has already voted to approve the updated MOU.

Mr. Green moved to approve the updated MOU. Commissioner Foschi seconded the motion and it was unanimously approved.

f. ADA Coordinator Designation

Mr. Deck stated that there are federal requirements to designate an ADA Coordinator for the region. TCRPC designated the Executive Director, currently Steve Deck, as the ADA Coordinator for the Tri County region.

For more information or to submit an accommodation request or complaint, please reach out to planning@tcrpc-pa.org or by calling 717-234-2639.

g. Funded Studies

Mr. Deck discussed the Riverlands Safety Improvement project and stated that public meetings have been conducted and a will be summary compiled.

Mr. Deck mentioned the 5 studies awarded through the previous round of the RTP Implementation Grant Program, including Susquehanna Township, Mechanicsburg Borough, and Hummelstown Borough Active Transportation Plans, the Carlisle Pike Pedestrian Accommodation, and the Millerstown Bike/Ped Feasibility Study.

6. Project Development Process

a. Project Pipeline

Mr. Bomberger stated there were some minor changes made to the Project Pipeline following municipal outreach done at the early stages of TIP development.

Transportation Need Forms can be filled out anytime at <https://www.tcrpc-pa.org/rtp-menu>.

b. Projects in Development

Mr. Mullins gave an update for several projects including the following:

- I-81 Resurfacing, Exit 59 to Wade Bridge
 - All bituminous paving has been completed.
 - Contractor is scheduled to continue work, weather permitting, performing the necessary shoulder backup along the I-81 mainline and the exit 61, exit 65 interchange ramp shoulders.
 - The projects ITS camera installations to the existing DMS sites have been completed and the required test periods for the cameras is ongoing.
 - The remaining work on the project, which includes the full depth reconstruction of the roadway on, off approaches at the Conodoguinet Bridge, along with the installation of the Traffic Count Monitoring Sites (CAVC) loop sensors, will be performed in the Spring 2024.
 - Project is expected to be completed Summer of 2024
- SR 34, Spring and Calvary Roads

- Project is in a winter shut down and is scheduled to restart in Spring 2024 with the intersection reconstruction work along with the milling, paving along Calvary Road, the remaining 0.6 miles of milling, paving, on SR 34, which is south of the intersection of Calvary Road to the overhead turnpike bridge, along with the shoulder backup, line painting, legends, and other associated work items to complete the project.
- Work anticipated to be completed in July 2024.
- I-83 East Shore Demo
 - Parcel demolitions continue on Derry, York and Wayne streets.
 - The original project completion date is November 18, 2022. A Time extension will be submitted at a later date for the additional building and billboard demolitions added to this project.
- US 322 & Chambers Hill Road
 - The contractor placed wall panels on Retaining Wall No. 1 and backfilled with stone along the SR 2019 WB Bypass.
 - Hydroseeding of Witmer Drive, Basin No. 2 and 82nd Street was completed.
 - The contractor poured inlets along SR 322 WB shoulder and also performed temporary paving on the Westbound Route 322 shoulder between Kunkle Avenue and Chambers Hill Road.
 - Excavation for the jug handle has started from Eastbound onto Witmer Drive.
 - The project completion date is August 18, 2027.
- Cameron Street Resurfacing
 - NTP was issued on June 7, 2023.
 - Field staff is currently laying out concrete patching locations.
 - JDE will not be starting work until the Spring of 2024.
 - The project completion date is September 1, 2026.
- I-83 East Shore Section 3
 - The prime contractor is New Enterprise Stone & Lime Co., Inc of New Enterprise, PA.
 - The project cost is \$154,667,126.19.
 - NTP was issued October 12, 2023.
 - 83 NB Stage 1 barrier was set closing the right shoulder in late October 2023.
 - Clearing operations are ongoing.
 - The project completion date is October 12, 2027.
- Clarks Ferry Interim Repairs
 - The prime contractor is JVI Group Inc., of York Springs, PA.
 - The project cost is \$1,927,570.57
 - NTP was issued October 18, 2023.
 - Removal of deteriorated concrete on piers is ongoing.
 - Installation of falcon netting/screening is ongoing.
 - The project completion date is August 30, 2024.

- **Laudermilch Road Project**
 - Work began in early November 2023
 - Bridge is currently closed and a detour is in place using E Derry Rd, 422, N Lingle Ave, and Hersheypark Dr.
 - Expected project completion July 2025
- **US 22/322 Resurfacing**
 - Contractor began tree trimming, tree removal operations on December 4, 2023, and is expected to perform this work for the next three weeks.
 - Upon completion of work in the 2023 season, contractor will go into project winter shutdown and resume work operations in Spring 2024 to complete the remaining two miles of the project for both 22/322 EB and WB from the Millerstown exit interchange to the Perry/Juniata County lines.
 - Anticipated work restart will be March 2024.
 - Contract completion date is October 18, 2024.

Mr. Mullins noted that there is an expected weekend closure beginning at 9pm 12/15/2023 on southbound I-83 South Bridge. Expected reopening no later than 6am 12/18/2023. Detours were noted using I-83, I-81, and 581.

7. Status Report

PennDOT

Mr. Reisinger introduced Gavin Gray as the new acting PennDOT District 8-0 Executive though at least Spring 2024. He stated the Mr. Owens will be moving into a new position with the district bridge unit and thanked him for his work with HATS. He thanked everyone for the support that was received for the South Bridge project. There are currently two grant applications in for the project.

FHWA

Mr. Porochniak stated that US DOT released three new resources including the announcement of the new Office of Multimodal Freight Infrastructure & Policy, an updated version of the Promising Practices for Meaningful Public Involvement and Transportation Decision Making Guidebook, and a new report entitled 2022 Survey of Equity Practices in the Transportation Planning Process.

SRTA

Mr. Bugaile stated SRTA will be submitting a RAISE grant application and are seeking letters of support.

SRTP

Mr. Boyer discussed the outreach efforts being undertaken by Commuter Services and the events including health and wellness fairs for various employers. He stated their involvement in giving comment on plans to various MPOs. Dauphin County participated in a Clash of Counties event held by SRTP.

PA SILC

Mr. Iseman gave an overview of PA SILC and the SIL of Central PA. He also shared information on the PA Transportation Alliance and the issues they address and looks forward to participating in HATS more in the future.

8. Other Business

Mr. Bomberger shared information on the Draft 2024-2025 UPWP and stated that it was sent out for stakeholder comment. Those comments will then be incorporated and the UPWP will be sent to FHWA for comment and finally adoption by HATS at the February meetings.

Mr. Bomberger clarified that SRTA Regional Safe Routes to School TASA application is a regional application and the Lancaster MPO was chosen as the lead MPO. HATS sent a comment in support of the application in the statewide selection round. He also clarified why it was best for the program to be funded from the statewide round rather than a specific MPO.

Mr. Deck noted the 2024 HATS meeting dates included in the packet. HTAS committee members we asked to review their membership and submit any changes that need to be made.

9. Adjournment

Mr. Green moved to adjourn. Commissioner Foschi seconded the motion and it was unanimously approved.

The meeting was adjourned at 10:21 am.

Next meeting is scheduled for February 23, 2024.

ATTENDANCE

Harrisburg Area Transportation Study Coordinating Committee Meeting December 15, 2023

Name	Affiliation
Coordinating Committee Officers	
Jeff Haste, Chairman	Dauphin County
Commissioner Jean Foschi, Secretary	Cumberland County
Coordinating Committee Members	
Representative Perry Stambaugh	Perry County
Jim Turner	Perry County
Toby Fauver	Cumberland County
Eric Bugaile	SRTA
Ray Green	PennDOT Central Office
Rich Reisinger	PennDOT District 8-0
Other Attendees	
Steve Deck	HATS Planning Staff
Diane Myers-Krug	HATS Planning Staff
Andrew Bomberger	HATS Planning Staff
Tanner Stroup	HATS Planning Staff
Karen Dixon	HATS Planning Staff
Ted Sheehe	PennDOT Central Office
Gavin Gray	PennDOT District 8-0
Carey Mullins	PennDOT District 8-0
Kenana Zejcirovic	PennDOT District 8-0
Jon Owens	PennDOT District 8-0
Gene Porochniak	FHWA
Beth Nidam	SRTA
Sarah Keller	PA Sen. Rothman staff
John Fulponi	PA Sen. DiSanto staff
Andrew Dudziak	PA Rep. Delozier staff
Representative Barbara Gleim	PA House
Kim Morewood	PA Rep. Gleim staff
Matt Boyer	Commuter Services/SRTP
Geoffrey Knight	City of Harrisburg
Sean Schultz	Carlisle Borough
Mark Malarich	Carlisle Borough
Jeff Bergsten	Carlisle Borough
Ross Willard	Recycle Bicycle
Jim Buckheit	Harrisburg Bicycle Club
Bill Peterson	Center for Community Building
Jeff Iseman	PA SILC

H A T S
Technical Committee Meeting
Meeting #326
February 9, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

The February 9, 2024 HATS Technical Committee meeting began at 9:00 AM. Mr. Deck welcomed everyone to the meeting and stated the attendance list would be taken from the online registrations. He informed participants the meeting was being recorded and asked anyone making motions or objecting to motions to state their name before doing so.

2. Reorganization

a. Officer Nominations

Mr. Deck reminded everyone of the current slate of Technical Committee officers - Mr. Deck as Chair, Ms. Myers Krug as Vice Chair, and Mr. Bomberger as Secretary - and asked for nominations for officers for 2024.

Mr. Stoner made the motion to keep the current slate of officers for 2024. Mr. Green seconded the motion, and it was unanimously approved.

3. Meeting Minutes

a. Technical Committee – December 1, 2024

Ms. Zejcirovic moved to approve the December Technical Committee meeting minutes. Mr. Green seconded the motion, and it was unanimously approved.

b. Coordinating Committee – December 15, 2024

Mr. Deck noted the December Coordinating Committee minutes were included in the meeting packet for informational purposes.

4. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

Mr. Puher provided the following overview of the administrative modifications made to the FFY 2023-2026 Highway/Bridge TIP since the December HATS meetings:

- 27 total actions

- 20 increased and decreased funding
- 1 cash-flowed funds
- 1 changing funding source
- 1 phase removal
- 4 adding phases

Highlights of the administrative modifications included the following:

- Hempt Road Bridge (MPMS 102271)
 - Increasing the construction phase of Hempt Road Bridge by \$588,838 to match the most recent estimate.
 - This project consists of a bridge rehabilitation on T-551 (Hempt Road) over Hogestown Run in Silver Spring Township, Cumberland County.
 - The current estimated let date is January 25, 2024.
- Horse Valley Road over Horse Valley Run (MPMS 117252)
 - Removing the construction phase of Horse Val Rd over Horse Val Run this project is going to be done by County Maintenance Forces.
 - This project may consist of a bridge rehabilitation/replacement on Horse Valley Road over Horse Valley Run in Toboyne Township, Perry County.
 - The current estimated let year is 2026.
- Big Spring Road Resurface (MPMS 105346)
 - Increasing the construction phase of Big Spring Road Resurface for \$825,000 to match the most recent estimate.
 - This project consists of resurfacing, drainage, and guiderail updates on PA-274 from Franklin County line to Shearer Dug Trail in Toboyne Township, Perry County.
 - The current estimated let date is scheduled on March 14, 2024.
- Clarks Ferry Interim Repairs (MPMS 119484)
 - Increasing the CON phase of Clarks Ferry Interim Repairs in FFY 2024 for \$800,000 to jacket two additional piers based on inspection reports.
 - This project consists of an early action bridge preservation on the Clarks Ferry bridge Susquehanna River in Reed Township, in Dauphin County.
 - This project consists of a bridge preservation (Clarks Ferry Bridge) on US Route 22 over the Susquehanna River in Reed Township, Dauphin County.
 - This project was let on Sept. 14, 2023.

b. Amendments

Ms. Zejcirovic proposed 1 new amendment to the FFY 2023-2026 Highway/Bridge TIP:

- Maclay Street Bridge (MPMS 74521)
 - Increasing the right-of-way phase of Maclay Street Bridge in FFY 2024 by \$4,321,850 to match the most recent estimate.
 - This project consist of a bridge replacement on Maclay Street (State Route 3022) over Norfolk Southern Railroad in the City of Harrisburg, Dauphin County.
 - The current estimated let date is June 5, 2025.
 - As project progressed and the right of way plan was developed and refined, it included property acquisition from the gas station facility at the corner of Maclay and 7th Street and land rights needed from Norfolk Southern.
 - It became apparent that the \$750,000 estimate was insufficient.
 - The estimated value of the properties needed total a little over \$3.6 million and the remaining estimates are for relocation and moving expenses, appraisals, etc.
 - This is funded by the Highway Reserve Line Item.

Mr. Stoner moved to recommend approval of the Highway/Bridge amendment.
Mr. Green seconded the motion and it was unanimously approved.

Mr. Green presented an amendment to the SRTA 2023-2026 Transit TIP:

- SRTA Operations Maintenance
 - Funda added to the program totaling \$144,593,512 for the construction of an Operations/Maintenance/Admin facility to support transit in Dauphin, Cumberland, and the City of Harrisburg.
 - The new facility on Cameron Street will be approximately 225,000 square feet.
 - It will allow SRTA to convert to CNG fuel as well.
 - SRTA is plying for a RAISE grant, and the requested amount must be programmed on the 2023-2026 SRTA TIP.

Mr. Farr gave some background on the above project stating it was originally programmed with all local funds based on old estimates. These new numbers are based on a more recent 60% design soon to be completed. He stated that they are pursuing the RAISE Grant as well as a Bus & Bus Facilities Grant from the FTA which both require the project to be programmed on the transit TIP.

Mr. Green asked if SRTA has received any letters of support from HATS or PennDOT.

Mr. Farr stated that they have not received a letter from HATS but used the opportunity to do so. He also stated that PennDOT/Commonwealth of PA will be a joint applicant for the grants. They have received approximately 30 letters of support thus far but welcome more.

Mr. Bomberger asked about and Mr. Green clarified that these funds being programmed on the transit TIP do not affect the Highway/Bridge TIP.

Mr. Owen moved to recommend approval of the Transit amendment. Ms. Zejcirovic seconded the motion and it was unanimously approved.

5. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger discussed the ongoing Regional Active Transportation Plan, stating open house public meetings were held in January in each county to present draft recommendations and solicit public input. Virtual municipal and stakeholder meetings were also held with great attendance overall for all meetings and outreach. The final plan will be web based with a series of web pages and a StoryMap.

Mr. Bomberger shared the SusqueCycle annual report, stating that there were over 2,000 rides for the first full year of the program. Outreach is currently being conducted to potential sponsors. The bikes are currently in hibernation during the winter months and returning in April. Staff is working with Tandem Mobility to facilitate the replacement of the fleet with new bikes that enable tracking, which will assist in data collection as well as improve security.

b. Operations and Safety

Mr. Deck stated that progress is being made toward initiating the regional Congestion Management Process. The third SS4A Steering Committee meeting was held in January with the focus of finishing up crash data analysis and beginning to look at potential countermeasures. FHWA has reached out to encourage HATS to apply for demonstration grants due to underutilization of program funding. HATS staff has been working on ideas for demonstration projects and encourages other ideas.

Mr. Reigner shared additional information on demonstration grants and projects and how that differs from implementation style projects and funding. There is a public meeting scheduled for February 28th at the Swatara Township Building from 4pm – 8pm to share the progress of the plan and solicit public input.

c. Performance Measure Target Setting

Mr. Bomberger discussed the process of performance measure target setting, stating that not much has changed in the past year and that the same two options of HATS adopting its own performance measure targets or agreeing to PennDOT's statewide performance measure targets. The ongoing safety plan should give a better understanding of targets for the HATS region once it is completed.

Mr. Deck summarized that at this time, HATS staff recommends continuing to agree with the state's set target for 2024 and reevaluate next year after the adoption of the safety plan and potential changes to the frequency of target setting by the federal government.

Mr. Green stated the PM1 safety target will be integrated into the HATS TIP and RTP.

Mr. Stoner made the motion to recommend acceptance of the PennDOT statewide PM-1 targets. Mr. Green seconded the motion and it was unanimously approved.

d. FFY 2025-2028 TIP Development

Mr. Bomberger shared the TIP summary and stated that there was no substantial feedback from the committee on the TIP documents. They were then submitted to PennDOT Central Office for review. Looking for action to move the draft 2025 – 2028 TIP onto Air Quality Conformity Analysis. All projects on the 25-28 TIP are carryover from the 23-26 TIP with the exception of 2 significant highway improvement projects on US 11/15 and US 22/322. Should be back from Air Quality Conformity by the April HATS meetings, at which time action will be taken to send for public comment in May. Then again at the June HATS meetings for official adoption of the TIP.

Mr. Owen made the motion to recommend sending the draft FFY 2025-2028 TIP onto Air Quality Conformity. Ms. Zejcirovic seconded the motion and it was unanimously approved.

e. FY 2024-2025 UPWP

Mr. Bomberger stated that the draft FY 2024-2025 UPWP was provided to the committee, FTA, and FHWA for comment in December. No comments were received from the committee, but FTA and FHWA comments have been incorporated into the draft. Asking for action to recommend adoption of the proposed final draft of the FY 2024-2025 UPWP as shown. Also note that this

UPWP is only covering a one-year timeframe to separate it from the TIP cycle. Future years will revert back to the two-year cycle.

Mr. Green made the motion to recommend adoption of the FY 2024-2025 UPWP. Mr. Stoner seconded the motion and it was unanimously approved.

f. Funded Studies

Mr. Bomberger discussed the 5 studies awarded through the previous round of the RTP Implementation Grant Program, stating the Millerstown Bike/Ped Feasibility Study is progressing, the Susquehanna Township Active Transportation plan is complete or nearly complete, and the Camp Hill Pedestrian Feasibility, Hummelstown Borough Active Transportation Plan, and Carlisle Pike Pedestrian Accommodation studies are all underway. HATS staff will be meeting with business leaders from the Market Street corridor in Harrisburg to discuss the completed Downtown Circulation Study to gather their input.

6. Project Development Process

a. Project Pipeline

Mr. Bomberger stated that there are no major updates regarding the Project Pipeline. HATS staff are in the process of starting the 2050 RTP update which is scheduled to be adopted by September 2025.

Mr. Stoner stated that they are working to identify the top 100 local roadway projects which could be incorporated into the project pipeline/RTP update.

b. Projects in Development

Mr. Deck stated that HATS staff have started to meet with PennDOT prior to the Technical Committee meetings to discuss agenda items and projects updates to share with the committee. He encouraged committee members to reach out if there are any specific projects they want covered.

Mr. Puher gave an update for several projects, including the following:

- Lemoyne Bottle Neck (MPMS 114202)
 - Norfolk Southern RR will be removing two of their RR bridge abutments from the western and central RR bridges (closest to Lemoyne) and adjacent to the westbound Market St lanes, shaving the embankment area, and adding a retaining wall.

- This goal of this is provide extra width to functionally improve upon each of the design alternatives and to improve sight distance.
 - 3 Alternatives were presented at a public meeting on January 29th in Lemoyne.
 - The public comment period is also open until February 29th on the PennDOT Website.
 - Alternative 2 was recommended by PennDOT which consisted of...
 - Three 11' lanes (2 WB and 1 NB),
 - Two 3' shoulders,
 - Two 8' shared use paths on each side of road and connecting into the Market Street Bridge proposed Utility Bridge.
 - Advancement of single alternative into more detailed engineering and environmental studies will occur after the comment period closes and comments are assessed.
 - The comment period remains open.
 - Coordination and refinements with the Market Street Bridge Team also continues.
 - Environmental Clearance is anticipated in the Summer of 2024.
 - Current Estimated let date is 11/6/2025.
 - Construction duration anticipated to be less than one year, Spring through Fall of 2026.
- I-83 South Bridge Project (MPMS 113754)
 - The project team is working through Preliminary Engineering and finalizing the comment responses for the FONSI in February.
 - The Public Website FAQ has been updated based on comments from FHWA.
 - We are also coordinating with Amtrak since they have catenary lines on the viaduct side.
- I-81 Auxiliary Lanes from Exits 47 to 48 (MPMS 117799)
 - District met with S. Middleton Township to discuss area
 - Progressing traffic models
 - Developing interchange concepts based on traffic model results
 - Design team is working on scheduling listening sessions with Carlisle Borough and S. Middleton to gather feedback/data/concerns for improvement
 - Online truck survey to be sent out soon.

- Center/21st Intersection (MPMS 114319)
 - Consultant has completed an alternatives analysis and will be presenting alternatives to the District on 02/11/24.
 - After an alternative is selected, will meet with municipality to discuss.
 - Look to start preliminary engineering by April.

- Market St (MPMS 93176)
 - The District and MPO staff are coordinating on a future meeting to discuss funding and MPO staff questions.
 - The District is working through environmental 6F process

7. Status Report

PennDOT

Mr. Green gave an update TSMO funding round stating PennDOT Central Office released \$48 million statewide for draft TIPs for TSMO related projects using Carbon Reduction Program funding. There is one approved project in the HATS MPO totaling \$82,416 plus local match.

FHWA

Mr. Porochniak shared that RAISE Grant applications are due February 28th and the Bridge Investment Program Planning and Bridge Project Grant applications are due March 19th.

SRTA

Ms. Nidam shared that their same day shared ride pilot program has been extended. The program has been a success thus far and the initial \$1 surcharge has now been removed. This program can also allow paratransit riders to get same day rides as capacity allows.

SRTP

Mr. Boyer provided an update, sharing their 6-month program update and stating that they had their reorganizational meeting in January. This year is the 20th anniversary of SRTP and with that comes a rebranding from Commuter Services of PA to CommutePA. Background work is being done to get the regional CMP update moving along. Two entities from the Tri County region secured the national status of Best Workplaces for Commuters.

DCED

Ms. Reznick shared that they have hired on more people to the DCED planning office and look forward to working with TCRPC more in the future.

Cumberland

Mr. Stoner reported that they are working on a small bridge program for bridges 8 to 20 feet in length. About half the bridges have been inspected and issues are being found resulting in possible load postings and closures. He also S and PennDOT for the local bridge line item funding.

8. Other Business

a. Annual Report

Mr. Bomberger stated the annual report will be ready for review at the Coordinating Committee meeting and will be provided to the Technical Committee members for reference.

b. Annual Obligation Report

Mr. Bomberger noted that the annual obligation report was posted up on the website at the beginning of the year.

c. RTP Implementation Grant Program

Mr. Bomberger stated the RTP Implementations Grant is on the TIP. The program schedule will be delayed for this round due to waiting for the completion of the Active Transportation Plan and the Safety plan to better focus the program on needs identified in those plans.

d. HATS Membership Changes

Mr. Bomberger reminded the groups participating in the HATS Technical Committee or Coordinating Committee to review their membership and send in any changes via writing.

e. Ross Willard – I-83 South Bridge

Mr. Willard voiced concern about bicycle, pedestrian, and micro-mobility accommodations for ADA on the John Harris Memorial (South) Bridge and how PennDOT is handling transportation equity and non-motorized accommodations generally throughout the region.

9. Adjournment

Ms. Zejcirovic moved to adjourn. Mr. Stoner seconded the motion and it was unanimously approved.

The meeting was adjourned at 10:17 am.

Next meeting is scheduled for April 12, 2024.

DRAFT

ATTENDANCE

Harrisburg Area Transportation Study Technical Committee Meeting February 9, 2024

Name	Affiliation
Technical Committee Officers	
Steve Deck, AICP, Chairman	HATS Planning Staff
Diane Myers-Krug, AICP, Vice Chairman	HATS Planning Staff
Andrew Bomberger, AICP, Secretary	HATS Planning Staff
Technical Committee Members	
John Owen	Cumberland County
Kirk Stoner	Cumberland County
Douglas Brown	Dauphin County
Mike Hartley	Perry County
Geoffrey Knight	City of Harrisburg
Rich Farr	SRTA
Ray Green	PennDOT Central Office
Kenana Zejcirovic	PennDOT District 8-0
Other Attendees	
Ted Sheehe	PennDOT Central Office
Rich Reisinger	PennDOT District 8-0
Jeff Puher	PennDOT District 8-0
Rachel Reznick	PA DCED
Gene Porochniak	FHWA
Karen Dixon	HATS Planning Staff
Tanner Stroup	HATS Planning Staff
Ben Warner	HATS Planning Staff
Dan Robinson	Dauphin County
Morgan Wagner	PA Senate staff
Matthew Stoneroad	PA House staff
Joshua Reynolds	PA House staff
Andrew Dudziak	PA House staff
Beth Nidam	SRTA
Matt Boyer	SRTP
Ross Willard	Recycle Bicycle
Jeff Riegner	Kittelson & Associates, Inc.
Ryan Hostetter	HRG
Lauren Zumbrun	HRG
Sinha Namita	Pennoni
Adam Melewsky	Pennoni
William Peterson	Center for Community Building, Inc.
Brian Kimmett	RTC
Jeff Iseman	PA SILC
Cynthia Gibbs-Pratt	CILCP

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee: 2/23/2024			Informed Technical Committee: 2/9/2024		
Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
1	Creek Road Bridge-C 2033/009 Cumberland	87413	CON	Before	STP	185	115,500	4,023													Increasing the construction phase of Creek Road Bridge-C for excavation, topsoil, and guide rail. This project consists of a bridge replacement on SR 2033 (Creek Road) over Cedar Run in Lower Allen Township, Cumberland County. This project was let on December 9, 2021.			
				Adjust	STP	185				43,904														
				After	STP	185	115,500	4,023				43,904												
2	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581					4,302,901	453,906		6,813,143							This is a reserve line item.			
				Before	STP						5,479,556				1,702,203									
				Adjust	NHPP	581																		
				Adjust	STP							-43,904												
				After	NHPP	581						4,302,901	453,906		6,813,143									
				After	STP							5,435,652				1,702,203								
3	CVRT - Greason Project /TAP Cumberland	111657	CON	Before	TAU															Increasing the construction phase of CVRT - Greason Project for excavation. Multi-use trail construction on former Conrail railroad bed between Springview Road and McAllister Church Road in West Pennsboro Township. This project was let on January 27, 2022.				
				Adjust	TAU						5,500													
				After	TAU						5,500													
4	Downtown Hershey Ped Improv'm't 422/TAP Dauphin	111656	CON	Before																This is a DE obligated funding source.				
				Adjust	TAU																			
				After																				
5	Systemic Roadway Departure Low Cost Safety 944/024 Cumberland	114562	CON	Before	STP															Increasing the construction phase of Systemic Roadway Departure Low Cost Safety Improve for additional inspection costs. This project may consist of safety improvements on Wertzville Rd and Shippensburg Rd in Cumberland County, Fairfield Rd in Adams County, Springwood Rd and Richland Ave in York County, Jack Rd in Franklin County, Sandbeach Rd in Dauphin County. This project was let on October 6, 2022.				
				Adjust	STP							1,906												
				After	STP							1,906												
6	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581					4,302,901	453,906		6,813,143						This is a reserve line item.				
				Before	STP							5,435,652				1,702,203								
				Adjust	NHPP	581																		
				Adjust	STP								-1,906											
				After	NHPP	581						4,302,901	453,906		6,813,143									
				After	STP							5,433,746				1,702,203								

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks					
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.				
7	US 22/322 Devices	117824	CON	Before	STPs					402,970												Increasing the construction phase of US 22/322 Devices to match the most recent estimate. This project consists of the installation of DMS boards and cameras on US 22/322 in Dauphin County. The current estimated let date is scheduled on May 23, 2024.				
	Before			STP																						
	Before			STU							427,511															
	Adjust			STPs																						
	Adjust			STP								1,283,319														
	Adjust			STU																						
	After			STPs								402,970														
	After			STP								1,283,319														
	After			STU								427,511														
8	Highway Reserve Line Item	88061	CON	Before	NHPP	581				4,302,901	453,906		6,813,143									This is a reserve line item.				
	Before			STP						5,433,746				1,702,203												
	Adjust			NHPP	581																					
	Adjust			STP							-1,283,319															
	After			NHPP	581						4,302,901	453,906		6,813,143												
	After			STP							4,150,427				1,702,203											
9	S Main St Bridge Imp	115791	PE	Before																		Programming the preliminary engineering phase of S Main St Bridge Imp with local funds, to match the estimate. This project may consist of a replacement of South Main Street Bridge over Fishing Creek to remedy structural issues and widen it to accommodate bicycle and pedestrian travel in Marysville Borough, Perry County. The current estimated let date is July 10, 2025.				
	Adjust											253,907														
	After											253,907														
10	SR 3024 Resurface 3024/004	108527	PE	Before		581																Programming the preliminary engineering phase of SR 3024 Resurface for subsurface utility engineering. This project consists of a resurface on SR 3024 (Locus Lane) from Rutherford Road to about 1800' past Porsche Drive in Lower Paxton and Susquehanna Townships. The current estimated let date is April 11, 2024.				
	Adjust				581						207,305															
	After				581							207,305														
11	Highway Reserve Line Item	88061	CON	Before	NHPP	581				4,302,901	453,906		6,813,143									This is a reserve line item.				
	Before			STP						4,150,427				1,702,203												
	Adjust			NHPP	581									-207,305												
	Adjust			STP																						
	After			NHPP	581						4,302,901	246,601		6,813,143												
	After			STP							4,150,427				1,702,203											

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
12	Roxbury Road ov Whiskey Run	90346	PE	Before		185		150,000			390,000											Changing the funding source of the preliminary engineering phase of Roxbury Road ov Whiskey Run to better utilize the funds. This project may consist of a bridge replacement/rehabilitation on PA-997 Roxbury Road over Whiskey Creek in Upper Mifflin Township, Cumberland County. This project is currently estimated to be let in 2027.		
	Before				581																			
	Adjust				185								-88,326											
	Adjust				581								88,326											
	After				185			150,000					301,674											
	After				581								88,326											
13	Highway Reserve Line Item	88061	CON	Before	NHPP	581				4,302,901	246,601		6,813,143									This is a reserve line item.		
	Before			STP					4,150,427					1,702,203										
	Adjust			NHPP	581								-88,326											
	Adjust			STP																				
	After			NHPP	581						4,302,901	158,275			6,813,143									
	After			STP								4,150,427			1,702,203									
14	HATS Bridge Reserve Line Item	84324	CON	Before	BOF	185				1,296,342			1,776,265	2,934,984		1,000						This is a reserve line item.		
	Before			BRIP					1,469,937							3,000								
	Adjust			BOF	185								88,326											
	Adjust			BRIP																				
	After			BOF	185						1,296,342	88,326			1,776,265	2,934,984		1,000						
	After			BRIP							1,469,937							3,000						

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
19	Spring Road over Little J 34/047 Perry	101093	ROW	Before		581																Programming the right-of-way phase of Spring Road over Little J to match the estimate. This project consists of a bridge replacement on PA 34 (Spring Road) over Little Juniata Creek in Centre Township, Perry County. The current estimated let date is July 11, 2024.		
				Adjust		581						23,500												
				After		581							23,500											
20	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581					4,302,901	122,575		6,813,143								This is a reserve line item.		
				Before	STP						4,150,427					1,702,203								
				Adjust	NHPP	581							-23,500											
				Adjust	STP																			
				After	NHPP	581							4,302,901	99,075		6,813,143								
				After	STP								4,150,427				1,702,203							
21	Horse Val Rd ov Horse Val Run 3002/021 Perry	117252	CON	Before		185											398,479					Removing the construction phase of Horse Val Rd ov Horse Val Run this project is going to be done by County Maintenance Forces. This project may consist of a bridge rehabilitation/replacement on Horse Valley Road over Horse Valley Run in Toboyne Township, Perry County. The current estimated let year is 2026.		
				Adjust		185												-398,479						
				After		185																		
22	HATS Bridge Reserve Line Item Dauphin	88061	CON	Before	BOF	185					825,272			1,776,265	2,934,984		1,000					This is a reserve line item.		
				Before	BRIP						1,469,937							3,000						
				Adjust	BOF	185													398,479					
				Adjust	BRIP																			
				After	BOF	185							825,272			1,776,265	2,934,984		1,000	398,479				
				After	BRIP								1,469,937						3,000					

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.			
23	US 11 ov Letort Spring 11/129 Cumberland	117479	PE	Before	BRIP		160,975															Increasing the preliminary engineering phase of US 11 ov Letort Spring to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on US 11 over Letort Spring Run in Middlesex Township, Cumberland County. This is estimated to be let in 2027.			
				Before	STU		154,025																		
				Adjust	BRIP							385,000													
				Adjust	STU																				
				After	BRIP				160,975				385,000												
				After	STU				154,025																
24	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185					825,272			1,776,265	2,934,984		1,000	398,479				This is a reserve line item.			
				Before	BRIP							1,469,937						3,000							
				Adjust	BOF	185																			
				Adjust	BRIP								-385,000												
				After	BOF	185							825,272			1,776,265	2,934,984		1,000	398,479					
				After	BRIP								1,084,937						3,000						
25	American Ex-POW Mem Hwy 581/009 Cumberland	88314	CON	Before		581					3,702,166			9,647,000			7,311,395				Cashflowing the construction phase of American Ex-POW Mem Hwy from 2024 to 2029 and 2030, to better align with the let date. This project may consist of concrete patching, diamond grinding and replacement of two CAVC locations on PA 581 from I-81 to US 11/15 in East Pennsboro, Hampden and Lower Allen Townships, Camp Hill and Lemoyne Boroughs, Cumberland County. The current estimated let date is October 10, 2024.				
				Adjust		581																3,702,166			
				After		581										9,647,000			7,311,395				3,702,166		
26	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581					4,302,901	99,075		6,813,143							6,248,397	This is a reserve line item.			
				Before	STP							4,150,427				1,702,203									
				Adjust	NHPP	581							3,702,166												
				Adjust	STP																				
				After	NHPP	581							4,302,901	3,801,241		6,813,143								2,546,231	
				After	STP								4,150,427				1,702,203								
27	Lisburn Rd ov Mill Race 114/037 Cumberland	117702	PE	Before		185																Increasing the preliminary engineering phase of Lisburn Rd ov Mill Race to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on Lisburn Road (PA 114) over Mill Race in Lower Allen Township, Cumberland County. This project is estimated to be let in 2027.			
				Before		581																			
				Adjust		185																			
				Adjust		581								220,000											
				After		185																			
				After		581								220,000											
	Highway Reserve Line Item			Before	NHPP	581				4,302,901	3,801,241		6,813,143								This is a reserve line item.				

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
31	CAT Intermodal Bridge	102733	PE	Before		581					150,000											Increasing the preliminary engineering phase of CAT Intermodal Bridge to match the most recent estimate. This project may consist of a bridge rehabilitation to construct bicycle and pedestrian facilities on the CAT Bridge, which spans the Susquehanna River, from Dauphin County to Cumberland County.		
	/BRG			Adjust		581						68,000												
	Dauphin			After		581						218,000												
32	Highway Reserve Line Item	88061	CON	Before	NHPP	581				4,302,901	3,416,241		6,813,143									This is a reserve line item.		
				Before	STP						4,150,427				1,702,203									
				Adjust	NHPP	581																		
				Adjust	STP																			
				After	NHPP	581						4,302,901	3,348,241		6,813,143									
	Dauphin			After	STP							4,150,427				1,702,203								
33	Systemic Low-Cost Improvements for Stop Controlled	114559	CON	Before	HSIP	581	102,556				50,000											Increasing the construction phase of Systemic Low-Cost Improvements for Stop Controlled for pavement marking removal. This project consists of safety improvements on SR 944 (Wertzville Road) between US 11/15 and SR 34 in Cumberland County, SR 116 (Fairfield Road) between Bullfrog Road and SR 16 Waynesboro Pike) in Adams County, SR 3054 (Richland Avenue) at the intersection of Richland Road and Kings Mill Road in York County. This project was let on October 6 2022.		
	944/023			Before	STP						15,921													
				Adjust	HSIP	581																		
				Adjust	STP							2,947												
				After	HSIP	581	102,556						50,000											
	Cumberland			After	STP							18,868												
34	Highway Reserve Line Item	88061	CON	Before	NHPP	581				4,302,901	3,348,241		6,813,143									This is a reserve line item.		
				Before	STP						4,150,427				1,702,203									
				Adjust	NHPP	581																		
				Adjust	STP							-2,947												
				After	NHPP	581						4,302,901	3,348,241		6,813,143									
	Dauphin			After	STP							4,147,480				1,702,203								

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
35	Creek Road Bridge-C 2033/009 Cumberland	87413	CON	Before	STP	185	115,500	4,023		43,904												Increasing the construction phase of Creek Road Bridge-C for additional inspection costs. This project consists of a bridge replacement on SR 2033 (Creek Road) over Cedar Run in Lower Allen Township, Cumberland County. This project was let on December 9, 2021.		
				Adjust	STP	185				1,952														
				After	STP	185	115,500	4,023		45,856														
36	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				4,302,901	3,348,241		6,813,143									This is a reserve line item.		
				Before	STP					4,147,480			1,702,203											
				Adjust	NHPP	581																		
				Adjust	STP																			
				After	NHPP	581						4,302,901	3,348,241		6,813,143									
				After	STP							4,145,528			1,702,203									
37	Big Spring Road Resurface 274/029 Perry	105346	CON	Before		581																Increasing the construction phase of Big Spring Road Resurface to match the most recent estimate. This project consists of resurfacing, drainage, and guiderail updates on PA-274 from Franklin County line to Shearer Dug Trail in Toboyne Township, Perry County. The current estimated let date is scheduled on March 14, 2024.		
				Adjust		581					2,450,000													
				After		581						3,275,000												
38	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				4,302,901	3,348,241		6,813,143									This is a reserve line item.		
				Before	STP					4,145,528			1,702,203											
				Adjust	NHPP	581																		
				Adjust	STP																			
				After	NHPP	581						4,302,901	2,523,241		6,813,143									
				After	STP							4,145,528			1,702,203									

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks						
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.					
39	I-283 ITS Fiber Inter 283/017 Perry	117825	CON	Before	STPs						176,900											Increasing the construction phase of I-283 ITS Fiber Inter to match the most recent estimate. This project may consist of Intelligent Transportation System improvements by installing Fiber interconnection on PA 283 in Dauphin County. The current estimated let date is May 23, 2024.					
				Before	STP																						
				Before	STU								375,346														
				Adjust	STPs																						
				Adjust	STP								446,854														
				Adjust	STU																						
				After	STPs								176,900														
				After	STP								446,854														
				After	STU								375,346														
40	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581					4,302,901	2,523,241		6,813,143								This is a reserve line item.					
				Before	STP								4,145,528			1,702,203											
				Adjust	NHPP	581																					
				Adjust	STP								-446,854														
				After	NHPP	581							4,302,901	2,523,241		6,813,143											
				After	STP								3,698,674				1,702,203										
41	River Relief Route 22/076 Harrisburg/Dauphin	97254	CON	Before	NHPP						850,000											Increasing the CON phase of River Relief Route for \$136,610 for Extra work on SR 22 EB at SR 325 and concrete slab repair. This project consists of resurfacing and base repair on US Route 22/322 from North Front Street to Elmerton Avenue, SR 3026 (Elmerton Avenue) from US-22 to the Susquehanna Township line in Middle Paxton, Susquehanna Townships, and Harrisburg City, Dauphin County. This project was let on 5/21/20.					
				Adjust	NHPP							136,610															
				After	NHPP							986,610															
42	Highway Reserve Line Item Harrisburg/Dauphin	88061	CON	Before	NHPP	581					4,302,901	2,523,241		6,813,143								This is a reserve line item.					
				Before	STP	185							2,364,078	848,720		1,702,203											
				Adjust	NHPP	581							-136,610														
				Adjust	STP	185																					
				After	NHPP	581							4,166,291	2,523,241		6,813,143											
				After	STP	185							2,364,078	848,720		1,702,203											

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
43	Paxton/Derry Signal Improvements	113391	CON	Before	STP		238,250															Increasing the CON phase of River Relief Route for \$39,402 for additional work at 28th and Paxton St. and signal relocation heads 3 and 4/Remove and Re-install Luminaire Arm. This project consists of signal improvements and synchronization along the Paxton and Derry St corridors in Harrisburg City, Paxtang Borough, and Swatara Township, Dauphin County. This project was let on 2/19/2021.		
	3012/030			Before	STU		185,000																	
				Adjust	STP					39,402														
				Adjust	STU																			
				After	STP			238,250					39,402											
	Harrisburg/Dauphin			After	STU		185,000																	
44	Highway Reserve Line Item	88061	CON	Before	NHPP	581					4,166,291	2,523,241		6,813,143								This is a reserve line item.		
	Harrisburg/Dauphin			Before	STP	185						2,364,078	848,720		1,702,203									
				Adjust	NHPP	581																		
				Adjust	STP	185							-39,402											
				After	NHPP	581							4,166,291	2,523,241		6,813,143								
	Harrisburg/Dauphin			After	STP	185						2,324,676	848,720		1,702,203									
45	Lemoyne Bottleneck Improvements	114202	PE	Before	STP		120,665				1,701											Increasing the PE phase of Lemoyne Bottleneck Improvements in FFY 2024 for additional services to make changes related to the adjoining Market Street Bridge Project. This project may consist of bicycle, pedestrians and safety improvements from the intersection of Market St (SR 1010) with S. Third St (SR 2035) to Front St (SR 1027) in Lemoyne Borough, Cumberland County with the installation of a bike lane, sidewalk upgrades and roadway lane reconfiguration in Lemoyne and Wormleysburg Boroughs, Cumberland County. May also include Front Street traffic signal upgrade. The current estimated let date is Nov. 6, 2025.		
	1010/029			Adjust	STP							74,105												
				Cumberland	After	STP																		
					120,665					75,806														
46	Highway Reserve Line Item	88061	CON	Before	NHPP	581					4,166,291	2,523,241		6,813,143							This is a reserve line item.			
	Dauphin			Before	STP	185						2,324,676	848,720		1,702,203									
				Adjust	NHPP	581																		
				Adjust	STP	185							-74,105											
				After	NHPP	581							4,166,291	2,523,241		6,813,143								
	Dauphin			After	STP	185						2,250,571	848,720		1,702,203									

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
47	Tourist Park Road Bridge 4006/006 Harrisburg/Dauphin	90846	CON	Before	BOF																	Increasing the CON phase of Tourist Park Road Bridge \$33,194 for additional construction inspection. This project consists of a bridge replacement on SR 4006 (Tourist Park Road) over Gurdy Run in Halifax Township, Dauphin County. This project was let on 7/14/2022.		
				Adjust	BOF					33,194														
				After	BOF							33,194												
48	Highway Reserve Line Item Harrisburg/Dauphin	84324	CON	Before	BOF	185				825,272			1,776,265	2,934,984		1,000	398,479					This is a reserve line item.		
				Before	BRIP											3,000								
				Adjust	BOF							-33,194												
				Adjust	BRIP																			
				After	BOF							792,078			1,776,265	2,934,984		1,000	398,479					
				After	BRIP													3,000						

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.	
52	Hempt Road Bridge	102271	CON	Before	BOF	183	1,236,000	231,750	77,250	471,070	88,326	29,442										Decreasing the CON phase of Hempt Road Bridge in FFY 2024 to the low bid amount. This project consists of a bridge rehabilitation on T-551 (Hempt Road) over Hogestown Run in Silver Spring Township, Cumberland County. This project was let on Jan. 25, 2024.	
	Adjust			BOF	183				-68,910	-12,921	-4,307												
	After			BOF	183	1,236,000	231,750	77,250	402,160	75,405	25,135												
53	HATS Bridge Reserve Line Item	84324	CON	Before	BOF	185				792,078			1,776,265	2,934,984		1,000	398,479					This is a reserve line item.	
	Before			BRIP												3,000							
	Adjust			BOF	185				68,910	12,921													
	Adjust			BRIP																			
	After			BOF	185							860,988	12,921		1,776,265	2,934,984		1,000	398,479				
	After			BRIP														3,000					
Program Summary - Net Changes				Before FFY Totals			4,664,471	1,298,694	404,500	167,748,624	51,113,512	3,401,403	163,933,818	35,772,250	0	24,000	8,905,311	0	0	6,248,397	0	709,542	
				Adjustments			0	0	0	5,500	0	704,042	0	0	0	0	0	0	0	0	0		
				After FFY Totals			4,664,471	1,298,694	404,500	167,754,124	51,113,512	4,105,445	163,933,818	35,772,250	0	24,000	8,905,311	0	0	6,248,397	0		

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133067) District 8-0 Interstate TIP				Fund Type			FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Interstate Contingency / Central Office	75891	CON	Before	BRIP	185					1,000,000								Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.	
			Before	NHPP	581					92,078,072	1,200,000			49,680,258	1,500,000		39,865,504		1,500,000
			Adjust	BRIP	185						(151,228)								
			Adjust	NHPP	581						(364,000)								
			After	BRIP	185							848,772							
			After	NHPP	581						91,714,072	1,200,000			49,680,258	1,500,000			39,865,504
I-83 Exit 18 83/040 York	62880	CON	Before	NHPP														Increase for construction consulting services.	
			Adjust	NHPP						364,000									
			After	NHPP						364,000									
I-81 Culvert 81/096 Cumberland	116479	PE	Before		185		300,000											Increase for PE services.	
			Adjust		185						50,000								
			After		185		300,000				50,000								
I-81 over Stone House Rd 81/097 Cumberland	116481	PE	Before		185		200,000											Increase for PE services.	
			Adjust		185						101,228								
			After		185		200,000				101,228								
Before Totals						\$0	\$500,000	\$0	\$92,078,072	\$2,200,000	\$0	\$49,680,258	\$1,500,000	\$0	\$39,865,504	\$1,500,000	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$500,000	\$0	\$92,078,072	\$2,200,000	\$0	\$49,680,258	\$1,500,000	\$0	\$39,865,504	\$1,500,000	\$0		

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 133255) District 8-0 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Concrete Pavement Management Reserve / Central Office	115100	CON	Before	NHPP					5,000,000			8,000,000			8,000,000			Concrete Pavement Management Reserve used as source of funds to maintain fiscal constraint.
			Adjust	NHPP					(2,000,000)									
			After	NHPP					3,000,000				8,000,000			8,000,000		
District 8-0 Interstate Concrete Repairs 81/101 Dauphin	119795	CON	Before	NHPP														Add phase.
			Adjust	NHPP					2,000,000									
			After	NHPP					2,000,000									
Before Totals						\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133412) D8 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581				83,364,840	7,585,000		43,647,107	1,500,000		33,865,504	5,043,151		Line item used as source of funds to maintain fiscal constraint.
			Adjust	NHPP	581				(818,300)	(383,749)								
			After	NHPP	581				82,546,540	7,201,251		43,647,107	1,500,000		33,865,504	5,043,151		
Interstate DMS and CCTV TSMO 81/100 Dauphin	117968	CON	Before	NHPP								1,829,700						Increase CON phase based on new estimate.
			Adjust	NHPP					578,300									
			After	NHPP					578,300			1,829,700						
Ramp Stabilization 8033/009 York	118790	CON	Before		581							1,654,092						Increase CON phase based on new estimate.
			Adjust		581					383,749								
			After		581							2,037,841						
District 8-0 Interstate Concrete Repairs 81/101 Dauphin	119795	CON	Before	NHPP					2,000,000									Increase CON phase based on new estimate.
			Adjust	NHPP					240,000									
			After	NHPP					2,240,000									
Before Totals						\$0	\$0	\$0	\$85,364,840	\$9,239,092	\$0	\$45,476,807	\$1,500,000	\$0	\$33,865,504	\$5,043,151	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$0	\$0	\$85,364,840	\$9,239,092	\$0	\$45,476,807	\$1,500,000	\$0	\$33,865,504	\$5,043,151	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133234) D8-0 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
I-83 East Shore Section 3 83/079 Dauphin	97828	ROW	Before		s581					6,925,000			8,000,000					Source of funds
			Adjust		s581					(750,000)								
			After		s581						6,175,000				8,000,000			
I-83 East Shore Demo 2 /02D Dauphin	116347	CON	Before		s581		4,000,000			1,075,000								Increase to cover upcoming parcels
			Adjust		s581					750,000								
			After		s581		4,000,000			1,825,000								
Before Totals						\$0	\$4,000,000	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$4,000,000	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000	\$0	\$0	\$0		

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133429) D8-0 Interstate & Statewide TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
NHPP Reserve / Central Office	102466	CON	Before	sNHPP					985,548									Line Item used as source of funds to maintain fiscal constraint.
			Adjust	sNHPP						(98,308)								
			After	sNHPP						887,240								
I-83 East Shore Section 3 83/079 Dauphin	97828	CON	Before	sNHPP	581	93,649,869	137,995	9,942,061										Increasing CON phase to cover additional construction consultation services for drainage shop drawing reviews.
			Adjust	sNHPP	581				98,308									
			After	sNHPP	581	93,649,869	137,995	9,942,061	98,308									
Before Totals						\$93,649,869	\$137,995	\$9,942,061	\$985,548	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$93,649,869	\$137,995	\$9,942,061	\$985,548	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133573) District 8 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Interstate Contingency / Central Office	75891	CON	Before	BRIP	185					848,772								Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.	
			Before	NHPP	581				91,039,072	7,201,251		49,680,258	1,500,000		39,865,504	1,500,000			
			Adjust	BRIP	185														
			Adjust	NHPP	581						(6,400,000)								
			After	BRIP	185						848,772								
			After	NHPP	581						91,039,072	801,251		49,680,258	1,500,000		39,865,504		1,500,000
Eisenhower Interchange 83/078 Dauphin	92931	FD	Before		581												Increase to current estimate. PMC approved XX/XX/2023.		
			Adjust		581					6,400,000									
			After		581					6,400,000									
Before Totals						\$0	\$0	\$0	\$91,039,072	\$8,050,023	\$0	\$49,680,258	\$1,500,000	\$0	\$39,865,504	\$1,500,000	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$91,039,072	\$8,050,023	\$0	\$49,680,258	\$1,500,000	\$0	\$39,865,504	\$1,500,000	\$0		

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133503) Statewide & Harrisburg TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
TIIF Reserve / Central Office	60469	CON	Before		e581		8,387,161			3,914,937			13,428,376			20,920,000		TIIF Reserve utilized as source of funds to maintain fiscal constraint.	
			Adjust		e581					(1,200,000)									
			After		e581		8,387,161				2,714,937				13,428,376				20,920,000
Carlisle Connectivity TIIF 11/0 Cumberland	121080	CON	Before		e581													Add phase for approved Transportation Infrastructure Investment Fund project. Project awarded by letter dated 1/5/2024 from Department of Community and Economic Development on behalf of Governor Shapiro.	
			Adjust		e581						1,200,000								
			After		e581						1,200,000								
Before Totals						\$0	\$8,387,161	\$0	\$0	\$3,914,937	\$0	\$0	\$13,428,376	\$0	\$0	\$20,920,000	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$8,387,161	\$0	\$0	\$3,914,937	\$0	\$0	\$13,428,376	\$0	\$0	\$20,920,000	\$0		

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 133539) HATS and STWD Items TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			Remarks		
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth			
D-8 Ped Countdown Signals Safe Project for VRU 11/VRU Cumberland	119233	CON	Before	HVRU		322,940																Increase funds to cover low bid construction cost increase.	
			Before	sHVRU		3,547,870			300,000														
			Adjust	HVRU																			
			Adjust	sHVRU						138,907													
			After	HVRU				322,940															
			After	sHVRU				3,547,870			438,907												
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		99,566			3,532,580			10,672,807			30,904,396			40,000,000			HSIP Set Aside Reserve line item		
			Before																				
			Adjust	sHSIP						(138,907)													
			Adjust																				
			After	sHSIP				99,566			3,393,673			10,672,807			30,904,396			40,000,000			
			After																				
Before Totals						\$3,970,376	\$0	\$0	\$3,832,580	\$0	\$0	\$10,672,807	\$0	\$0	\$30,904,396	\$0	\$0	\$40,000,000	\$0	\$0	Actions do not affect air quality conformity.		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
After Totals						\$3,970,376	\$0	\$0	\$3,832,580	\$0	\$0	\$10,672,807	\$0	\$0	\$30,904,396	\$0	\$0	\$40,000,000	\$0	\$0			

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FFY 2023-2026 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee:		Informed Technical Committee:		
Amendment - Highway					Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027 & >	Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.					
1	Maclay Street Bridge 3022/005 Dauphin	74521	ROW	Before	NHPP		750,000													Increasing the right-of-way phase of Maclay Street Bridge in FFY 2024 to match the most recent estimate. This project consist of a bridge replacement on Maclay Street (State Route 3022) over Norfolk Southern Railroad in the City of Harrisburg, Dauphin County. The current estimated let date is June 5, 2025.			
				Before																			
				Adjust	NHPP				4,166,291														
				Adjust	STP				155,559														
				After	NHPP			750,000				4,166,291											
				After	STP							155,559											
2	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				4,166,291	2,523,241		6,813,143							This is a reserve line item.			
				Before	STP	185				2,250,571	848,720		1,702,203										
				Adjust	NHPP	581				-4,166,291													
				Adjust	STP	185				-155,559													
				After	NHPP	581						2,523,241		6,813,143									
				After	STP	185						2,095,012	848,720		1,702,203								
				Before FFY Totals			750,000	0	0	6,416,862	3,371,961	0	8,515,346	0	0	0	0	0					
Program Summary - Net Changes				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0				
				After FFY Totals			750,000	0	0	6,416,862	3,371,961	0	8,515,346	0	0	0	0	0	0				

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS MPO											Informed Coordinating Committee: 2/23/2024										Informed Technical Committee: 2/9/2024									
Amendment - Transit					Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks								
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.									
2	SRTA Operations/Maintenance	119741	PT	Before																		Funds added to the program totaling \$144,593,512 for the construction of an Operations/Maintenance/Admin facility to support transit in Cumberland, Dauphin and the City of Harrisburg. The new facility on Cameron Street will be approximately 225,000 square feet. It will allow SRTA to convert to CNG fuel as well. A local funded placeholder was programmed in FFY 2024 and 2025 until a long-term funding source was identified. In FFY 2025 \$48,197,837 - (5307, Local and OTH-F). In FFY 2026 \$48,197.837 - (5307, Local and OTH-F). In FFY 2027 \$48,197,837 - (5307, Local and OTH-F). SRTA is applying for a RAISE grant, and the requested amount must be programmed on the 2023-2026 SRTA TIP.								
	Before									40,000,000				40,000,000																
	Adjust			5307											5,163,200						5,163,200									
	Adjust			OTH-F											-40,000,000	33,208,879					-30,174,241		33,208,879		9,825,759	33,208,879		9,825,759		
	After			5307												5,163,200							5,163,200							
	After			OTH-F																										
				Before FFY Totals			0	0	0	0	0	0	40,000,000	0	0	40,000,000	0	0	0	0	0	0								
Program Summary - Net Changes				Adjustments			0	0	0	0	0	-40,000,000	38,372,079	0	-30,174,241	38,372,079	0	9,825,759	38,372,079	0	9,825,759	38,372,079	0	9,825,759	64,593,514					
				After FFY Totals			0	0	0	0	0	0	38,372,079	0	9,825,759	38,372,079	0	9,825,759	38,372,079	0	9,825,759	38,372,079	0	9,825,759						

SUSQUECYCLE 2023 REPORT

FIRST FULL SEASON A SUCCESS

SusqueCycle is the Harrisburg area's bike share program.

Launched in fall 2022, it provides an efficient, affordable, healthy and environmentally friendly mobility option for people who live, work and visit the area.

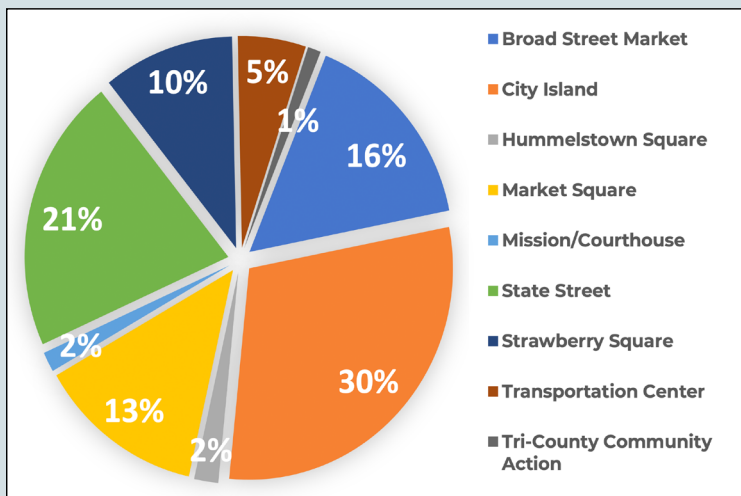
Starting again in early 2023, bikes were available for rent at a variety of new locations, including the new federal courthouse, Tri-County Community Action and downtown Hummelstown.

Below is the program's data for its first full season, from April to November of 2023.

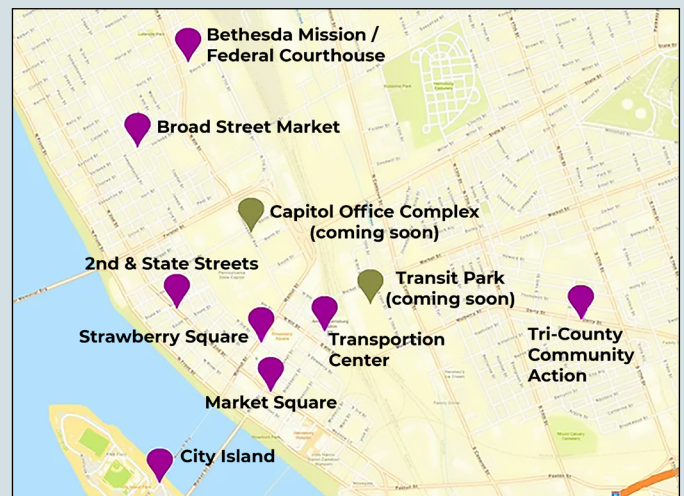
We will continue to build the program in 2024 with more bikes and stations. If you would like to sponsor SusqueCycle, please contact us at planning@tcrpc-pa.org.



% RIDES PER STATION IN 2023



SOME OF OUR CURRENT & FUTURE STATIONS



TOTAL RIDES PER MONTH IN 2023

Station	April	May	June	July	August	Sept	Oct	Nov	Total
Broad Street Market	31	24	56	56	61	54	54	26	362
City Island	71	68	83	132	89	105	93	42	683
Hummelstown Square	0	0	4	9	13	10	0	8	44
Market Square	10	27	43	66	55	58	31	14	304
Mission/Courthouse	0	0	4	8	10	2	9	2	35
State Street	23	46	110	98	85	64	38	20	484
Strawberry Square	19	34	24	38	22	12	16	12	177
Transportation Center	15	10	25	18	15	12	22	7	124
Tri-County Community Action	0	0	15	3	2	3	0	1	24
Total	169	211	372	428	352	320	263	132	2247



Visit SusqueCycle.org

THE BENEFITS OF BIKE SHARE —

Bike share systems are growing around the world as people crave a sustainable and healthy alternative to driving.

And while the Harrisburg area continues to develop as a hub for business, tourism and attractions, SusqueCycle offers the added benefit of connecting with the surrounding region -- including other bike share systems in places like Hershey, Lancaster and York.

Here are just some of the benefits of having a vital bike share program in South-Central Pennsylvania:

- Promotes an active lifestyle;
- Provides a cost-effective transportation option;
- Reduces traffic congestion;
- Improves air quality;
- Provides health benefits;
- Promotes tourism;
- Reduces the carbon footprint;
- Promotes sustainable tourism;
- Promotes equity & inclusion;
- Reduces noise pollution.



Two of our happy SusqueCycle cyclists riding in Riverfront Park, Harrisburg

PRIME SPONSORS:



UPMC PINNACLE FOUNDATION

Life-Changing Generosity

UPMCPinnacleFoundation.org



Powered by



Find us on Facebook
@SusqueCycle

CONTACT:

Tri-County Regional Planning Commission
112 Market St., 2nd Floor, Harrisburg, PA 17101
(717) 234-2639 / planning@tcrpc-pa.org



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

November 8, 2023

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2024 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31st each year. The 2024 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2% annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2024) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

The MPOs that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable. MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2023.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2022 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2024.

Preliminary data indicate Pennsylvania did not meet our 2022 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2024. In addition, we will be required to obligate in Federal Fiscal

Year (FFY) 2025 an amount equal to the FFY 2021 HSIP apportionment.

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 27, 2024.

Please complete the following:

Planning Organization Name

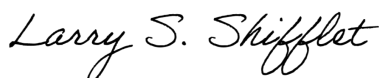
Select one of the following options for establishing Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
- The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2023.

Concurrence: _____
Authorized MPO/RPO Representative Date

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or cmarkey@pa.gov.

Sincerely,



Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,



Michael W. Rebert, P.E.
Deputy Secretary for Highway Administration

Enclosure

Table 1: Statewide Targets:

Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	1,165.1		1157.4
Fatality Rate	1.219		1.182
Number of Serious Injuries	4,721.0		4682.4
Serious Injury Rate	4.939		4.783
Number of Non-motorized Fatalities and Serious Injuries	817.6		804.6

* Future VMT estimated to hold level over next few years

Table 2: HATS MPO Supporting Values:

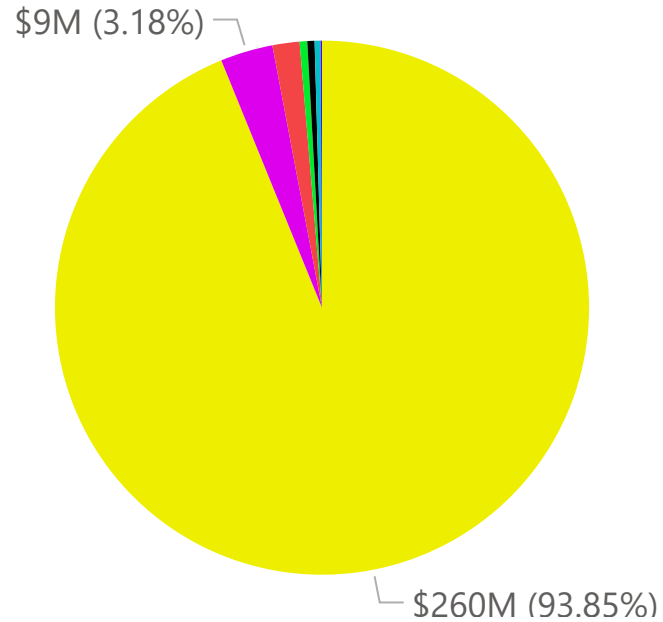
Performance Measure	5-year Rolling Averages		
	TARGET 2020-2024	ACTUAL 2020-2024	BASELINE 2018-2022
Number of Fatalities	52.4		55.0
Fatality Rate	0.904		0.925
Number of Serious Injuries	224.4		234.0
Serious Injury Rate	3.873		3.938
Number of Non-motorized Fatalities and Serious Injuries	35.9		39.8

* Future VMT estimated to hold level over next few years

2023 TYP FFY 2023-2026

Program Phase Amount

Phase ● CON ● FD ● PE ● ROW ● PRA ● STUDY ● UTL



Number of MPMS Projects (Includes Line Items)

104

Construction Program Amt (Includes Line Items)

\$260M

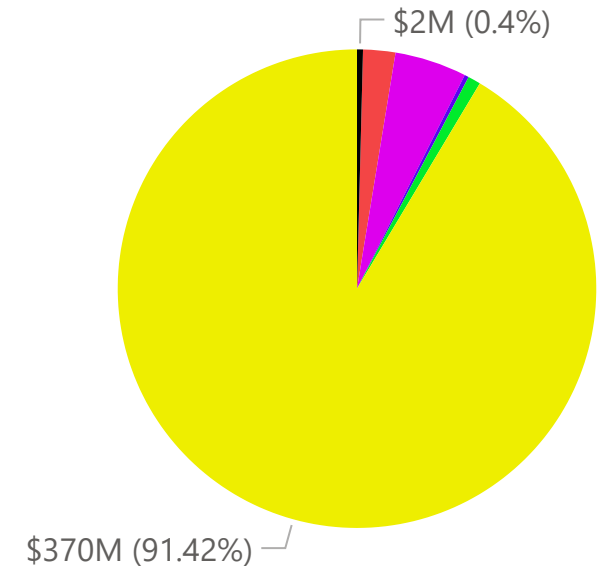
Program Phase Amount (Includes Line Items)

\$277M

2025 TIP FFY 2025-2028

Program Phase Amount

Phase ● PRA ● PE ● FD ● UTL ● ROW ● CON



Number of MPMS Projects (Includes Line Items)

122

Construction Program Amt (Includes Line Items)

\$370M

Program Phase Amount (Includes Line Items)

\$405M

Carryover Projects (Excludes Line Items)

111

*MPMS - Project ID in the Multimodal Project Management System
 *TIP - Transportation Improvement Program
 *FFY- Federal Fiscal Year
 *PE-Preliminary Engineering
 *FD-Final Design
 *UTL-Utility
 *ROW- Right of Way
 *CON-Construction

2025 MPO Draft TIP Breakdown

Funding Type and Number of MPMS		
Fund Type	Count of MPMS	Program Phase Amount
183	9	\$2,630,515
185	41	\$45,314,485
581	19	\$71,084,000
BOF	21	\$28,348,000
BRIP	16	\$50,808,000
CAQ	9	\$22,141,000
CRP	3	\$2,537,000
CRPU	3	\$5,381,000
HSIP	5	\$13,885,850
HVRU	3	\$4,286,150
LOC	10	\$1,109,583
NHPP	8	\$73,525,000
STP	30	\$36,474,900
STU	27	\$40,923,176
TAP	2	\$1,825,000
Total	122	\$404,555,659

Count of MPMS By Improvement	
Improvement	Count of MPMS
Drainage Improvement	1
Lighting	1
Pavement Preservation	1
Widen	1
Bicycle Facilities/Services	2
Bridge Deck Replacement	2
Restoration	2
Transit System Improvement	2
Concrete Rehabilitation	3
Bridge Deck Rehabilitation	4
Miscellaneous	5
Intersection Improvement	6
Resurface	6
Pedestrian Facilities	8
Safety Improvement	8
Transportation Enhancement	9
Bridge Preservation Activities	15
Bridge Rehabilitation	18
Bridge Replacement	28
Total	122

Programmed Amount by Improvement and Year					
Improvement	1	2	3	4	Total
+ Bridge Rehabilitation	\$19,829,270	\$19,726,702	\$27,925,112	\$12,246,906	\$79,727,990
+ Bridge Replacement	\$20,379,997	\$17,151,398	\$18,505,451	\$14,639,773	\$70,676,619
+ Bridge Preservation Activities	\$3,539,127	\$11,046,830	\$15,145,282	\$20,109,575	\$49,840,814
+ Safety Improvement	\$16,081,026	\$6,431,114	\$8,738,747	\$6,694,701	\$37,945,588
+ Concrete Rehabilitation	\$12,073,000	\$10,188,779	\$3,393,032	\$4,359,983	\$30,014,794
+ Resurface	\$4,093,294	\$12,384,948	\$6,044,889	\$6,007,577	\$28,530,708
+ Miscellaneous	\$5,380,821	\$5,387,148	\$7,534,825	\$7,379,616	\$25,682,410
+ Intersection Improvement	\$4,001,686	\$1,306,883	\$2,685,138	\$6,563,999	\$14,557,706
+ Transportation Enhancement	\$4,318,979	\$5,338,108	\$641,759	\$1,076,000	\$11,374,846
+ Transit System Improvement	\$2,752,140	\$2,639,820	\$2,527,500	\$2,527,500	\$10,446,960
+ Restoration		\$306,325	\$1,010,675	\$8,825,376	\$10,142,376
+ Bridge Deck Replacement	\$1,623,000	\$2,338,409	\$2,338,409	\$2,338,409	\$8,638,227
+ Bridge Deck Rehabilitation	\$539,000	\$5,104,081	\$1,966,828		\$7,609,909
+ Widen	\$820,000			\$6,004,668	\$6,824,668
+ Pavement Preservation	\$4,752,832				\$4,752,832
+ Pedestrian Facilities	\$2,530,090	\$174,553	\$434,241		\$3,138,884
+ Lighting	\$1,091,259	\$1,767,213			\$2,858,472
+ Drainage Improvement	\$900,000				\$900,000
+ Bicycle Facilities/Services	\$451,856	\$120,000	\$160,000	\$160,000	\$891,856
Total	\$105,157,377	\$101,412,311	\$99,051,888	\$98,934,083	\$404,555,659

Fund Type	1	2	3	4	5	6	7	8	9	Total
183	\$730,517	\$762,359	\$582,967	\$554,672	\$350,764	\$1,580,513	\$315,248		\$450,000	\$5,327,040
185	\$11,359,483	\$11,324,641	\$11,302,033	\$11,328,328	\$11,530,236	\$10,298,487	\$11,561,752	\$11,874,000	\$47,023,000	\$137,601,960
581	\$16,053,000	\$17,759,000	\$17,784,000	\$19,488,000	\$19,487,000	\$19,484,000	\$19,482,000	\$19,479,000	\$77,895,000	\$226,911,000
BOF	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	\$28,349,000	\$85,045,000
BRIP	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$66,366,423	\$167,982,423
CAQ	\$5,434,000	\$5,569,000	\$5,569,000	\$5,569,000	\$5,569,000	\$5,569,000	\$5,569,000	\$5,569,000	\$22,278,000	\$66,695,000
CRP	\$617,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$2,560,000	\$7,657,000
CRPU	\$1,325,000	\$1,352,000	\$1,352,000	\$1,352,000	\$1,352,000	\$1,352,000	\$1,352,000	\$1,352,000	\$5,407,000	\$16,196,000
HSIP	\$2,410,850	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$15,300,000	\$44,485,850
HVRU	\$4,286,150									\$4,286,150
LOC	\$344,877	\$254,119	\$325,696	\$184,891	\$116,923	\$526,837	\$105,082		\$150,000	\$2,008,425
NHPP	\$20,791,000	\$19,638,000	\$17,386,000	\$15,710,000	\$15,710,000	\$15,710,000	\$15,710,000	\$15,710,000	\$62,839,000	\$199,204,000
STP	\$9,057,900	\$9,142,000	\$9,139,000	\$9,136,000	\$9,136,000	\$9,136,000	\$9,136,000	\$9,136,000	\$36,544,000	\$109,562,900
STU	\$10,079,600	\$10,281,192	\$10,281,192	\$10,281,192	\$11,526,000	\$11,526,000	\$11,526,000	\$11,526,000	\$46,106,000	\$133,133,176
TAP	\$1,825,000									\$1,825,000
TAU	\$1,054,000	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	\$4,304,000	\$12,890,000
Total	\$105,157,377	\$101,412,311	\$99,051,888	\$98,934,083	\$100,107,923	\$100,512,837	\$100,087,082	\$99,976,000	\$415,571,423	\$1,220,810,924

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						^ Milestones	
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total		
Dauphin	209	018	99870	US-209 over Wiconisco Creek	F	BRDG			185	150,000		150,000																				
Dauphin	209	018	99870	US-209 over Wiconisco Creek	C	BRDG														STP	2,185,454									2,185,454	1/1/2027 E	
Dauphin	209	019	100202	US 209 Resurfacing	C	HRST							STP	2,060,000	581	515,000		2,575,000													7/10/2025 E	
Dauphin	230	042	87454	Cameron St ovr Asylum Run	F	BRDG			185	400,000		400,000																				
Dauphin	230	042	87454	Cameron St ovr Asylum Run	C	BRDG															581	339,581		339,581			185	2,000,000	2,000,000	11/11/2027 E		
Dauphin	283	017	117825	I-283 ITS Fiber Inter	+C	SAMI	sSTP	176,900				176,900																			5/23/2024 E	
Dauphin	441	037	118276	Eisenhower BI Safety Improv	+C	SAMI	HVRU	148,000				148,000																			1/30/2025 E	
Dauphin	441	037	118276	Eisenhower BI Safety Improv	+C	SAMI	STU	750,485				750,485																			1/30/2025 E	
Dauphin	441	037	118276	Eisenhower BI Safety Improv	+C	SAMI	STP	526,343				526,343																			1/30/2025 E	
Dauphin	743	038	90328	Elizabethtown Rd over Trib to Conewago Ck	F	BRDG			185	100,000		100,000																				
Dauphin	743	038	90328	Elizabethtown Rd over Trib to Conewago Ck	C	BRDG									185	106,090		106,090													1/1/2026 E	
Dauphin	743	039	113283	Elizabethtown Rd Resurfacing	+C	HRST	STP	1,215,236				1,215,236	STP	1,575,260				1,575,260													1/9/2025 E	
Dauphin	743	039	113283	Elizabethtown Rd Resurfacing	+C	HRST	STU	1,241,954				1,241,954																			1/9/2025 E	
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	F	SAMI	HSIP	150,000				150,000																				
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	U	SAMI	HSIP	50,000				50,000																				
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	R	SAMI	HSIP	100,000				100,000																				
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	C	SAMI							HSIP	2,251,018				2,251,018													12/11/2025 E	
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	C	SAMI							STP	449,130				449,130													12/11/2025 E	
Dauphin	849	020	18977	Market St ov Juniata River	F	BRDG			185	400,000		400,000																				
Dauphin	849	020	18977	Market St ov Juniata River	+C	BRDG														BRIP	3,057,459			3,057,459	BRIP	1,000,000			1,000,000	2/11/2027 E		
Dauphin	849	020	18977	Market St ov Juniata River	+C	BRDG														STP	1,078,358			1,078,358							2/11/2027 E	
Dauphin	1003	027	87653	Mountain House Rd ov N Brch of Armstrong Ck	F	BRDG			185	150,000		150,000																				
Dauphin	1003	027	87653	Mountain House Rd ov N Brch of Armstrong Ck	C	BRDG									185	315,334		315,334													1/1/2026 E	
Dauphin	1007	024	99912	Wilhour Rd over Wiconisco	F	BRDG	BOF	189,975				189,975																				
Dauphin	1007	024	99912	Wilhour Rd over Wiconisco	+C	BRDG													STU	41,308			41,308								1/1/2026 E	
Dauphin	1007	024	99912	Wilhour Rd over Wiconisco	+C	BRDG							STP	107,843				107,843	STP	31,920			31,920								1/1/2026 E	
Dauphin	1007	024	99912	Wilhour Rd over Wiconisco	+C	BRDG							BOF	1,583,224				1,583,224	BOF	2,512,075			2,512,075								1/1/2026 E	
Dauphin	1017	007	87459	Honeymoon Trail ov Trib to Pine Ck	+F	BRDG	BOF	100,000				100,000																				
Dauphin	1017	007	87459	Honeymoon Trail ov Trib to Pine Ck	+C	BRDG															BOF	2,278,252			2,278,252						1/1/2028 E	
Dauphin	2001	018	117216	Hillsdale Rd ov Trib Conewago Cr	F	BRDG			185	175,000		175,000																				
Dauphin	2001	018	117216	Hillsdale Rd ov Trib Conewago Cr	C	BRDG									185	530,450		530,450													1/1/2026 E	
Dauphin	2003	033	116786	Middletown Rd Safety and Congestion Impr	+F	HCON	STU	820,000				820,000																				
Dauphin	2003	033	116786	Middletown Rd Safety and Congestion Impr	C	HCON														STU	3,746,373			3,746,373						3,746,373	1/1/2028 E	
Dauphin	2003	033	116786	Middletown Rd Safety and Congestion Impr	C	HCON														STP	1,057,362	581	1,200,933	2,258,295						2,258,295	1/1/2028 E	
Dauphin	2005	019	100083	Roundtop Road over Iron M	F	BRDG			185	200,000		200,000																				
Dauphin	2005	019	100083	Roundtop Road over Iron M	+C	BRDG							STP	848,720				848,720													1/1/2026 E	
Dauphin	2005	021	115787	Quarry Rd Sidewalk Ext	+C	TENH							TAU	174,553				174,553	TAU	434,241			434,241								12/11/2025 E	
Dauphin	2018		119305	Hummelstown Ped Impr	+P	TENH	STU	98,000				98,000																				
Dauphin	2018		119305	Hummelstown Ped Impr	+F	TENH	STU	63,819				63,819																				
Dauphin	2018		119305	Hummelstown Ped Impr	+U	TENH	STU	30,000				30,000																				
Dauphin	2018		119305	Hummelstown Ped Impr	+C	TENH							STU	732,504				732,504														
Dauphin	2019	022	117189	Nyes Rd ovr Beaver Creek	+F	BRDG	BRIP	139,000				139,000																				
Dauphin	2019	022	117189	Nyes Rd ovr Beaver Creek	+C	BRDG							BRIP	2,000,000				2,000,000	BRIP	1,303,337			1,303,337								12/11/2025 E	
Dauphin	3004	009	115797	Highland St Connectivity	+C	TENH	STU	453,675				453,675																				1/16/2025 E
Dauphin	3009	023	117698	Paxton St ov NS	P	BRDG															581	800,000		800,000								
Dauphin	3009	023	117698	Paxton St ov NS	P	BRDG															185	500,000		500,000								
Dauphin	3010	014	113384	Sycamore/Paxton Intersection Imp	+C	SAMI							STU	368,813				368,813													3/13/2025 E	
Dauphin	3010	014	113384	Sycamore/Paxton Intersection Imp	+C	HCON	NHPP	630,485				630,485																			3/13/2025 E	
Dauphin	3010	014	113384	Sycamore/Paxton Intersection Imp	+C	HCON	HVRU	1,138,150				1,138,150																			3/13/2025 E	
Dauphin	3012	026	93176	Market St Bridge West	R	BRDG			185	425,000		425,000																				
Dauphin	3012	026	93176	Market St Bridge West	+C	BRDG							STU	74,069				74,069													3/27/2025 E	
Dauphin	3012	026	93176	Market St Bridge West	+C	BRDG	NHPP	3,972,951</																								

Project Information							FFY 2025 Costs							FFY 2026 Costs							FFY 2027 Costs							FFY 2028 Costs							^ Milestones
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total					
Dauphin	3012	029	93177	Market St Bridge East	+C	BRDG	STU	698,361				698,361	STU	563,339				563,339	STU	2,496,406				2,496,406	STU	1,142,837				1,142,837	3/27/2025 E				
Dauphin	3012	029	93177	Market St Bridge East	+C	BRDG	NHPP	5,290,941				5,290,941	NHPP	8,586,166				8,586,166	NHPP	6,433,588				6,433,588	BRIP	1,343,185				1,343,185	3/27/2025 E				
Dauphin	3012	037	117663	Derry Street over Spring Creek	+F	BRDG	BRIP	400,000				400,000																							
Dauphin	3012	037	117663	Derry Street over Spring Creek	+C	BRDG							STU	169,623				169,623													6/25/2026 E				
Dauphin	3012	037	117663	Derry Street over Spring Creek	+C	BRDG							STP	62,670				62,670													6/25/2026 E				
Dauphin	3012	037	117663	Derry Street over Spring Creek	+C	BRDG							BRIP	1,787,661				1,787,661													6/25/2026 E				
Dauphin	3018		118502	Herr St Ped Improv	+C	TENH	TAP	925,000				925,000																							
Dauphin	3020		119307	Union Deposit Corridor Impr	+P	TENH	STU	64,000				64,000																							
Dauphin	3020		119307	Union Deposit Corridor Impr	+F	TENH	STU	72,000				72,000																							
Dauphin	3020		119307	Union Deposit Corridor Impr	+U	TENH	STU	40,000				40,000																							
Dauphin	3020		119307	Union Deposit Corridor Impr	+R	TENH	STU	40,000				40,000																							
Dauphin	3020		119307	Union Deposit Corridor Impr	+C	TENH							STU	761,426				761,426													5/22/2025 E				
Dauphin	3020	014	115790	Union Deposit Impr	+C	TENH	STU	64,888				64,888																			5/22/2025 E				
Dauphin	3022	005	74521	Maclay Street Bridge	C	BRDG	STU	1,395,631				1,395,631																			6/5/2025 E				
Dauphin	3022	005	74521	Maclay Street Bridge	C	BRDG	NHPP	2,430,004				2,430,004																			6/5/2025 E				
Dauphin	3022	005	74521	Maclay Street Bridge	C	BRDG	BRIP	4,096,635	185	1,980,567		6,077,202	NHPP	6,450,422	185	1,612,605		8,063,027	BRIP	6,978,575	185	1,744,644		8,723,219	BRIP	4,000,000	185	1,000,000		5,000,000	6/5/2025 E				
Dauphin	4001	023	78706	Rutter Rd ov Armstrong Creek	+F	BRDG	BOF	200,000				200,000																							
Dauphin	4001	023	78706	Rutter Rd ov Armstrong Creek	+C	BRDG	BOF	1,109,171				1,109,171																			1/1/2026 E				
Dauphin	4004	017	117469	Straws Church ov Trib to Armstrong	F	BRDG			185	150,000		150,000																							
Dauphin	4004	017	117469	Straws Church ov Trib to Armstrong	C	BRDG			185	660,705		660,705			185	166,797		166,797														12/14/2025 E			
Dauphin	4006	011	99885	Enders Road ov Armstrong Ck	F	BRDG	BOF	100,000				100,000																							
Dauphin	4006	011	99885	Enders Road ov Armstrong Ck	+C	BRDG									185	696,286		696,286													1/1/2026 E				
Dauphin	4013	016	90849	Powells Valley Rd ov Rattling Creek	+F	BRDG	BOF	175,000				175,000																							
Dauphin	4013	016	90849	Powells Valley Rd ov Rattling Creek	+C	BRDG																			BOF	1,260,570				1,260,570	1/1/2027 E				
Dauphin	4013	017	99980	Market St ov Rattling Cr	F	BRDG	BOF	100,000				100,000																							
Dauphin	4013	017	99980	Market St ov Rattling Cr	+C	BRDG													BRIP	1,186,813				1,186,813							1/1/2027 E				
Dauphin	4013	017	99980	Market St ov Rattling Cr	+C	BRDG													STP	215,858				215,858							1/1/2027 E				
Dauphin	4013	017	99980	Market St ov Rattling Cr	+C	BRDG													BOF	149,151				149,151	BOF	589,923				589,923	1/1/2027 E				
Dauphin	7101		120307	Kohn Road over Paxton Creek	F	BRDG	BOF	114,000	183	21,375	7,125.00	142,500																							
Dauphin	7101		120307	Kohn Road over Paxton Creek	U	BRDG	BOF	16,000	183	3,000	1,000.00	20,000																							
Dauphin	7101		120307	Kohn Road over Paxton Creek	R	BRDG	BOF	4,000	183	750	250.00	5,000																							
Dauphin	7101		120307	Kohn Road over Paxton Creek	C	BRDG							STU	685,663				685,663																	
Dauphin	7101		120307	Kohn Road over Paxton Creek	C	BRDG							STP	141,051				141,051																	
Dauphin	7101		120307	Kohn Road over Paxton Creek	C	BRDG							BOF	48,264	183	164,058	54,686	267,008	STU	396,405	183	74,326	24,775	495,506											
Dauphin	7206	BRG	106563	West Cross Rd Bridge	C	BRDG	BOF	553,693	183	103,817	34,606.00	692,116																			1/1/2025 E				
Dauphin	7208		120271	Dauphin County Bridge Bundle	F	BRDG	BOF	560,000	183	105,000	35,000.00	700,000																							
Dauphin	7208		120271	Dauphin County Bridge Bundle	U	BRDG	BOF	120,000	183	22,500	7,500.00	150,000																							
Dauphin	7208		120271	Dauphin County Bridge Bundle	R	BRDG	BOF	60,000	183	11,250	3,750.00	75,000																							
Dauphin	7208		120271	Dauphin County Bridge Bundle	C	BRDG							BOF	788,248	183	147,796	49,265	985,309	BOF	788,248	183	49,265	147,796	985,309	BOF	788,248	183	147,796	49,265	985,309					
Dauphin	7301		117665	Thirteenth Street over NS	F	BRDG													BOF	600,000	183	112,500	37,500	750,000											
Dauphin	7301		117667	Market Street over Paxton Creek	P	BRDG	BOF	400,000	183	75,000	25,000.00	500,000																							
Dauphin	7301		117667	Market Street over Paxton Creek	F	BRDG														BOF	320,000	183	60,000	20,000	400,000										
Totals for: Dauphin								47,960,196	7,760,694	114,231	55,835,121	45,417,395	6,734,416	103,951	52,255,762	55,047,086	14,339,899	210,071	87,052,799	54,517,802	15,512,599	69,265	70,099,666	247,787,605											
Perry			115791	S Main St Bridge Imp	C	BRDG	BRIP	1,395,631				1,395,631																			7/10/2025 E				
Perry	11	131	87462	State Road ov Fishing Ck	F	BRDG			185	100,000		100,000																							
Perry	11	131	87462	State Road ov Fishing Ck	C	BRDG			185	1,239,152		1,239,152																				1/1/2026 E			
Perry	11	132	100271	Susq Trail over Li Juni C	F	BRDG			185	600,000		600,000																							
Perry	11	132	100271	Susq Trail over Li Juni C	C	BRDG									185	5,269,938		5,269,938									185	3,308,147		3,308,147		1/1/2026 E			
Perry	11	141	119784	Susquehanna Trail Restoration	P	HRST			581	350,000		350,000																							
Perry	11	141	119784	Susquehanna Trail Restoration	C	HCON																					581	2,059,918		2,059,918					
Perry	17																																		

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Project Information							FFY 2025 Costs				FFY 2026 Costs				FFY 2027 Costs				FFY 2028 Costs					^ Milestones									
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local		Total	Fed.	Federal	St.	State	Local	Total		
Perry	34	059	90708	Spring Road Bridge 1	C	BRDG									185	1,000,000		1,000,000			581	663,491		663,491							1/1/2028 E		
Perry	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	SAMI													STP	1,548,401				1,548,401	STP	2,681,313			2,681,313	1/1/2028 E			
Perry	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	SAMI													HSIP	1,136,737				1,136,737	HSIP	1,912,500			1,912,500	1/1/2028 E			
Perry	34	067	20579	PA 34 over Little Buffalo	F	BRDG			185	100,000		100,000																					
Perry	34	067	20579	PA 34 over Little Buffalo	+C	BRDG	BRIP	124,073				124,073	BRIP	3,000,000				3,000,000	STP	440,551				440,551							5/20/2027 E		
Perry	34	069	117545	PA 34 over Juniata River	F	BRDG																					581	550,000	550,000				
Perry	233	022	108605	Scheaffers Valley Rd Resf	+C	HRST	STP	4,752,832				4,752,832																			1/16/2025 E		
Perry	274	028	99983	Montour Creek Bridge	C	BRDG	BRIP	1,486,491				1,486,491																			11/7/2024 E		
Perry	274	030	113299	Big Spring Road Resurface 2	+C	HRST							STP	2,376,416				2,376,416													10/24/2024 E		
Perry	849		119313	Sidewalks and Curbs Reconstruction Phase 2	+C	TENH	STP	520,000				520,000																					
Perry	850	015	101108	PA 850 over Trib Shermans	C	BRDG			185	498,846		498,846			185	62,604		62,604			185	164,286		164,286							11/7/2024 E		
Perry	850	015	101108	PA 850 over Trib Shermans	C	BRDG									581	306,325		306,325			581	754,590		754,590							11/7/2024 E		
Perry	1008	004	100368	Pfoutz Valley Rd ov Cocolamus Ck	+F	BRDG	BOF	100,000				100,000																					
Perry	1008	004	100368	Pfoutz Valley Rd ov Cocolamus Ck	+C	BRDG									185	753,641		753,641													1/1/2026 E		
Perry	1015	009	20576	Juniata Parkway ov Cocolamus Ck	+F	BRDG	BOF	150,000				150,000																					
Perry	1015	009	20576	Juniata Parkway ov Cocolamus Ck	+C	BRDG							BOF	1,764,573				1,764,573													1/1/2026 E		
Perry	1015	020	87479	Juniata Parkway over Tributary to Juniata Rvr	F	BRDG			185	100,000		100,000																					
Perry	1015	020	87479	Juniata Parkway over Tributary to Juniata Rvr	C	BRDG															581	648,047		648,047							11/19/2026 E		
Perry	1015	021	90332	Juniata Py ov Trib to Juniata Rvr	F	BRDG			185	100,000		100,000																					
Perry	1015	022	90907	Juniata Pkwy ov Trb Juniata River	F	BRDG			185	100,000		100,000																					
Perry	1015	022	90907	Juniata Pkwy ov Trb Juniata River	C	BRDG									581	235,000		235,000														11/19/2026 E	
Perry	1015	023	117251	Juniata over Howe Run	F	BRDG			185	100,000		100,000																					
Perry	1015	023	117251	Juniata over Howe Run	C	BRDG									185	210,896		210,896														11/19/2026 E	
Perry	3002	021	117252	Horse Val Rd ov Horse Val Run	F	BRDG			185	100,000		100,000																					
Perry	3016	011	87490	Pisgah State Rd ov Trib to Shermans Ck	F	BRDG			185	100,000		100,000																					
Perry	4005	014	91397	Cold Storage Rd ov Little Buffalo Ck	F	BRDG	BOF	100,000				100,000																					
Perry	4007	018	100456	Stone Arch Rd over Trib	+F	BRDG	BOF	100,000				100,000																					
Perry	4007	018	100456	Stone Arch Rd over Trib	+C	BRDG							BOF	500,000				500,000														1/1/2026 E	
Perry	4008	023	63084	Middle Ridge Road ov Big Buffalo Ck	F	BRDG																					185	165,000	165,000				
Perry	4008	032	115794	Market Street Improvements (Newport)	C	TENH	STP	230,485			101,371.00	331,856																			11/6/2025 E		
Perry	7210	BRG	106558	Center Rd Bridge T-403	C	BRDG	BOF	760,000	183	142,500	47,500.00	950,000																			1/1/2025 E		
Perry	7211		119311	Perry County Covered Bridge	+P	BRDG	BRIP	237,600				237,600																					
Perry	7211		119311	Perry County Covered Bridge	+F	BRDG	BRIP	126,720				126,720																					
Perry	7211		119311	Perry County Covered Bridge	+C	BRDG	BRIP	978,865				978,865	BRIP	563,339				563,339															
Perry	7219		120273	Perry County Bridge Bundle	F	BRDG	BOF	558,400	183	104,700	34,900.00	698,000																					
Perry	7219		120273	Perry County Bridge Bundle	C	BRDG							BOF	1,082,480	183	202,965	67,655	1,353,100	BOF	1,082,480	183	202,965	67,655	1,353,100	BOF	1,082,480	183	202,965	67,655	1,353,100			
Totals for: Perry								14,113,216	5,108,681	183,771	19,405,668		9,286,808	8,041,369	67,655	17,395,832	4,208,169	7,723,265	67,655	99,051,888	5,676,293	10,604,062	67,655	16,348,010	65,148,599								
Overall Totals:								76,669,500	28,143,000	344,877	105,157,377		71,312,192	29,846,000	254,119	101,412,311	69,057,192	29,669,000	325,696	99,051,888	67,378,192	31,371,000	184,891	98,934,083	404,555,659								

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

 Obligations have occurred

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

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Project Information						FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						^ Milestones			
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local		Total		
Cumberland	81		119677	I-81 MM 47 to 52 Concrete Patch w/Diamond Grinding	C	IMAN			581	5,000,000		5,000,000			581	4,200,000		4,200,000															
Cumberland	81	096	116479	I-81 Culvert	C	IMAN			185	5,000,000		5,000,000																				1/1/2026 E	
Cumberland	81	097	116481	I-81 over Stone House Rd	C	IMAN	BRIP	3,000,000				3,000,000																				1/1/2026 E	
Totals for: Cumberland								3,000,000		10,000,000		13,000,000				4,200,000		4,200,000															17,200,000
Dauphin			119485	ITS Maintenance Contract 24-27	C	IMAN	NHPP	250,000				250,000																				2/1/2024 A	
Dauphin	81	100	117968	Interstate DMS and CCTV TSMO	+C	SAMI	NHPP	1,829,700				1,829,700																				5/23/2024 E	
Dauphin	83	078	92931	Eisenhower Interchange	U	IMAN			s581	10,000,000		10,000,000																					
Dauphin	83	078	92931	Eisenhower Interchange	C	IMAN	sNHPP	38,000,000				38,000,000	NHPP	13,190,000				13,190,000	NHPP	20,000,000				20,000,000	NHPP	20,000,000			20,000,000	1/29/2026 E			
Dauphin	83	078	92931	Eisenhower Interchange	C	IMAN							sNHPP	39,000,000				39,000,000	sNHPP	15,000,000				15,000,000	sNHPP	17,000,000			17,000,000	1/29/2026 E			
Dauphin	83	094	113754	I-83 South Bridge Replacement	P	IMAN			s581	168,230		168,230																				1/17/2022 E	
Dauphin	83	094	113754	I-83 South Bridge Replacement	U	IMAN			s581	2,121,800		2,121,800																					
Dauphin	83	094	113754	I-83 South Bridge Replacement	R	IMAN									s581	4,370,908		4,370,908															
Dauphin	83	094	113754	I-83 South Bridge Replacement	C	IMAN														sSTP	6,587,000				6,587,000	sNHPP	21,623,000			6,587,000	5/23/2024 E		
Dauphin	83	094	113754	I-83 South Bridge Replacement	C	IMAN														sNHPP	18,500,000	185	14,631,615	33,131,615	NHPP	1,316,458	185	14,631,615	15,948,073	5/23/2024 E			
Dauphin	83	B78	113378	Eisenhower Interchange B	F	IMAN			s581	4,500,000		4,500,000			s581	6,000,000		6,000,000			s581	6,000,000		6,000,000			s581	5,550,000	5,550,000				
Dauphin	83	B78	113378	Eisenhower Interchange B	R	IMAN																				sNHPP	6,600,000			6,600,000			
Dauphin	83	B79	113357	I-83 East Shore Section 3B	C	IMAN													sNHPP	10,000,000				10,000,000	sNHPP	10,000,000			10,000,000	8/21/2025 E			
Dauphin	83	B79	113357	I-83 East Shore Section 3B	C	IMAN	NFP	59,177,000				59,177,000	sNHPP	26,000,000				26,000,000	NHPP	16,823,000				16,823,000	NHPP	15,000,000			15,000,000	8/21/2025 E			
Dauphin	83	C78	113380	Eisenhower Interchange C	F	IMAN			s581	7,000,000		7,000,000			s581	7,000,000		7,000,000			s581	5,500,000		5,500,000									
Dauphin	83	C79	113376	I-83 East Shore Section 3C	P	IMAN	sNHPP	880,000				880,000																			10/2/2019 A		
Dauphin	83	C79	113376	I-83 East Shore Section 3C	U	IMAN									s581	2,622,545		2,622,545															
Dauphin	83	C79	113376	I-83 East Shore Section 3C	R	IMAN									s581	5,800,000		5,800,000															
Dauphin	3001	R78	114698	I-83 Eisenhower RR Bridge	C	IMAN													sNHPP	15,000,000				15,000,000	sNHPP	19,495,000			19,495,000	6/17/2027 E			
Totals for: Dauphin								100,136,700		23,790,030		123,926,730			78,190,000		25,793,453		103,983,453		101,910,000		26,131,615		128,041,615		117,621,458		20,181,615	137,803,073	493,754,871		
Overall Totals:								103,136,700		33,790,030		136,926,730			78,190,000		29,993,453		108,183,453		101,910,000		26,131,615		128,041,615		117,621,458		20,181,615	137,803,073	510,954,871		

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

 Obligations have occurred

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

UNIFIED PLANNING WORK PROGRAM (UPWP)

FY 2024 - 2025
July 1, 2024 – June 30, 2025

**HARRISBURG AREA TRANSPORTATION STUDY
(HATS)**

Technical Committee Recommendation:
February 9, 2024 (anticipated)

Coordinating Committee Approval:
February 23, 2024 (anticipated)

Harrisburg Area Transportation Study
Work Program - FY 2024-2025

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Overview

The Unified Planning Work Program (UPWP) documents Harrisburg Area Transportation Study's (HATS) proposed regional transportation planning activities in the Harrisburg region. It is typically prepared and updated on a two year basis that coincides with the state fiscal year, July 1 through June 30, and is required by federal metropolitan transportation planning regulations. However, this update is limited to one year to stagger the UPWP and TIP update cycles.

The UPWP must describe major activities/tasks and resulting products, including who will perform the work, timeframe for completing the work, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds. This UPWP effectively addresses the key regional transportation and land use issues facing the HATS region, and does so in a manner which supports a continuous, cooperative, and comprehensive (3C) performance-based multi-modal transportation planning process guided by the following vision:

A safe, efficient, environmentally responsible and seamless multi-modal transportation system integrated with sustainable land use patterns to serve the mobility and accessibility needs of our residents, businesses and through-travelers.

Introduction

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and its subsequent reauthorizations gave Metropolitan Planning Organizations (MPOs) such as HATS greater latitude in planning for the region's transportation system through the use of federal transportation funds. Current federal law regulating the metropolitan planning process, Infrastructure Investment and Jobs Act (IIJA), specifies the roles and responsibilities by which metropolitan planning organizations (MPO) must operate to maintain eligibility for those funds and implementation of the 3C planning process. Final rulemaking/legislation as related to the reauthorization of the IIJA will be implemented in cooperation with all planning partners, as appropriate.

HATS is the federally designated MPO for the Harrisburg region. It is an organization of federal, state, and local agencies, and officials from Cumberland, Dauphin, and Perry Counties, the City of Harrisburg, and Capital Area Transit. HATS serves 103 municipalities within Cumberland, Dauphin, and Perry Counties, covering over 1,700 square miles in area, and operates with a formal Memorandum of Understanding with neighboring Lebanon County and York County planning organizations.

HATS' three member counties, the Pennsylvania Department of Transportation, and the City of Harrisburg entered into an agreement on February 11, 1965 to provide for the 3C transportation planning process for the Harrisburg area. Recognizing the need to include a voice for transit at the planning table, HATS welcomed Capital Area Transit into voting membership in 1992. HATS' decision-making is conducted through two main committees: the Coordinating Committee takes formal action about the use of federal funds for transportation system improvements; and the Technical Committee oversees analysis and preparation of plans and studies, and makes recommendations for action to the Coordinating Committee.

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In addition to the Technical and Coordinating Committees, HATS creates sub-committees to address specific transportation issues relative to the long-range plan (Regional Transportation Plan, or RTP) as the need arises. All plans are presented to HATS for adoption or endorsement.

The Technical and Coordinating Committees are led by a Chairman, Vice-Chairman, and a Secretary, each designated by election from the voting membership to one-year terms. Current membership of the Committees is available on the HATS website (<https://www.tcrpc-pa.org/hats-about>) with representation as follows:

Entity/Agency	Number of Votes	
	Coordinating Committee	Technical Committee
PennDOT	2	2
Cumberland County	2	2
Dauphin County	2	2
Perry County	2	2
Harrisburg City	2	2
Susquehanna Regional Transportation Authority	1	1

In addition, the HATS Technical Committee includes ex-officio/non-voting members for major transportation providers in the region: Amtrak, Norfolk Southern Railroad, the Susquehanna Area Regional Airport Authority (SARAA), and the Pennsylvania Motor Truck Association (PMTA). The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Pennsylvania Department of Environmental Protection (PA DEP), and Pennsylvania Department of Community and Economic Development (PA DCED) are ex-officio members of both the Technical Committee and Coordinating Committee. This allows HATS to incorporate the expertise availed by these providers and agencies in its multi-modal decisions.

Partnering Agency Roles

Tri-County Regional Planning Commission (TCRPC) functions as the lead staff agency of HATS and provides planning and administrative support services. It has the responsibility to ensure the transportation planning process is being carried out in accordance with federal and state regulations. Several other agencies, however, also play key roles in the transportation planning process.

The Pennsylvania Department of Transportation (PennDOT) works cooperatively with TCRPC in carrying out all of its transportation planning activities, and is responsible for a number of activities that affect the transportation planning process, most prominently the development of a statewide long-range plan and twelve-year plan. PennDOT also develops a Statewide Transportation Improvement Program (STIP), which combines the HATS TIP with

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all other MPO and RPO TIPs across the state. Accordingly, PennDOT participates actively in the process by which projects are prioritized and included in the region's TIP.

PennDOT has the lead responsibility for developing statewide management systems and processes as recommended by ISTEA and carried forward in TEA-21, SAFETEA-LU, MAP-21, FAST, and IIJA federal legislation. These data systems and processes aid HATS in identifying transportation needs and include congestion management, bridge management, intermodal management, pavement management, safety, public transportation and traffic monitoring data. HATS is responsible for development and enhancement of the regional congestion management process (CMP) and intermodal management system (IMS), which are dependent on these data sets, and then coordinated statewide.

PennDOT also serves as the primary intermediary between TCRPC and federal transportation agencies (Federal Highway Administration [FHWA] and Federal Transit Administration [FTA]) in the administration of funds, policies, and regulations. The federal transportation agencies provide overall guidance in the administration of statewide and metropolitan planning programs.

The Pennsylvania Department of Environmental Protection has overall responsibility for compliance with the Clean Air Act, including development and adoption of air quality plans known as State Implementation Plans (SIPs). During FY 2006, HATS became the lead agency for highway-related control measures for air quality in the region. As a result, HATS will continue to develop and maintain transportation data used in emissions inventories, and identify and analyze potential air quality strategies.

The largest provider of local public transportation in the Harrisburg metropolitan area is Capital Area Transit (CAT). rabbittransit, based in York, also provides shared ride service in Cumberland and Perry Counties. CAT and rabbittransit are responsible for both capital and service needs in their respective service areas, but are administered collectively under Susquehanna Regional Transportation Authority (SRTA). They are the principal sources for identifying transit projects for inclusion in the transit portion of the HATS TIP and long range planning efforts.

Program Responsibilities

Several sources provide more detailed guidance on the development of a UPWP and its implementation. All of this guidance needs to be given consideration in the development of the work program and throughout the planning process, in addition to the overall surface transportation planning legislation (currently IIJA). This includes ten federal planning factors, statewide transportation improvement program (STIP) planning findings, and the MPO federal certification review findings.

The following table highlights required activities to be performed as part of the 3C transportation planning process of the IIJA. The last column indicates the year of the UPWP in which the plan update or planning activity will occur. In general, activities supporting plan implementation occur in years following the actual plan update activity.

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Activity	Required Update Cycle	Last Adopted	Next Adoption (Targeted)
Federal TMA Planning Certification Review	4 years	9/8/2021	9/8/2025
Unified Planning Work Program (UPWP)	2 years	12/17/2021	2/23/2024
Regional Transportation Plan (RTP) *	4 years	9/24/2021	9/24/2025
Transportation Improvement Program (TIP) *	2 years	6/24/2022	6/21/2024
Federal Obligation Report	annually	12/16/2022	12/15/2023
Performance Measures Monitoring PM – 1	annually	2/25/2023	2/23/2024
PM – 2	2 years	4/28/2023	4/28/2025
PM – 3 (including GHG)	2 years	4/28/2023	4/28/2025
Congestion Management Process Plan (CMP)	As needed	6/23/2017	12/31/2024
Coordinated Public Transit - Human Services Plan	As needed	12/18/2015	12/31/2024
Bicycle Ped Study/Active Transportation Plan	As needed	9/26/2014	4/26/2024
Regional Freight Plan	As needed	9/22/2017	6/30/2026
Public Participation Plan (including Limited English Proficiency)	As needed	9/24/2021	9/24/2025
Environmental Justice Plan (EJ)** (benefits and burdens analysis)	As needed	6/24/2022	6/21/2024
Title VI/ADA Policy & Procedures	As needed	12/17/2021	9/24/2025

* Air Quality (AQ) Conformity Analysis is required to be performed with each RTP and TIP adoption, as well as interim amendments that include AQ significant projects.

** EJ benefits and burdens analysis is required to be performed as part of each RTP and TIP program update.

Federal Planning Factors

Federal regulations also require the resulting projects, strategies and services of these activities to address ten planning factors:

- (1) Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the **safety** of the transportation system for motorized and non-motorized users;
- (3) Increase the **security** of the transportation system for motorized and non-motorized users;
- (4) Increase **accessibility and mobility** of people and freight;
- (5) Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

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- (6) Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system **management and operation**;
- (8) Emphasize the **preservation** of the existing transportation system;
- (9) Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and **tourism**.

The degree of consideration and analysis of each of these factors within each of the work program tasks is based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, housing and community development. All of the UPWP tasks are interconnected and work together to support an integrated program which fulfills federal requirements and addresses the specified planning factors described above. HATS staff will monitor current discussions and make appropriate adjustments to the work program in cooperation with FHWA/FTA and PennDOT throughout the duration of this UPWP.

Statewide Transportation Improvement Program (STIP) Planning Findings

A Planning Finding is a formal action taken by FTA and FHWA to ensure that STIPs and TIPs are developed according to statewide and metropolitan planning processes consistent with required statutory and regulatory planning and related provisions. A Planning Finding is an opportunity to highlight what works well and what needs improvement in a statewide or metropolitan planning process. The most recent Planning Finding, for the FFY 2023-2026 program, made the following recommendations for integration into the statewide and regional planning and programming processes:

- (1) Prior to obligation, ensure all projects programmed with HSIP funds (or subsequent cost increases) are evaluated and verified for eligibility and safety cost effectiveness per Publication 638. Continue ongoing efforts to maximize percentage of HSIP annual apportionment and schedule regular coordination meetings with FHWA to discuss challenges and identify opportunities to improve safety programming, programming, and project delivery.
- (2) Better integrate PennDOT Asset Management Systems (AMS) into the STIP development processes. PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.
- (3) Improve the LRTP update and agency coordination by scheduling a coordination meeting at least 30 months prior to the LRTP deadline. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation air quality requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources.
- (4) Undertake efforts to not only verify the status of the subrecipients of PennDOT's Consolidate Planning Grant (CPG), but also undertake a proactive and guidance driven approach to supporting the efforts of their subrecipients to be in compliance with the Title VI requirements in accordance with FTA Circular 4702.1B.

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- (5) All Planning Partners, transit agencies and PennDOT must cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. While overall, the MPOs/RPOs have made significant improvements in this effort since it was identified in the 2019 FPF, especially with Highway/Bridge projects, the inclusion of obligated transit projects has been inconsistent. As such, FTA and FHWA recommend PennDOT work with MPOs/RPOs and transit agencies to ensure this requirement is carried out on an annual basis for all federally funded Highway/Bridge and transit projects.

To ensure consistency with required statutory and regulatory planning and related provisions, HATS will address the STIP findings by continuing to develop the annual list of obligated projects report, scheduling an LRTP kickoff meeting with regional stakeholders, and work with PennDOT to improve the programming of safety funds through the already-underway Safe Streets For All Qualified Safety Plan.

Planning Certification Review

Because the HATS MPO is part of an urbanized area exceeding 200,000 population, it is classified as a Transportation Management Area (TMA). As such, FHWA and FTA are required to jointly review and evaluate the HATS transportation planning process at least every four years to determine if the process meets the federal planning requirements. The most recent review was conducted in May 2021 and the final Certification Review Report was issued on September 8, 2021. The review found the HATS process to substantially meet federal transportation requirements, subject to addressing a Corrective Action regarding production of a Title VI Program document (which was officially adopted in December 2021). The 2021 review also offered several commendations and recommendations for follow-up and incorporation into future work program activities. The complete certification review report is available on the HATS website (<https://www.tcrpc-pa.org/hats-mpo-resources>).

The following list summarizes the areas in the draft 2021 certification review report warranting closer attention through work program activities, which are incorporated into the proposed work program activities of this FY 2024-2025 UPWP:

- (1) **Continuous, Cooperative, and Comprehensive (3C) Process**
Update the 2012 MOU between HATS, PennDOT and CAT to document the process for adopting targets and developing projects associated with Transit Asset Management (TAM) and the Safety Plan, as well as outlining each other's role in transit planning. This documentation will help streamline coordination and make clear the roles and procedures for the parties involved and members of the public.
- (2) **Civil Rights (Title VI, EJ, LEP, ADA)**
HATS meets FHWA's requirements for Title VI; however, HATS did not have a formal Title VI Program document per the FTA Circular 4702.1B requirements. HATS submitted a remedial action plan, including a list of planned actions for creating a cohesive Title VI Program document that meets the requirements of FTA Circular 4702.1B, Chapters III and VI. HATS Title VI Program was formally adopted in December 2021.
- (3) **Public Participation & Outreach**
Engage in consultation with the Tribes and Nations whenever conducting public outreach, and develop an internal process to track progress on improving public

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participation and involvement through targeted outreach strategies and goals as described in the Public Participation Plan (PPP).

- (4) **Transportation Improvement Program**
HATS and CAT to work together to identify the roles each will fulfill in TIP development and collaborate more clearly so transit can be better represented in HATS project selection or innovative products.
- (5) **Performance Based Planning and Programming**
HATS MPO and PennDOT District 8-0 to build on their collaborative process and work together to better integrate the PBPP and the TAMP into the LRTP and TIP program development process. To support these efforts, the Review Team recommends PennDOT Central Office provide resources and training to the MPO and District in these areas.
- (6) **Transportation Safety**
Continue to focus on safety in its project development process by doing the following to strengthen safety planning: utilize Road Safety Audits (RSAs) – both motorized and non-motorized – to identify safety issues and potential improvements; provide a summary of past safety projects along with before and after crash data to help illustrate what countermeasures are working and ones that are not (which may also help in developing strategies to achieve Performance Measure 1 (PM1) goals); and consider adding discussion to the RTP on any specific strategies as to how PM1 goals are to be achieved.
- (7) **Integrating Freight into the Planning Process**
Collaborate with the central PA MPOs to complete the third session of the truck parking roundtable to develop a truck parking action plan for Central PA.
- (8) **Environmental Mitigation/Planning Environmental Linkage**
Consider expanding the mitigation sites mapping tool to also include endangered species, and/or historic structure sites, in addition to wetland/stream areas, to provide a more comprehensive analysis for the region.
- (9) **Congestion Management Process/Management and Operations**
Pursue a regional Congestion Management Plan (CMP) with support from PennDOT Central Office, PennDOT District 8-0, and regional TMAs. FHWA grant funding should be considered for operational and ITS improvements to improve regional congested corridors.

Work Program Development

As part of previous STIP planning findings, greater collaboration and participation with PennDOT and FHWA was recommended for the development of UPWPs. In response to this directive, beginning in November 2023, HATS staff gathered input for the initial draft of the work program from FHWA, FTA, PennDOT Central Office staff, PennDOT District 8-0, PennDOT Bureaus of Public Transportation and Rail Freight, Capital Area Transit/rabbittransit (SRTA), tribal consultation and the HATS Technical and Coordinating Committees regarding the specifics of upcoming work program activity. These stakeholders were encouraged to review the program provided and suggest any additional regional planning initiatives that may address emerging and/or localized issues. From this input, comments were incorporated and a preliminary draft was provided in December to the HATS Technical and Coordinating Committees for their feedback and ultimate authorization to provide the final

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draft UPWP to FHWA for review and comment. Comments from the FHWA review were then integrated into a final UPWP provided for HATS adoption on February 23, 2024.

Program Highlights

The primary focus areas proposed for the FY 2024-2025 UPWP include:

- (1) *Performance measures and targets* – coordination with PennDOT, CAT, and other appropriate agencies to continue data collection and analysis requirements for safety, congestion, freight, transit, and internal data management for HATS. 2020 Census data will be incorporated into the base demographics supporting the establishment of performance measures and targets.
- (2) *Implementation of priorities identified in the adopted RTP* – ongoing expansion of data to support environmental mitigation strategies and mobility needs, land use policies defined in the *Regional Growth Management Plan (RGMP)*, periodic collaboration with the established workgroups, as well as participation in *PennDOT Connects* as it supports the RGMP, RTP and HATS program and project development process. An RTP update will occur during the timeframe of this UPWP.
- (3) *Collaboration with neighboring MPOs and PennDOT* on items of mutual interest – including benefits/burdens analysis, resiliency and storm water mitigation, regional travel demand modelling and congestion management planning, and freight planning. A coordinated regional public transit-human services plan will also be developed.

Detailed program task descriptions proposed for FY 2024-2025 are provided in the next section. Previous work accomplished through the annual work program is documented as part of the HATS Annual Report, which can be found on our website (<https://www.tcrpc-pa.org/hats-plans-publications>). Ongoing monthly progress reports are also provided to Tri-County Regional Planning Commission, the County Planning Commissions, as well as PennDOT Central Office for invoicing documentation.

All of the UPWP tasks are interconnected and work together to support an integrated program which fulfills federal requirements and addresses the specified planning factors described above. HATS staff will monitor current discussions and make appropriate adjustments to the work program and dates for initiation and completion of specific tasks in cooperation with FHWA/FTA and PennDOT throughout the duration of this UPWP.

Funding of activities is obtained through federal, state, and local sources. The federal funding portion is received from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). State funding is provided through PennDOT, while Cumberland, Dauphin, and Perry Counties comprise the primary local funding sources.

The total budget for the regular FY 2024-2025 UPWP is \$1,161,250 for the program period. This represents a 3.1% increase in annual funding levels from the previous UPWP. Within the framework of available financial and staff resources, this work program effectively addresses HATS' key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue of special need vital to the orderly growth and development of the HATS area.

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Task Descriptions

TASK I. MPO ADMINISTRATION

The TCRPC staff will administer the transportation planning program such that all federal requirements are satisfied. All meetings of the Harrisburg area MPO will be accessible virtually and/or scheduled at an appropriate meeting location in or near Harrisburg. TCRPC staff will prepare meeting notices and minutes, and all local government information memorandums will be prepared and distributed prior to HATS meetings.

TCRPC staff will prepare a unified planning work program (UPWP) for each fiscal year, submitted as requested, by January 31. UPWP amendments or budget adjustments will be prepared by TCRPC staff in coordination with PennDOT and FHWA as needed. TCRPC staff will also prepare monthly invoices and progress reports for submission to PennDOT, and work with FHWA and PennDOT to implement federal budget requirements. Annual audits will be prepared accordingly. The MPO will take the action needed to certify compliance with requirements as mandated by the federal government.

TCRPC staff will coordinate with neighboring MPOs and CAT/rabbittransit (SRTA) to update planning agreements as needed based on information from Census data, and collaborate on addressing issues of mutual interest through the development of joint planning products such as benefits burdens analysis, regional public transit-human services planning, and coordinated travel demand modelling and congestion management. TCRPC staff will also continue to coordinate with Dauphin and Perry County Continuity of Operations (COOP) plans.

Products:

- Notification, coordination and documentation of MPO meetings
- Distribution of MPO meeting materials (not less than 5 working days prior to MPO meeting), required MPO documentation/minutes (within 30 working days after meetings), and MPO program work product through the TCRPC website
- Preparation of monthly progress reports, invoices, contracts and monitoring, including Commuter Services (SRTP) invoice processing
- Updated planning agreements, as necessary
- MPO/County Continuity of Operations Plan (COOP) updates
- Coordination of current transportation program with neighboring MPOs and other partnering organizations
- Annual audits and financial reports
- Preparation of HATS 2025-2027 UPWP
- General transit planning program administration and support, as requested
- A Safety/Drug/Alcohol policy will be maintained in the workplace, as per FTA regulations and in compliance with the Federal 'Drug-Free Workplace Act of 1988'

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbittransit (SRTA)
- PennDOT Program Center
- Federal Highway Administration

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- Susquehanna Regional Transportation Partnership/Commuter Services

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
162,575	114,490	15,120	15,540	13,195	3,780

DRAFT

TASK II. REGIONAL TRANSPORTATION PLAN

A. Public Participation & Outreach

Public participation and outreach activities will continue to guide the transportation planning process such that the public has the opportunity to gain a greater understanding of the region's planning and programming process and become involved with it as they choose. This is an integral element of the entire work program from administration to plan development (RTP) through plan implementation (TIP). While public participation and outreach activities and its outcomes (products) are listed in this particular section of the work program, they are applicable in each section and work program task as the planning process is continual and interrelated, and public participation and outreach is essential throughout.

Particular emphasis will be given to expanding efforts to network in communities traditionally underrepresented in the transportation planning process. This will include ongoing outreach to our region's Amish and Plain Sect communities and Tribes and Nations. TCRPC staff will work collaboratively with planning partners and other stakeholders as transportation needs are identified by local municipalities and in conjunction with the *PennDOT Connects* initiative.

All HATS meetings are open to the public. The meetings of the MPO are conducted and recorded through Zoom uploaded to the TCRPC YouTube website, and made part of the MPO record for public review. TCRPC staff will prepare and host any MPO transportation information reviews, as needed. Staff will emphasize to decision-makers the importance of ethnic and gender diversity in future appointments to the HATS Technical, Coordinating and sub-committees.

The TCRPC newsletter will provide public information on the progress of transportation planning and programming activities. The newsletter will be developed four times per year generally following HATS meetings. Information services and coordination of information, related to the transportation system, planning and programming, will continue to be provided to HATS participants, other agencies, and the general public. The maintenance and update of base maps will be included as needed, as well as that of the HATS page on the TCRPC website and the HATS Regional Transportation Plan website. Regular communication through social media and email blasts will be maintained. An annual obligation report will be produced in collaboration with PennDOT partners by December 31, and an annual report describing HATS overall activities of the previous year will be published by the end of March.

Partnerships with transportation stakeholders will provide assistance to local governments in the transportation planning process (including *PennDOT Connects*), and help develop alternatives and funding plans for transportation projects. The Commission Director and transportation staff members will attend the statewide planning partners meetings when scheduled. Assistance will also continue with the Susquehanna Regional Transportation Partnership to implement travel demand management activities, and coordination with other transportation-related agencies and programs will continue as needed. HATS will continue to coordinate with PennDOT Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT) and Center for Program Development and Management (CPDM) to maintain compliance with Title VI requirements.

Products:

- Local government notifications and advertisements sent to 103 municipalities

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- Annual Obligation Report and general Annual Report of the MPO, distributed electronically and made available in hard copy
- Timely email blasts as well as four (4) newsletters, distributed electronically and made available in hard copy
- Updated content and information on the TCRPC website, HATS page
- Active Twitter and Facebook feeds, as well as YouTube access to meeting videos
- Use media coverage with a diverse selection of print, radio, and television outlets
- Continue to be a resource for those requesting information on the transportation planning process and the region
- Mapping as needed to support planning and project development
- Outreach programs as described in the Public Participation Plan, including use of Zoom, GIS, and story maps
- Evaluation of information as described in the Public Participation Plan, including limited English proficiency, environmental justice activities and tribal consultation, to ensure all stakeholders have the opportunity to be involved, as well as tracking progress on effectiveness of strategies identified in plan. Update as needed based on results of evaluation.
- Continue maintenance of the Title VI program plan document to ensure nondiscriminatory procedures are implemented and update if needed during this program year
- Review outreach materials to ensure compliance with ADA requirements
- Translations of meeting notices and program materials on the website and upon request
- Participation in shared program interests with neighboring MPOs, such as District 8-0 regional travel demand modelling
- Continued outreach efforts, including coordination with County Planning Commission initiatives and Regional Growth Management Plan (RGMP) implementation
- Hold public meetings for the transportation planning program following air quality conformity analysis
- Attend MPO Planning Partners meetings, when scheduled
- Participate in monthly statewide Planning Partner conference calls, and quarterly District 8-0 conference calls
- Collaboration with related non-profit agencies such as Harrisburg Regional Chamber/Capital Region Economic Development Corporation (CREDC), Susquehanna River Basin Commission, Tri-County Community Action
- Respond to local governments and agencies to explore alternative opportunities for transportation projects and funding
- Work with PennDOT District 8-0 through the *PennDOT Connects* initiative to ensure the successful implementation of programs and projects defined in the HATS RTP and throughout the project development process

Partnering Agencies:

- Tri-County Regional Planning Commission
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Neighboring MPOs

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Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
174,187.50	123,150	16,200	16,650	14,137.50	4,050

B. Congestion Management Process

The regional congestion management process (CMP) plan will be updated during the program year, in a unified effort with surrounding MPOs. The CMP will evaluate the current condition of the region’s transportation system and suggest improvements to system operations and performance based on an evaluation of the current congestion strategies being applied. Following its adoption, the CMP will continue to be implemented, monitored, and coordinated with data collection requirements for agreed upon performance targets. The priorities recommended by the CMP, travel time and level of service (LOS) information will be included in the development of updates of the HATS RTP, safety initiatives and the transportation improvement program. TCRPC staff will also facilitate opportunities for corridor studies to identify and analyze alternatives that improve traffic flow, safety and operations on regional and local roadways.

TCRPC staff will coordinate with PennDOT, CAT/rabbittransit (SRTA), and other appropriate agencies to evaluate standardized performance-based processes for safety, congestion, and transit performance targets and maintain an internal system for analysis and monitoring of the data. Regular updates to the performance targets will be included on the HATS RTP website in the “Tracking our Progress” section.

Staff will continue to support and coordinate with the efforts of the Susquehanna Regional Transportation Partnership (SRTP), formed to implement travel demand management programs to help the region combat vehicle pollution and traffic congestion, as well as to increase the awareness of the transit and ridesharing alternatives in the Susquehanna Valley. Additionally, staff will continue to support outreach efforts focusing on congested corridors and routes identified in the CMP, gathering input from multiple municipalities and other stakeholders. Support for congested corridor improvements identified within the HATS region, corridor-wide traffic signal coordination, and the implementation of recommendations from regional planning studies will also continue.

Staff will work to further the safety goals of the RTP, IJJA and safety targets reflected in PennDOT’s Strategic Highway Safety Plan (SHSP). TCRPC staff will also work on the completion and implementation of the regional Safe Streets For All Qualified Safety Plan, while also continuing to participate in safety planning activities that lead to a better understanding of safety in the prioritization of transportation projects. This includes maintaining the safety data dashboard developed by HATS staff, promoting its use among the municipalities in the region, and providing educational materials regarding key safety issues in the region.

In coordination with PennDOT, TCRPC staff will support or initiate safety studies/audits on CMP priority corridors that exhibit a large degree of systemic congestion due to crashes. This will be informed by real time data provided by the partnership with Waze to identify emerging areas of concern as well as implementing recommendations from previous corridor and safety

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studies: Camp Hill to Capital Corridor Study, Riverlands Safety Study, I-81 Improvements Strategy, and Market Street Road Diet (Lemoyne).

To address resiliency planning, TCRPC staff will reference PennDOT's Extreme Weather Vulnerability Assessment to incorporate flooding resiliency into project development, coordinate with County hazard mitigation plans and watershed implementation plans, incorporate public safety considerations into the Safe Streets For All Qualified Safety Plan, and any planning requirements of IIJA programs, including the PROTECT funds.

TCRPC staff will consider the application of Intelligent Transportation Systems (ITS), including dynamic signal coordination technology, when appropriate to a project or corridor, and will contribute to the update of PennDOT's regional ITS architecture and Regional Operations Plan, as appropriate. Technology necessary for connected and autonomous vehicles, or dedicated short-range communication (DSRC) systems and its potential deployment methods will continue to be coordinated among District 8-0 planning partners as recommended in the Dedicated Short Range Communications Study completed in 2019. TCRPC staff will coordinate with PennDOT on National Electric Vehicle Infrastructure (NEVI) program implementation as appropriate.

Efforts will continue to monitor the provision of transit service to the elderly and handicapped. An annual update to CAT's/SRTA's paratransit plan is required under the ADA law. TCRPC will assist with the plan update by supplying projections of population, route corridor assignments and other resource information it currently maintains. TCRPC will assist area community groups in identifying possible solutions to transportation shortcomings.

The review and assessment of the financial capacity of the transit authority will be the responsibility of Capital Area Transit (CAT/SRTA), since FTA regulations call for a self-certification in this area. Depending upon the assessment, amendments may be necessary to the four-year capital improvement program.

Products:

- Complete and begin implementation of a regional Congestion Management Process plan
- Complete and begin implementation of Safe Streets For All Qualified Safety Plan
- Maintain Waze partnership to provide real-time analysis and coordinate results on a regional basis
- In coordination with PennDOT, initiate or advocate safety studies based on data and local stakeholder input
- Maintain the HATS safety data dashboard and associated safety planning tools and promote their use among the municipalities in the region
- Provide educational materials regarding key safety issues in the region; coordinate educational outreach programs to disseminate information
- Monitor/update corridors and subareas for access management, future projects and implementation for congestion relief and safety improvement. When necessary, initiate corridor studies in coordination with PennDOT and impacted municipalities.
- Coordinate recommendations from County hazard mitigation plans, watershed implementation plans, and emergency management plans with ongoing project development and the *PennDOT Connects* process

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- Support and coordination of the nine-county SRTP and its Commuter Services of Pennsylvania program
- Continue staff support and facilitation of HATS’ Congestion Management Process and/or a regional approach covering the PennDOT District 8-0 area
- Coordinate with PennDOT in the planning, integration and implementation of a regional ITS system, as well as the potential deployment methods for connected vehicle technology (DSRC) and electric vehicles (EV)
- Ongoing municipal coordination specific to corridors of concern identified in regional studies
- Continue to promote the implementation of expanded or new park and ride facilities with PennDOT, local communities, CAT/SRTA and other stakeholders
- Track safety (PM1) and congestion (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- Susquehanna Regional Transportation Partnership (SRTP)/Commuter Services
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Federal Transit Administration
- Neighboring MPOs
- Emergency responders
- Local governments in HATS region

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
162,575	114,940	15,120	15,540	13,195	3,780

C. Intermodal Management Systems

Intermodal management systems planning will continue to identify and monitor the multi-modal access needs of passenger and freight facilities in the HATS region.

TCRPC staff will continue to work with regional stakeholders to address the recommendations from the Regional Freight Plan adopted in June 2017, including certification of candidate critical urban and rural freight corridors, improved traffic incident management along interstates, truck parking needs, rail freight service, safety and resiliency. TCRPC staff will continue to coordinate with and gather updated information from freight stakeholders. Additional regional freight summits will be held as appropriate leading to the expected update of the Regional Freight Plan in late 2025.

Assistance will continue to be provided to CAT in the implementation of its system redesign efforts and Transit Development Plan (TDP), including ongoing evaluation of system and route performance. The Public Transit-Human Services Coordination Plan will be updated in support

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of direction provided by the adopted redesign/TDP and future regional coordination with neighboring planning partners. Staff will work in conjunction with CAT to better integrate their existing service with neighboring transit providers. TCRPC staff will work with PennDOT and CAT to review performance data and assist in the reporting and tracking progress toward the attainment of critical outcomes for the region as identified in the Transit Asset Management Plan (TAMP). TCRPC staff will participate as communicated through the PA TAM Group Plan.

Multi-modal initiatives, including pedestrian and bicycle alternatives and improvements will be explored and coordinated as part of the planning process. To enhance input from the non-motorized community, staff will coordinate with area bicycle and pedestrian advocates. Additional effort to improve community walkability and non-motorized travel will continue to be emphasized, including administration of the Transportation Alternatives Set-Aside Program (TASA) and staff efforts to expand the baseline of cyclist and pedestrian counts at critical intersections in the region. Staff will complete and begin to implement the recommendations of the HATS Regional Active Transportation Plan and other relevant regional and local bicycle/pedestrian, greenway, trail, or active transportation plans.

Products:

- Implementation of recommendations from HATS freight plan, including potentially hosting a regional freight roundtable
- Develop, adopt and implement HATS Regional Active Transportation Plan
- Continue monitoring all aspects of intermodal facilities, including national high speed rail initiatives and work to incorporate the freight provisions identified in the IJIA federal legislation
- Coordination with CAT, other local transit providers, handicapped and other community groups to improve dissemination of transit information and services
- Monitor the latest information concerning passenger transportation in the nation, applied to the HATS area as appropriate
- Implement the terms of the updated PennDOT/CAT/HATS MOU in regard to long and short range transit planning; update as necessary based on performance measures and administrative restructuring to form SRTA
- Assist PennDOT and CAT/SRTA develop written provisions related to performance data, selection of performance targets, and assist in the reporting and tracking progress toward the targets
- Update of the Public Transit-Human Services Coordinated Plan to support the findings of CAT's/SRTA's adopted transit development plan
- Ongoing work efforts and data development to support local bicycle and pedestrian planning efforts, including the continuation of HATS Bike/Pedestrian counts and maintenance of the sidewalk condition inventory
- Implementation of the HATS Regional Active Transportation Plan
- Coordinate with PennDOT to advance the recommendations of the updated Statewide Comprehensive Freight Movement Plan (CFMP)
- Continue programming and administration of HATS's share of the state's TASA program
- Track safety (PM1) and freight/CMAQ (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets

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Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- Human Services groups
- Freight stakeholder group
- PennDOT Program Center
- PennDOT District 8-0
- Neighboring MPO/RPOs
- Federal Highway Administration
- Federal Transit Administration

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
139,350	98,520	12,960	13,320	11,310	3,240

D. Data Development & Support

Regional transportation planning will be consistent with the 2045 Regional Transportation Plan (RTP), including prioritization and staging of all major capital projects based on defined transportation needs, and ensuring conformity with the requirements of federal legislation including IIJA and the Clean Air Act Amendments (CAAA) of 1990. The 2045 RTP provides the foundation for project development in concert with linking land use planning and NEPA principles, *Regional Growth Management Plan* (RGMP), *PennDOT Connects*, multi-modal improvements, performance measures, and ultimately serves to improve the implementation efficiency of the TIP. The development of the next RTP will continue through this UPWP and will incorporate environmental justice/benefits and burdens analysis to evaluate potential effects on low-income and minority populations.

As part of the development of the RTP, staff will coordinate with the region’s municipalities and RTP workgroups to maintain support for environmental mitigation strategies and mobility needs, land use policies defined in the RGMP, as well as *PennDOT Connects* to ensure HATS' priority programs and projects are implemented with the outcomes expected by all involved. When a regional need is identified outside of fiscal constraint, staff will continue to work with its partners and PennDOT to identify strategies and non-traditional sources of revenue to support this need.

As part of resiliency planning, TCRPC staff will continue its outreach to municipalities regarding potential stormwater projects for coordination as potential mitigation or mitigation bank solutions to local transportation impacts. Also, PennDOT’s Extreme Weather Vulnerability Assessment tool will be used to incorporate flooding resiliency into project development, enhance County hazard mitigation planning and improve emergency preparedness through outreach regional partners and stakeholders.

The regional travel demand model will continue to assist TCRPC in meeting several of its annual objectives, including but not limited to, revisions to the RTP, congestion management,

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intermodal management, RGMP, and air quality requirements. Work with this tool will support program efforts to make a more direct link between transportation and land use planning, including freight planning and localized scenario planning efforts. Work will continue with District 8-0 MPOs to implement a district-wide travel demand model and necessary agreements for its continued operation and maintenance. The Waze Partnership will be expanded as appropriate and permitted to integrate real-time data into these planning efforts.

Use and analysis of data provided through the detailed Census Transportation Planning Package (CTPP), PennDOT visualization tools such as PA OneMap, planning studies and application of the regional travel demand model will continue for ongoing analysis, scenario building, and monitoring. Application of the model will also contribute toward the monitoring and evaluation of PM-3 performance measures and targets in coordination with FHWA and PennDOT. Other data coordination with neighboring planning partners will be supported and applied to HATS planning and modeling analyses, as mutually agreed upon.

Staff will monitor changes in air quality legislation and conduct air quality conformity analysis in coordination with PennDOT for the RTP, Transportation Improvement Program (TIP), and amendments as required to maintain conformity. Where appropriate, TCRPC may also assist PennDOT and PA DEP in monitoring and evaluating greenhouse gas emissions.

Urbanized area boundaries and transportation networks will be monitored to update, and adjust if necessary, any changes to the Federal Aid System/Functional Classification and the National Highway System network based on Census data. Specific focus will be directed at growth areas extending beyond the Census-defined urbanized area, intermodal freight connections and National Highway Freight Network linkages. Reviews will be based upon changes in demographics, land use and the transportation system including additions, adjustments, and obstacle identifications. Pavement and bridge asset management tools maintained by PennDOT will be used to monitor progress toward PM-2 performance targets and recommendations for system improvements made accordingly. Additional efforts to improve data collection and analysis of locally-owned bridges and roads to aid in project development, complementing the statewide system and providing more detailed information at the local level toward achieving performance targets.

Geographic information system (GIS) applications will continue to be developed to facilitate and support transportation system analyses, including:

- the long range transportation plan (RTP) -- specifically to identify environmental resources and potential mitigation opportunities, as well as gaps in accessibility and mobility;
- the project development process (including identifying environmental resources as part of *PennDOT Connects*);
- the congestion management process;
- safety, including corridor analyses and coordination with the congestion management process;
- current information for the intermodal management system;
- special studies;
- development of land use and transportation scenarios for ongoing RTP and RGMP outreach and implementation;
- the transportation improvement program (TIP); and,
- monitoring and evaluation of performance targets.

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The ongoing traffic counting program will produce updated counts to support transportation planning and programming activities, which will aid in the maintenance and enhancement of the existing transportation infrastructure in the region. Traffic counting supplies and equipment will be purchased to enable safe completion of the traffic counts and comply with safety standards.

Products:

- Development of the updated Regional Transportation Plan to reflect performance measures and priorities, including safety, mobility, environment, congestion, goods movement and transportation systems management/operations strategies, practices which support economic strengths such as tourism, and livable, resilient, and sustainable community strategies. Updated tools to include expanded mapping of potential environmental mitigation sites, among many others.
- Conduct environmental justice/benefits and burdens analyses during program development (RTP) and project implementation (TIP)
- Tracking of progress toward performance measures in coordination with PennDOT, FHWA, and FTA and other partners, to be updated and recorded in the “Tracking Our Progress” section of the web-based RTP.
- Update of the Project Pipeline through ongoing outreach efforts with regional partners and stakeholders including counties and municipalities, and any issues that arise through the *PennDOT Connects* process.
- Continue to fine-tune the travel demand model such that it remains a working tool for TCRPC staff planning program efforts (County, Regional and Transportation), as well as participation in the implementation of the District 8-0-wide travel demand model.
- Evaluate detailed CTPP data and other demographics as appropriate to identify specific transit/transportation needs. Work with community groups to define alternatives for implementation.
- Continue training/education efforts to successfully use the travel demand model for in-house planning applications, such as scenario planning.
- Continue participation in PA Air Quality Conformity Working Group, HSIP working group and other performance measures working groups, as needed.
- Assistance in implementation of the PA Climate Change Action Plan, where appropriate
- Submit timely recommendations for functional classification revisions to the PennDOT/FHWA based on 2020 Census data
- Participate in transportation impact studies (TIS) and Highway Occupancy Permit (HOP) reviews and coordinate with municipalities, as needed.
- Traffic counts will be performed and data-entered for 90 roadway sections, of which 36 will be classification counts and 54 volume counts.
- Roadway inventory and performance measures will be verified and updated on 177 HPMS sample sections.
- Data collection will be complete by the Thursday before Thanksgiving and transmittal of traffic count information to the Department on a monthly basis, completed by the first Friday in December, through an electronic exchange of computer data between PennDOT and TCRPC. A goal of 100 percent completion of all loop, classification and manual counts on time will be pursued.

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- Combine ‘in-house’ data with available PennDOT data to facilitate transportation planning and analysis.
- Evaluate the effectiveness of GIS applications.
- Maintain existing data and improve applications with new and/or updated data.
- Work with PennDOT to ensure uniform collection of transportation and environmental inventories of local transportation assets.
- Continue to work with PennDOT to ensure all regional problems are documented within the *PennDOT Connects* system.

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbittransit (SRTA)
- Freight stakeholder group
- Emergency responders
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Federal Transit Administration
- Federal Environmental Protection Agency (EPA)
- Neighboring MPOs
- Local governments in HATS region

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
464,500	328,400	43,200	44,400	37,700	10,800

TASK III. PLAN IMPLEMENTATION

A. Transportation Improvement Program (TIP/STIP)

The Transportation Improvement Program (TIP) will be maintained and updated to include both highway and transit projects. The current Twelve Year Program (12YP) will be monitored to ensure consistency with the HATS RTP, and HATS will participate in the 12YP program update as appropriate. Potential P3 projects will be coordinated through PennDOT as identified, and innovative financing mechanisms for major capital projects will be implemented, wherever possible.

The RTP Implementation Program, which was created in 2019, will continue to be administered to fund transportation projects and studies that clearly meet the transportation system needs identified in the RTP and RGMP. Emphasis will continue to be on local projects which provide for safer, more walkable, bikeable, and transit friendly transportation systems.

The update for the FFY 2025-2028 TIP will have been completed in June 2024. Project implementation dates will be monitored and revised as needed. Modifications to the TIP will necessarily comply with the administrative procedures adopted under the federal surface transportation planning regulations and captured in the adopted TIP MOU. The HATS TIP will be consistent with the requirements of federal legislation including IIJA, and CAAA of 1990.

- i. HIGHWAY ELEMENT FFY 2025 through 2028 will be implemented and amended as needed within fiscal constraint and CAAA requirements, and in compliance with adopted modification procedures as specified in the regional MOU. The FFY 2027 through 2030 highway TIP will begin to be generated within fiscal constraint and CAAA requirements, and in compliance with the HATS' adopted Public Participation Plan.
- ii. TRANSIT ELEMENT FFY 2025 through 2028, will be implemented and amended similar to the Highway TIP. The FFY 2027 through 2030 transit TIP will also begin to be generated within fiscal constraint and CAAA requirements, and in compliance with HATS' adopted Public Participation Plan.

Products:

- Implementation of a fiscally constrained FFY 2025-2028 highway and transit TIP that draws from the RTP and responds to the defined needs of the region.
- Review and participation in development of the Twelve Year Program as requested by PennDOT.
- Coordination with PennDOT regarding potential P3 projects.
- Provide an additional round of RTP Implementation Program funding, and ongoing project development support for projects already funded and underway
- Participate in project scoping meetings and monitor highway occupancy permit (HOP) processes to ensure consistency with established planning and land use priorities
- Participate in project review activities for projects selected in the region for the PA Multimodal Transportation Fund (MTF) Program

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)

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- PennDOT Program Center
- PennDOT District 8-0
- FHWA, FTA, US EPA

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
58,062.50	41,050	5,400	5,550	4,712.50	1,350

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TASK IV. SUPPLEMENTAL PLANNING FUNDS

A. Safe and Accessible Transportation Options

The TCRPC staff will provide data development and support necessary to complete safety tools currently under development for HATS’ ongoing use in safety planning activities, including public and municipal outreach. These tasks will enable the focus of those activities to be on the identification of mitigation measures to reduce and then eliminate bicycle, pedestrian and vehicular fatal and serious injury crashes across the region. Additional effort is also expected to include integration of regional safety planning activities into the Regional Transportation Plan and project pipeline prioritization methodology.

Products:

- Update the HATS safety data dashboard and network screening tools
- Update corridors and subareas for access management, future projects and implementation for safety improvement
- Identify and target low-cost, systemic pedestrian and bicycle countermeasures and alternatives

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Local governments in HATS region

Project Cost and Funding:

Total	Federal		State	Local	
	PL	MPP		PL	MPP
21,000	21,000	0	0	0	0

TASK V. SPECIAL PROJECTS

Susquehanna Regional Transportation Partnership (SRTP)

Established in 2005, SRTP is a non-profit, professionally staffed organization which, through free services, works to reduce traffic congestion by helping commuters find alternatives, other than driving alone, and by reaching out to employers so they can help their workforce find those options. Its travel demand management (TDM) program implements a set of strategies that influence travel behavior change so people can get where they need to go with less cost and less impact on the environment. Both traditional and non-traditional TDM approaches are incorporated including ridesharing, bicycling, telework, transit, car sharing, on-demand services, and real-time applications redistributing commuter travel across alternatives and away from daily peak periods. Employer education, consumer awareness, information and education programs are an integral component of SRTP’s TDM approach.

The SRTP board is made up of representatives from the region’s transit authorities, chambers of commerce and metropolitan planning agencies. The partnering agencies noted below agreed to share SRTP’s cost and approved previously obligated Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funds to be transferred to SRTP as administered through HATS.

Products:

- Outreach program to major employers and Chambers in the region to increase private sector participation in the program
- Maintain regional ride share database and informational website to provide information and links to transit opportunities
- Administration of emergency ride home program
- Information events to inform employees of ride sharing benefits and to allow sign up
- Marketing materials and activities developed to promote the program
- Management of the Commute PA mobile app
- Assist area Transit Agencies, other agencies and organizations to better promote and coordinate their activities to reduce traffic congestion and improve air quality

Partnering Agencies:

- Tri-County Regional Planning Commission (HATS)
- Adams County Planning Commission (ACTPO)
- Berks County Planning Commission (RATS)
- Franklin County Planning Commission
- Lancaster County Planning Commission
- Lebanon County Planning Commission (LebCo)
- York County Planning Commission (YAMPO)

Project Cost and Funding: (costs are placeholders – contracted separately)

Total	Federal			State	Local	
	CMAQ	STBG	MPP		PL	MPP
1,648,790	1,472,700	176,090	0	0	0	0

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Budget Summary

	TOTAL PROGRAM	FEDERAL			STATE	LOCAL	
		PL	MPP	STBG		PL	MPP
I. MPO ADMINISTRATION	162,575.00	114,940.00	15,120.00	0.00	15,540.00	13,195.00	3,780.00
II. REGIONAL TRANSPORTATION PLAN	940,612.50	665,010.00	87,480.00	0.00	89,910.00	76,342.50	21,870.00
A. Public Participation/Outreach	174,187.50	123,150.00	16,200.00	0.00	16,650.00	14,137.50	4,050.00
B. Congestion Management Process	162,575.00	114,940.00	15,120.00	0.00	15,540.00	13,195.00	3,780.00
C. Intermodal Management Systems	139,350.00	98,520.00	12,960.00	0.00	13,320.00	11,310.00	3,240.00
D. Data Development & Support	464,500.00	328,400.00	43,200.00	0.00	44,400.00	37,700.00	10,800.00
III. PLAN IMPLEMENTATION	58,062.50	41,050.00	5,400.00	0.00	5,550.00	4,712.50	1,350.00
A. Transportation Improvement Program (TIP/STIP)	58,062.50	41,050.00	5,400.00	0.00	5,550.00	4,712.50	1,350.00
TOTAL REGULAR PROGRAM	1,161,250.00	821,000.00	108,000.00	0.00	111,000.00	94,250.00	27,000.00
IV. SUPPLEMENTAL PLANNING FUNDS	21,000.00	21,000.00	0.00	0.00	0.00	0.00	0.00
A. Safe and Accessible Transportation Options	21,000.00	21,000.00	0.00	0.00	0.00	0.00	0.00
V. SPECIAL PROJECTS	1,648,790.00	1,472,700.00	0.00	176,090.00	0.00	0.00	0.00
A. SRTP	1,648,790.00	1,472,700.00	0.00	176,090.00	0.00	0.00	0.00
TOTAL LOCAL PROGRAM	2,831,040.00	2,314,700.00	108,000.00	176,090.00	111,000.00	94,250.00	27,000.00

Exhibit A

TCRPC Resolution

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Exhibit B

Purchase Register List

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Exhibit C

Tri-County Regional Planning Commission

Staff Personnel Outline

Effective July 1, 2022

Regular Office Hours: 8:30 am - 4:30 pm, Monday - Friday

Professional personnel work 7.5 hours/day minimum, plus assigned evening meetings or other responsibilities.

Administrative personnel work 7 hours/day.

Salary rates include fringe benefit costs.

Salary may be adjusted upon annual or merit review.

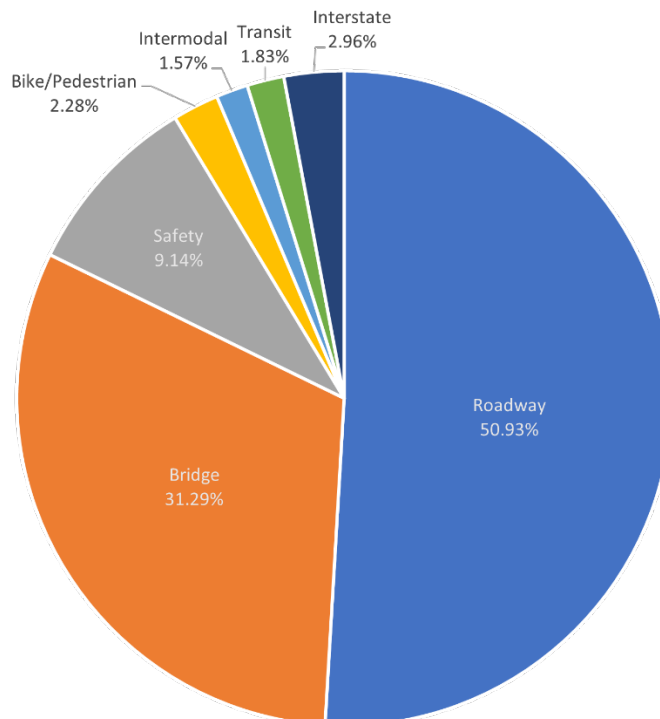
Reimbursement rate for private automobile use - \$.58/mile

Annual Listing of Federally Obligated Projects October 1, 2022 to September 30, 2023

The following report lists all transportation projects in the Harrisburg region in which federal funds were spent in federal fiscal year (FFY) 2023. The total amount of federal funding obligated to projects in the region during FFY2023 was \$87,183,600. This represents a decrease of \$50,392,796 in obligated funds in comparison to the amount reported from the FFY2022 obligation report (\$137,576,396). There was a total savings of \$3,745,702 due to completion of projects which were de-obligated.

50.93% of all obligated federal funds were for roadway projects, which was followed by bridge projects at 31.29%, safety projects at 9.14%, bike/pedestrian projects at 2.28%, interstate projects at 2.96%, transit projects at 1.83% and intermodal projects at 1.57%. With respect to de-obligated federal funds, roadway projects represented 68.66%, with bridge projects at 21.68%, interstate projects at 5.04%, and safety projects at 4.61%. A summary listing of the funding amounts can be found in the table below and distribution of funding is illustrated in the pie chart, also found below. A more detailed report of projects can be found on the following pages.

FUNDING CLASS	OBLIGATED	%	DE-OBLIGATED	%
Roadway	\$44,405,325	50.93%	\$2,571,922	68.66%
Bridge	\$27,277,261	31.29%	\$811,979	21.68%
Safety	\$7,964,773	9.14%	\$0	0%
Bike/Pedestrian	\$1,990,119	2.28%	\$172,856	4.61%
Intermodal	\$1,371,105	1.57%	\$0	0%
Transit	\$1,595,450	1.83%	\$0	0%
Interstate	\$2,579,567	2.96%	\$188,945	5.04%
Totals:	\$87,183,600		\$3,745,702	



MPMS	PROJECT TITLE	COUNTY	OBLIGATED	DE-OBLIGATED
ROADWAY PROJECTS				
113391	Paxton/Derry Street Signal Improvements	Dauphin	\$423,250	
117799	I-81 Auxiliary Lanes	Cumberland	\$111,888	
84548	PA-283/I-76 Interchange	Dauphin		\$485,223
90873	Spring & Calvary Roads	Cumberland	\$2,715,141	
114316	Cameron & Maclay Intersection	Dauphin	\$2,568,189	
92945	US 322 & Chambers Hill Road	Dauphin	\$34,420,446	
63284	PA 743 Br/US 422 Square	Dauphin		\$981,338
47521	Nyes/Devonshire Heights Road Safety	Dauphin	\$358,978	
113384	Sycamore/Paxton Intersection Improvements	Dauphin	\$12,416	
105864	I-81/I-83 Noise Walls	Dauphin	\$73,621	
115783	Carlisle Connectivity	Cumberland	\$1,000,000	
96198	US 322 Ramp Extension	Dauphin	\$454	\$693,360
101966	Gettysburg Road Realignment	Cumberland		\$412,000
97254	River Relief Route	Dauphin	\$850,000	
107022	SR 230/Front Street Resurface	Dauphin	\$13,942	\$1
107020	US 22/322 Resurfacing	Perry	\$857,000	
116786	Middletown Road Safety and Congestion Improvements	Dauphin	\$1,000,000	
Subtotals:			\$44,405,325	\$2,571,922

BRIDGE PROJECTS				
117464	US 11 over Burd Run	Cumberland	\$250,000	
117189	Nyes Rd over Beaver Creek	Dauphin	\$487,602	
100456	Stone Arch Rd over Trib	Perry	\$150,000	
99678	US-11 NB over Conodoguinet Creek	Cumberland	\$525,000	
99813	Old Forge Rd over Yellow Breeches Creek	Cumberland	\$350,000	
99870	US-209 over Wiconisco Creek	Dauphin	\$250,000	
80696	I-81 River Relief Bridge	Dauphin	\$1,830	
99980	Market St over Rattling Creek	Dauphin	\$150,000	
100271	Susquehanna Trail over Little Juniata Creek	Perry	\$200,000	
117225	US 22 over Cocolamus Creek	Perry	\$250,000	
93176	Market Street Bridge West	Dauphin	\$733,485	
93177	Market Street Bridge East	Dauphin	\$501,579	
117663	Derry Street over Spring Creek	Dauphin	\$502,008	
78706	Rutter Road over Armstrong Creek	Dauphin	\$200,000	
90849	Powells Valley Road over Rattling Creek	Dauphin	\$200,000	
111653	Dauphin County Bridge Bundle	Dauphin		\$219,514
117545	PA 34 over Juniata River	Perry	\$800,000	
100368	Pfutz Valley Road over Cocolamus Creek	Perry	\$150,000	
20576	Juniata Parkway over Cocolamus Creek	Perry	\$221,000	
117479	US 11 over Letort Spring	Cumberland	\$315,000	
99684	York Road over Yellow Breeches	Cumberland	\$44,200	
87413	Creek Road Bridge C	Cumberland	\$115,500	\$3,760
18486	Orrs Bridge T-618	Cumberland		\$150,477

MPMS	PROJECT TITLE	COUNTY	OBLIGATED	DE-OBLIGATED
103317	Kunkle Bridge	Cumberland		\$53,121
90771	South River Road over Powells Creek	Dauphin	\$250,000	
90772	Market Street Bridge A	Dauphin	\$3,881,114	\$385,107
87454	Cameron Street over Asylum Run	Dauphin	\$745,270	
100083	Roundtop Road over Iron Mine Run	Dauphin	\$150,000	
47519	Laudermilk Road Bridge	Dauphin	\$7,952,722	
74521	Maclay Street Bridge	Dauphin	\$1,170,550	
78998	Red Top Road Bridge	Dauphin	\$52,892	
20579	PA 34 over Little Buffalo Creek	Perry	\$150,000	
100304	Waggoners Gap Road over Baker Creek	Perry	\$41,582	
100425	Airport Road over Bixler Run	Perry	\$1,130,634	
100441	Hidden Valley Road over Shermans Creek	Perry	\$2,706,432	
79039	Weavers Mill Road Bridge	Perry	\$1,616,040	
100449	Buckwheat Valley Road	Perry	\$1,032,821	
Subtotals:			\$27,277,261	\$811,979

SAFETY PROJECTS				
119332	Sheaffer Drive RRX	Cumberland	\$20,000	
119233	D-8 Ped Countdown Signals	Cumberland	\$4,352,314	
117594	SR 641 and Locust Point Road Intersection HSM	Cumberland	\$341,600	
114559	Systemic Low-Cost Improvements for Stop Controlled	Cumberland	\$109,318	
114202	Lemoyne Bottleneck Improvements	Cumberland	\$120,665	
106554	Riverlands Safety Implementation	Dauphin	\$464,467	
117612	PA 743 and PA 341 Intersection HSM	Dauphin	\$250,000	
113390	Derry Street Improvements	Dauphin	\$2,306,409	
Subtotals:			\$7,964,773	

BIKE/PEDESTRIAN PROJECTS				
111064	HATS Bikeshare	Dauphin	\$100,000	
102757	Greenbelt 39 to Ft Hunter	Dauphin	\$16,400	\$51,949
115782	Pedestrian Walkway Improvements	Cumberland	\$535,862	
118504	East Penn Drive Pedestrian Bridge	Cumberland	\$975,783	
111656	Downtown Hershey Pedestrian Improvements	Dauphin	\$24,850	\$120,907
115787	Quarry Road Sidewalk	Dauphin	\$45,000	
119611	SR 34 Newport	Perry	\$247,224	
Subtotals:			\$1,990,119	\$172,856

INTERMODAL PROJECTS				
114107	SRTP Rideshare Program	Dauphin	\$1,371,105	
Subtotals:			\$1,371,105	

MPMS	PROJECT TITLE	COUNTY	OBLIGATED	DE-OBLIGATED
INTERSTATE PROJECTS				
82356	I-83 East Shore Overpasses	Dauphin		\$651
112272	I-81 Patching Colonial Road to Dauphin County Line	Dauphin		\$41,004
97828	I-83 East Shore Section 3	Dauphin	\$248	
91015	I-81 Carlisle West	Cumberland		\$147,290
92152	American Legion Memorial Hwy Resurface	Cumberland	\$111,670	
112268	I-81 Resurfacing Exit 59 to Wade Bridge	Cumberland	\$1,922,492	
112277	I-81 Resurfacing Mile 32 to Mile 38	Cumberland	\$207,681	
117968	Interstate DMS and CCTV TSMO	Dauphin	\$150,000	
105106	Interstate WIM Work	Dauphin	\$187,476	
Subtotals:			\$2,579,567	\$188,945

TRANSIT PROJECTS				
102464	ADA	HATS Region	\$0*	
102467	Security	HATS Region	\$0*	
102469	PM	HATS Region	\$0*	
102470	Tires	HATS Region	\$0*	
102472	CCOC	HATS Region	\$0*	
102473	Shop	HATS Region	\$69,306	
102474	Office	HATS Region	\$74,934	
102475	Communications	HATS Region	\$69,986	
102476	Facilities (Buildings)	HATS Region	\$21,771	
102485	Shared Ride Vehicles	HATS Region	\$1,359,453	
Subtotals:			\$1,595,450	

*Traditional 5307 was not used during FFY 2023, resial ARP and CARES funds were used instead.

**Harrisburg
2023 FHWA Obligation Report**

RPT# FSC010

Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Bicycle Facilities/Services	Dauphin		111064	HATS Bikeshare	Expansion of the bikeshare program within the City of Harrisburg, Dauphin County and Cumberland County.	CON	\$400,000	CAQ	11/2022	\$100,000
Bicycle Facilities/Services	Dauphin	3009	102757	Greenbelt 39 to Ft Hunter	Extension of Greenbelt Trail System on South Front Street(SR 3009) from PA 39 to Fort HunterSusquehanna TownshipBike Path	CON	\$0	TAP	10/2022	-\$51,949
						CON		TAP	4/2023	\$16,400
Total for Bicycle Facilities/Services										\$64,451

Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Bridge Deck Rehabilitation	Cumberland	11	117464	US 11 over Burd Run	Bridge replacementUS 11 over Burd RunShippensburg TownshipCumberland County	PE	\$450,000	BRIP	6/2023	\$250,000
Bridge Deck Rehabilitation	Dauphin	2019	117189	Nyes Rd ovr Beaver Creek	bridge superstructure replacementNyes Rd over Beaver CreekLower Paxton TwpDauphin County	PE	\$487,602	BRIP	4/2023	\$150,000
						PE		BRIP	7/2023	\$128,000
						PE		BRIP	8/2023	\$209,602
Bridge Deck Rehabilitation	Perry	4007	100456	Stone Arch Rd over Trib	State Route 4007 (Stone Arch Road) over Tributary to Buffalo CreekJuniata TownshipBridge Preservation	PE	\$150,000	BOF	7/2023	\$150,000
Total for Bridge Deck Rehabilitation										\$887,602

Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Bridge Preservation Activities	Cumberland	11	99678	US-11 NB over Conodoguinet Creek	US-11 over Conodoguinet CreekWormleysburg Boro and East Pennsboro TownshipBridge rehabilitation - superstructure replacement	FD	\$450,000	NHPP	9/2023	\$450,000
						UTL	\$75,000	NHPP	9/2023	\$75,000
Bridge Preservation Activities	Cumberland	2019	99813	Old Forge Rd over Yellow Breeches Ck	SR 2019 (Old Forge Rd) over Yellow Breeches CreekLower Allen, Fairview TownshipsBridge preservation	PE	\$500,000	BRIP	7/2023	\$350,000
Bridge Preservation Activities	Dauphin	22	80696	I-81 River Relief Bridge	William B Lentz Highway (US 22) over I-81 and ramps Harrisburg City and Susquehanna Township Bridge Preservation	CON	\$1,830	STU	5/2023	\$1,830
Bridge Preservation Activities	Dauphin	209	99870	US-209 over Wiconisco Creek	US-209 over Wiconisco CreekWiconisco TownshipBridge preservation	PE	\$454,752	BRIP	3/2023	\$150,000
						PE		BRIP	7/2023	\$100,000
Bridge Preservation Activities	Dauphin	4013	99980	Market St ov Rattling Cr	SR 4013 (Market Street) over Rattling CreekLykens BoroughBridge preservation	PE	\$424,648	BOF	3/2023	\$150,000
Bridge Preservation Activities	Perry	11	100271	Susq Trail over Li Juni C	US 11 (Susquehanna Trail) over Little Juniata Creek and Township Road 508 (Creek Road)Penn TownshipBridge Preservation	PE	\$1,200,000	BRIP	5/2023	\$200,000
Bridge Preservation Activities	Perry	22	117225	US 22 ov Cocolamus Cr	Bridge preservationsUS 22 over Cocolamus CreekGreenwood TownshipPerry County	PE	\$500,000	BRIP	7/2023	\$250,000
Total for Bridge Preservation Activities										\$1,726,830

Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Bridge Rehabilitation	Dauphin	3012	69061	Mulberry St Bridge Rehab	Mulberry Street over Amtrak City of Harrisburg	FD	\$0	STP	7/2023	\$0
Bridge Rehabilitation	Dauphin	3012	93176	Market St Bridge West	SR 3012 (Market Street) West Span Bridge over the Susquehanna RiverCity of HarrisburgBridge Rehabilitation	PE	\$783,485	NHPP	11/2022	\$50,000
						PE		NHPP	1/2023	\$231,640
						PE		NHPP	2/2023	\$74,794
						PE		NHPP	3/2023	\$27,790
						PE		NHPP	8/2023	\$130,898
						PE		STP	7/2023	\$65,835
						PE		STU	5/2023	\$202,528
Bridge Rehabilitation	Dauphin	3012	93177	Market St Bridge East	SR 3012 (Market Street) East Bridge over the Susquehanna RiverCity of HarrisburgBridge Rehabilitation	PE	\$501,579	NHPP	7/2023	\$501,579
Bridge Rehabilitation	Dauphin	3012	117663	Derry Street over Spring Creek	Bridge Superstructure Replacement with minor substructure repairsSR 3012 (Derry Street) over Spring CreekSwatara TownshipDauphin County	PE	\$502,008	STU	4/2023	\$150,000
						PE		STU	7/2023	\$211,000
						PE		STU	8/2023	\$141,008
Bridge Rehabilitation	Dauphin	4001	78706	Rutter Rd ov Armstrong Creek	SR 4001 (Rutter Road) over Armstrong CreekJackson TownshipBridge Rehab	PE	\$292,202	BOF	5/2023	\$92,011

							PE		BOF	5/2023	\$29,430		
							PE		BOF	7/2023	\$78,559		
Bridge Rehabilitation	Dauphin	4013	90849	Powells Valley Rd ov Rattling Creek	SR 4013 (Powells Valley Road) over Rattling Creek	Jackson Township	Bridge replacement	PE	\$400,402	BOF	7/2023	\$0	
								PE		BOF	7/2023	\$17,778	
								PE		BOF	3/2023	\$52,000	
								PE		BOF	3/2023	\$68,993	
								PE		BOF	7/2023	\$61,229	
Bridge Rehabilitation	Dauphin	7206	111653	Dauphin Co Bridge Bundle	Bridge Rehabilitation including Bridge Deck & Superstructure Replacements, Dauphin County		CON	\$0	BOF	7/2023	-\$219,514		
Bridge Rehabilitation	Perry	34	117545	PA 34 over Juniata River	Bridge Rehab	Market St (PA 34) over Juniata River	Newport Borough and Howe Township	Perry County	PE	\$800,000	BRIP	1/2023	\$150,000
									PE		BRIP	8/2023	\$650,000
Bridge Rehabilitation	Perry	1008	100368	Pfoutz Valley Rd ov Cocolamus Ck	State Route 1008 (Pfoutz Valley Road) over Cocolamus Creek	Greenwood Township	Bridge Preservation	PE	\$150,000	BOF	8/2023	\$150,000	
Bridge Rehabilitation	Perry	1015	20576	Juniata Parkway ov Cocolamus Ck	Juniata Parkway (SR 1015) over Cocolamus Creek	Greenwood Township	Bridge Rehabilitation	PE	\$221,000	BOF	7/2023	\$221,000	
Total for Bridge Rehabilitation											\$3,138,558		

Improvement Type	County	SR	Project	Title	Short Narrative		Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.		
Bridge Replacement	Cumberland	11	117479	US 11 ov Letort Spring	Bridge replacement	US 11 over Letort Spring Run	Middlesex Township	Cumberland County	PE	\$700,000	BRIP	7/2023	\$315,000
Bridge Replacement	Cumberland	74	99684	York Rd over Yellow Breec	PA-74 over Yellow Breeches Creek	Monroe Twp	Bridge Replacement		ROW	\$44,200	BRIP	2/2023	\$44,200
Bridge Replacement	Cumberland	2033	87413	Creek Road Bridge-C	SR 2033 (Creek Road) Bridge over Cedar Run	Lower Allen Township	Bridge Replacement		PE	\$0	STP	5/2023	-\$3,670
									CON	\$161,356	STP	3/2023	\$115,500
Bridge Replacement	Cumberland	7103	18486	Orrs Bridge T-618	Orr's Bridge Road over Conodoguinet Creek		Hampden Township	Bridge Replacement	UTL	\$0	BOF	4/2023	-\$51,703
									CON		BOF	4/2023	-\$98,773
Bridge Replacement	Cumberland	7213	103317	Kunkle Bridge	Bridge Replacement of Kunkle Bridge.				CON	\$0	BOF	10/2022	-\$53,121
Bridge Replacement	Dauphin	147	90771	South River Rd ov Powells Ck	SR 147 (South River Road) over Powells Creek	Reed Township	Bridge rehab		PE	\$500,000	BRIP	7/2023	\$250,000
Bridge Replacement	Dauphin	147	90772	Market Street Bridge-A	PA-147 (Market Street) over Shippen Run	Millersburg Borough	Bridge Replacement		CON	\$3,808,910	BRIP	7/2023	\$3,881,114
									CON		BRIP	8/2023	-\$385,107
Bridge Replacement	Dauphin	230	87454	Cameron St ovr Asylum Run	SR 230 Cameron Street Bridge over Asylum Run	City of Harrisburg	Bridge replacement		PE	\$745,270	BRIP	4/2023	\$150,000
									PE		BRIP	7/2023	\$100,000
									PE		BRIP	8/2023	\$495,270
Bridge Replacement	Dauphin	2005	100083	Roundtop Road over Iron M	State Route 2005 (Roundtop Road) over Iron Mine Run	Londonderry Township	Bridge Preservation		PE	\$389,000	BRIP	6/2023	\$150,000
Bridge Replacement	Dauphin	2012	47519	Laudermilch Road Bridge	SR 2012 (Laudermilch Road) Bridge over Conrail	Derry Township	Bridge Replacement		CON	\$1,432,400	BOF	12/2022	\$2,389,150
									CON		BOF	8/2023	\$5,563,572
Bridge Replacement	Dauphin	3022	74521	Maclay Street Bridge	Maclay Street (SR 3022) over Norfolk Southern Railroad	City of Harrisburg	Bridge Replacement		PE	\$20,550	STU	3/2023	\$20,550
									UTL	\$400,000	NHPP	7/2023	\$400,000
									ROW	\$750,000	NHPP	8/2023	\$750,000
Bridge Replacement	Dauphin	7208	18998	Red Top Road Bridge	Bridge Replacement	Red Top Road over tributary to Nyes Run	Lower Paxton Township		CON	\$52,892	BOF	4/2023	\$52,892
Bridge Replacement	Perry	34	20579	PA 34 over Little Buffalo	Replacement	PA 34 over Little Buffalo Creek	Newport Boro	Perry County	PE	\$616,600	BRIP	6/2023	\$150,000
Bridge Replacement	Perry	74	100304	Waggoners Gap Rd over Bak	PA 74 (Waggoners Gap Road) bridge over Baker Creek	Spring Township	Bridge Replacement		FD	\$41,582	STR	5/2023	\$41,582
Bridge Replacement	Perry	3007	100425	Airport Road over Bixler	State Route 3007 (Airport Road) over Bixler Run	Northeast Madison Township	Bridge Replacement		UTL	\$16,000	BRIP	10/2022	\$16,000
									CON	\$1,206,703	BOF	1/2023	\$1,021,640
									CON		BOF	9/2023	\$92,994
Bridge Replacement	Perry	3010	100441	Hidden Valley Rd over Shm	State Route 3010 (Hidden Valley Road) over Sherman's Creek	Tyrone Township	Bridge Replacement		UTL	\$38,000	BOF	6/2023	\$38,000
									CON	\$2,732,878	BOF	9/2023	\$2,668,432
Bridge Replacement	Perry	3011	79039	Weavers Mill Rd Bridge	Bridge rehabilitation	SR 3011 over Shermans Creek,	Tyrone Township.		CON	\$1,616,040	BOF	1/2023	\$1,616,040

Bridge Replacement	Perry	4006	100449	Buckwheat Val Rd over Bck	State Route 4006 (Buckwheat Valley Road) over Buckwheat RunTuscarora Township	Bridge Replacement	CON	\$1,061,007	BOF	2/2023	\$1,032,821
							Total for Bridge Replacement			\$20,762,382	
Improvement Type	County	SR	Project	Title	Short Narrative		Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Existing Signal Improvement	Dauphin	3012	113391	Paxton/Derry Signal Improvements	Signal Improvements	Along the Paxton and Derry St corridorsHarrisburg City, Paxtang Borough, and Swatara TownshipDauphin County	CON	\$423,250	STU	12/2022	\$185,000
							CON		STP	12/2022	\$122,750
							CON		STP	3/2023	\$115,500
							Total for Existing Signal Improvement			\$423,250	
Improvement Type	County	SR	Project	Title	Short Narrative		Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Interchange Improvement	Cumberland	81	117799	I-81 Auxilliary Lanes Carlisle	Interchange improvement	I-81 Auxiliary Lanes Between Exit 47-48Carlisle BoroughCumberland County	PE	\$339,101	NHPP	2/2023	\$111,888
Interchange Improvement	Dauphin	283	84548	PA-283/I-76 Interchange	I-283, PA 283, PA Turnpike Interchange	Swatara & Lower Swatara Twps	CON	\$0	STP	8/2023	-\$485,223
							Total for Interchange Improvement			-\$373,335	
Improvement Type	County	SR	Project	Title	Short Narrative		Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Intersection Improvement	Cumberland	34	90873	Spring & Cavalry Roads	Intersection of PA-34(Spring Road) and SR 1001 (Cavalry Rd)	North Middleton Township	CON	\$2,998,186	STP	4/2023	\$2,715,141
Intersection Improvement	Dauphin	22	114316	Cameron/Maclay Intersec	Intersection Improvement, Resurface, drainage, ADA, Intersection, Traffic Signal, And Pedestrian Facilities Improvements	Cameron Street (SR 230) from Paxton Street (SR 3009 to Elmerton Avenue (SR 3026)City of HarrisburgDauphin County	UTL	\$10,000	NHPP	3/2023	\$10,000
							CON	\$3,166,820	NHPP	3/2023	\$212,851
							CON		CAQ	3/2023	\$1,652,410
							CON		CAQ	9/2023	\$661,498
							CON		STP	3/2023	\$31,430
Intersection Improvement	Dauphin	322	92945	US 322 & Chambers Hill Rd	Intersection of US 322 (Paxton Street) with SR 2019 (Grayson Road) and SR 3006 (Chambers Hill Road); Intersection of US 322 with Witmer Drive; and Intersection of SR 2019 (Grayson and Milroy Roads)	Swatara Township	FD	\$267,987	NHPP	12/2022	\$135,191
							CON	\$41,232,231	NHPP	3/2023	\$15,404,475
							CON		NHPP	8/2023	\$12,191,080
							CON		STU	3/2023	\$384,820
							CON		STU	9/2023	\$3,384,561
							CON		STP	3/2023	\$204,000
							CON		STP	8/2023	\$378,120
							CON		CRPU	9/2023	\$2,338,199
Intersection Improvement	Dauphin	743	63284	PA 743 Br./US 422 Square	PA 743/US 422 over Norfolk Southern	Derry Township	CON	\$0	STP	5/2023	-\$981,338
Intersection Improvement	Dauphin	2019	47521	Nyes/Dvnshre Hts Safety	Bridge Replacement and Intersection Improvement	Traffic Signal Installation along with roadway realignment	FD	\$122,076	HSIP	5/2023	\$122,076
							ROW	\$73,245	HSIP	11/2022	\$73,245
							CON	\$163,657	HSIP	11/2022	\$159,276
							CON		HSIP	12/2022	\$1,469
							CON		HSIP	3/2023	\$2,912
Intersection Improvement	Dauphin	3010	113384	Sycamore/Paxton Intersection Imp	Intersection Improvement	Intersection of Paxton St (3010) and Sycamore St (SR 441) in the City of Harrisburg and Swatara TownshipDauphin County	PE	\$12,416	STU	12/2022	\$12,416
							Total for Intersection Improvement			\$39,093,832	
Improvement Type	County	SR	Project	Title	Short Narrative		Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Miscellaneous	Dauphin		114107	SRTP Rideshare Program	Harrisburg MPO	Ridesharing, vanpooling programs, and transit coordination	PRA	\$3,618,932	STP	11/2022	\$25,635
							PRA		CAQ	5/2023	\$177,582
							PRA		CAQ	8/2023	\$1,167,888
							Total for Miscellaneous			\$1,371,105	

Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Noise Barriers	Dauphin	81	105864	I-81/I-83 Noise Walls	Noise Walls Interstate 81/83 NB merge to Mountain Road Lower Paxton Township	CON	\$73,621	NHPP	9/2023	\$27,767
						CON		STU	9/2023	\$45,854
						Total for Noise Barriers			\$73,621	
Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Pedestrian Facilities	Cumberland	11	115782	Pedestrian Walkway Imp	Pedestrian Improvements Cumberland Boulevard (US 11) from Lincoln St to N 24th St Camp Hill Borough Cumberland County	CON	\$540,382	STU	6/2023	\$378,120
						CON		STU	8/2023	\$155,562
						CON		STP	6/2023	\$2,180
Pedestrian Facilities	Cumberland	1015	118504	East Penn Dr Ped Bridge	Pedestrian Bridge East Penn Drive and connecting Adams Ricci Park East Pennsboro Township Cumberland County	CON	\$1,000,000	TAP	8/2023	\$975,783
Pedestrian Facilities	Dauphin	422	111656	Downtown Hershey Ped Improvmt	US-422 from Valley Rd to Linden Rd, Caracas Ave intersections at Valley Rd and Linden Rd Downtown Hershey, Derry Twp Improvements to sidewalk, crosswalks, ADA accommodations	CON	\$0	TAU	1/2023	-\$120,907
						CON		TAU	5/2023	\$24,850
Pedestrian Facilities	Dauphin	2005	115787	Quarry Rd Sidewalk Ext	Pedestrian Improvements West side of Quarry Road from U.S. Route 322 overpass north to Division Street Hummelstown Borough Dauphin County	PE	\$45,000	TAU	9/2023	\$45,000
Pedestrian Facilities	Perry	34	119611	SR 34 Newport	Pedestrian Improvements SR 34 S. 4th street from the Newport Borough line to N Front street in Newport Borough Perry County	CON	\$247,224	STP	5/2023	\$247,224
						Total for Pedestrian Facilities			\$1,707,812	
Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Reconstruct	Cumberland	11	115783	Carlisle Connectivity RTP	Reconstruction Intersection of Carlisle Springs Road (SR0034) & N. Hanover Street (SR0011) and 5-point intersection of N. Hanover Street (SR0011), East and West Penn Street and Fairground Avenue Carlisle Borough Cumberland County	CON	\$2,700,000	STU	9/2023	\$1,000,000
Reconstruct	Dauphin	322	96198	US 322 Ramp Ext	US-322 between PA-39 (Hershey Cloverleaf) and SR 2005 (Waltonville Road) Derry Twp, Hummelstown Boro Ramp extension	FD	\$454	NHPP	5/2023	\$454
						ROW	\$0	NHPP	10/2022	-\$139,335
						CON		STU	10/2022	-\$554,025
						Total for Reconstruct			\$307,094	
Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Relocation/Realignment	Cumberland		101966	Gettysburg Rd Realignment	Gettysburg Road from SR 2021 (Wesley Drive) To Audobon Road Lower Allen Township Roadway realignment	CON	\$0	STU	6/2023	-\$412,000
						Total for Relocation/Realignment			-\$412,000	
Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Restoration	Dauphin	22	97254	River Relief Route	US 22/322 from North Front Street to Elmerton Avenue, SR 3026 (Elmerton Ave) from US-22 to Susquehanna Twp line. Harrisburg City, Middle Paxton and Susquehanna Townships Resurfacing and Base Repair	CON	\$850,000	NHPP	11/2022	\$850,000
						Total for Restoration			\$850,000	
Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Resurface	Dauphin	230	107022	SR 230/Front Street Resurface	SR 230 (Front Street) from Wood Street to Tioga Avenue Steelton and Highspire Borough and Lower Swatara Township Dauphin County Resurface	CON	\$13,942	NHPP	11/2022	\$13,942
						CON		NHPP	2/2023	-\$1
Resurface	Perry	22	107020	US 22/322 Resurfacing	US 22/322 from Dauphin County Line to SR 1014 (Owl Hollow Road) Greenwood, Howe, Watts, and Buffalo Townships Resurface	CON	\$857,000	NHPP	3/2023	\$60,000
						CON		NHPP	6/2023	\$500,000
						CON		STU	6/2023	\$200,000
						CON		STP	6/2023	\$97,000
						Total for Resurface			\$870,941	
Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Safety Improvement	Cumberland		119332	Sheaffer Drive RRX	Elimination of grade crossing DOT#592321 P Sheaffer Drive Penn Township Cumberland County	CON	\$20,000	RRX	1/2023	\$20,000
Safety Improvement	Cumberland	11	119233	D-8 Ped Countdown Signals Safe Project for VRU	Safety Improvement Various routes Various municipalities Various Counties	PE	\$481,504	HVRU	5/2023	\$481,504

Safety Improvement	Cumberland	641	117594	SR 641 and Locust Point Rd Intersection HSM	Intersection of PA 641 and SR 1007 (Locust Point Road)Silver Spring TownshipSafety Improvements	CON	\$4,170,810	HVRU	9/2023	\$3,870,810
						PE	\$341,600	HSIP	9/2023	\$341,600
Safety Improvement	Cumberland	944	114559	Systemic Low-Cost Improvements for Stop Controlled	Safety ImprovementsSR 944 between US 11/15 and SR 34 in Cumberland CountySR 116 between Bullfrog Rd and SR 16 in Adams CountySR 3054 at the intersectionfo Richland Rd and Kings Mill Rd in York County	PE	\$6,762	HSIP	8/2023	\$6,762
Safety Improvement	Cumberland	1010	114202	Lemoine Bottleneck Improvements	Bicycle, Pedestrian and Safety ImprovementsMarket St (SR 1010) and S 3rd St (SR 2035) intersection to Front St (SR 1027) in Lemoine and Wormleysburg Boroughs, Cumberland County	CON	\$121,424	HSIP	12/2022	\$102,556
						PE	\$122,366	CRP	1/2023	\$37,705
Safety Improvement	Dauphin	22	106554	Riverlands Safety Implementation	Safety ImprovementsUS 22/322 from 11/15 and US 22/322 interchange to the 147 and US 22/322 interchangeReed Township, Dauphin County	PE		CRP	8/2023	\$82,960
						PE	\$3,616,863	NHPP	7/2023	\$464,467
Safety Improvement	Dauphin	743	117612	PA 743 and PA 341 Intersection HSM	Intersection of PA 743 (Elizabethtown Road) and PA 341 (Colebrook Road)Conewago TownshipSafety Improvements	PE	\$250,000	HSIP	8/2023	\$250,000
Safety Improvement	Dauphin	3012	113390	Derry Street Improvements	Corridor ImprovementsDerry St (SR 3012) from 13th St to 40th St (SR 3005)Swatara Township, Paxtang Borough, and the City of HarrisburgDauphin County	FD	\$200,000	STU	3/2023	\$200,000
						CON	\$2,570,968	STU	9/2023	\$1,341,482
						CON		STU	9/2023	\$412,000
						CON		STU	9/2023	\$352,927
Total for Safety Improvement										\$7,964,773
Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Widen	Dauphin	2003	116786	Middletown Rd Safety and Congestion Impr	Widening, Access Management, Ramp extension, Turn lanes, Intersection improvementsMiddletown Road (SR 2003) from SR 283 to SR 322Derry and Londonderry TownshipsDauphin County	PE	\$1,000,000	STU	9/2023	\$1,000,000
Total for Widen										\$1,000,000

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2023 FHWA Obligation Report

Improvement Type	County	SR	Project	Title	Short Narrative	Phase	TIP Amount	Fund Cat.	Month/Year	Obligation Amt.
Bridge Replacement	Dauphin	83	82356	I83 East Shore Overpasses	Bridge replacements on US-22 over I-83, SR 3020 (Union Deposit Rd) over I-83, SR 3026 (Elmerton Ave) over I-83; US-22 corridor and interchange improvements. Lower Paxton Twp	CON	\$0	NHS	4/2023	-\$651
Pavement Preservation	Dauphin	81	112272	I-81 Patching Colonial Road to Dauphin Co Line	I-81 from SR 3017(Colonial Road) to the Dauphin County Line Lower Paxton, West Hanover and East Hanover Townships Diamond Grinding and Patching	CON	\$0	NHPP	8/2023	-\$41,004
Reconstruct	Dauphin	83	97828	I-83 East Shore Section 3	I-83 from 19th St to SR 3013 (29th St); along SR 0230 (Cameron St), 19th St and 29th St; and new Cameron St Interchange Harrisburg City, Swatara Township and Paxtang Borough Dauphin County Widen for additional lanes and Reconstruct I-83	CON	\$150,627,177	IM	9/2023	\$248
Resurface	Cumberland	81	91015	I-81 Carlisle West	I-81 from south of Kutz Road to Trindle Road in Penn, Dickinson, South Middleton and Southampton Townships, and Carlisle Borough, Cumberland County. Mill and resurface, Install Median barrier, Bridge preservation, 5 TSM cameras and 1 DMS	CON	\$0	NHPP	2/2023	-\$147,290
Resurface	Cumberland	81	92152	Am Leg Mem Hwy Resurface	I-81 from Franklin County Line to Firehouse Road Southampton, Shippensburg and South Newton Townships Resurfacing	CON	\$111,670	NHPP	7/2023	\$111,670
Resurface	Cumberland	81	112268	I-81 Resurfacing Exit 59 to Wade Bridge	I-81 from PA 581 to the Wade Bridge Hampden and East Pennsboro Townships Resurfacing	CON	\$1,922,492	NHPP	2/2023	\$1,922,492
Resurface	Cumberland	81	112277	I-81 Resurfacing Mile 32 to Mile 38	I-81 from SR 3005(Firehouse Road) to Kutz Road South Newton and Penn Townships Resurfacing	CON	\$460,712	NHPP	11/2022	\$207,681
Traffic System Management	Dauphin	81	117968	Interstate DMS and CCTV TSMO	TSMO improvements in DMS' and CCTV Cameras along I81 in Dauphin and Cumberland, , at SR 0078 WB over Lancaster Street in Lebanon counties, and I283 at Fulling Mill Road and Segment 0010 Offset 1950.	PE	\$500,000	NHS	5/2023	\$150,000
Weigh Station	Dauphin		105106	Interstate WIM Work	Installing new mainline virtual weigh in motion (VWIM) site on various interstates. The project includes the actual VWIM system installation, illuminators for night imaging and electric service hook-up fees.	CON	\$187,476	STP	5/2023	\$78,000
Weigh Station	Dauphin		105106	Interstate WIM Work	Installing new mainline virtual weigh in motion (VWIM) site on various interstates. The project includes the actual VWIM system installation, illuminators for night imaging and electric service hook-up fees.	CON	\$187,476	STP	8/2023	\$109,476