



HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
112 MARKET ST., 2nd FLOOR, HARRISBURG, PA 17101-2015
(717) 234-2639
PLANNING@TCRPC-PA.ORG

HATS Coordinating Committee Meeting
Friday, December 15, 2023 - 9:00 A.M.

AGENDA

1. Welcome and Introductions
2. Presentation
 - a) Harrisburg Downtown Circulation Study (*info*)
3. Meeting Minutes
 - a) Technical Committee – September 9, 2023 (*action*)
 - b) Coordinating Committee – June 23, 2023 (*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) FFY 2025-2028 TIP Development (*info*)
 - d) Transportation Alternative Set Aside (*action*)
 - e) HATS- YAMPO MOU (*action*)
 - f) ADA Coordinator Designation (*info*)
 - g) 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 – Draft 2024-2025 UPWP
9. Adjourn

LEGISLATORS REPORTS

LOCAL REPORTS
City of Harrisburg
Other Municipalities
Counties

Next meeting: February 23, 2024



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HATS Coordinating Committee Meeting
Friday, December 15, 2023 - 9:00 A.M.

ADDITIONAL INFORMATION ON SELECT AGENDA ITEMS

2) Harrisburg Downtown Circulation Study Presentation

At the December HATS Technical Committee meeting, representatives from Kittleson & Associates provided an overview of the Harrisburg Downtown Circulation Study, which reviewed vehicular and multimodal operations along Market Street between the Lemoyne Bottleneck on the West Shore and Cameron Street in downtown Harrisburg. The study investigates the potential to make the following changes to the roadway network within the study area:

- Convert the one-way portion of Market Street (2nd Street to 5th Street) to two-way operations;
- Optimize lane configurations on Market Street across the Market Street Bridge and from 5th Street to Cameron Street to match current and future traffic volumes for all modes;
- Investigate potential impacts on the parallel street network (i.e., Walnut and Chestnut Streets) in the City of Harrisburg; and
- The effect on transit access through downtown Harrisburg and the West Shore once the Susquehanna Regional Transportation Authority (SRTA) transfer center is relocated further east.

An executive summary is included in the meeting packet on page 5. Stakeholder outreach and coordination is ongoing. For more information, please contact [Steve Deck](#) or [Andrew Bomberger](#).

4) TIP Modifications (FFY 2023-2026)

a) Administrative Modifications

Full details on the administrative modifications made to the 2023-2026 Highway/Bridge TIP are available beginning on page 30 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 for the 2023-2026 Highway/Bridge & Interstate TIPs are available beginning on page 58 of the meeting packet. The proposed amendments to the Highway/Bridge & Interstate TIPs are also included on the [interactive TIP modifications web map application](#).

One of proposed amendments (page 62) would add \$1.7 million to the construction phase of the Carlisle Connectivity Project. Per HATS staff request, Carlisle Borough provided a memo reviewing the current status of the project and need for the cost increase, which can be found on page 65. Borough representatives will be in attendance to address any questions.

5) Programs and Plan Updates

a) Bike-Ped Update

The development of the HATS Regional Transportation is ongoing, including public outreach through the online survey and wikimapping application. Public event attendance concluded in October. In total, representatives attended 5 events across the region to gather input on where our residents and visitors like to or want to walk and bike. Current work is focused on the development of Action Items (as presented and discussed at the September HATS meetings) and an update to the Regional Backbone. HATS staff will conduct an open house event to present draft recommendations in each county on consecutive days, January 9-11.

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 to improve regional coordination and consider the required funding allocation for development of the draft FFY 2023-2028 TIP.

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 November 1 and discussed goals and objectives, as well as the overall structure and focus of the plan. HATS staff continues working with Kittleson & Associates on analysis and preparation of the safety data. Development of the plan will continue through winter, with adoption anticipated mid-2024. 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) FFY 2025-2028 TIP Development

HATS staff has internally reviewed the draft FFY 2025-2028 TIP materials and met with the RTP Implementation Work Group to discuss findings and next steps. A summary of that meeting is included in meeting packet, beginning on page 71, providing an overview of the key takeaways (which will also be discussed during the Technical Committee meeting). Moving forward, the draft FFY 2025-2028 TIP is due to PennDOT Central Office by December 31. After a review and coordination meeting with Central Office representatives, official action will be requested in February to move the draft FFY 2025-2028 TIP to Air Quality Conformity Analysis. Adoption is anticipated in June 2024.

The following materials are included in the meeting packet:

- Draft FFY 2025-2028 HATS TIP Overview (page 75)
- Draft FFY 2025-2028 Highway & Bridge TIP (page 78)
- Draft FFY 2025-2028 Allocation Balance Table (page 83)
- Draft FFY 2025-2028 Interstate TIP (page 85)
- Draft FFY 2025-2036 Highway & Bridge Twelve Year Plan (page 89)

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

d) Transportation Alternatives Set Aside Program

The most recent application round of the Transportation Alternative Set Aside (TASA) Program closed in September. There were 8 applications received from the HATS region, which were evaluated by the RTP Implementation Work Group and reviewed at their November 14 meeting. A summary of the meeting is included in the meeting packet beginning on page 71 and provides a summary of the applicants, how they were evaluated, and which are being recommended for selection.

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

The Technical Committee recommended selecting the Paxtang Parkway, Phase 3 project for funding through the HATS TASA allocation. Formal action from the Coordinating Committee is being requested.

e) HATS - YAMPO MOU

An updated version of the Memorandum of Understanding (MOU) between HATS and the York Area MPO (YAMPO) regarding the Harrisburg Urbanized Area extending into York County has been provided on page 100. The MOU explains that HATS STU funds will be transferred to YAMPO in the same percentage as the amount of the Harrisburg Urbanized Area population located within York County. This is essentially unchanged from the current agreement and MOU. The only changes are minor edits to include current/relevant dates.

Formal action from the Coordinating Committee is being requested.

f) ADA Coordinator Designation

Regulations codified in 49 CFR 27.13 and 49 CFR 27.15 require the designation of a responsible employee to coordinate efforts and compliance in addressing accessibility matters, including ADA accommodation requests and complaints. To satisfy these requirements, TCRPC is designating the Executive Director as the ADA Coordinator and specifying that accommodation requests and complaints can be provided to planning@tcrpc-pa.org or by calling 717-234-2639. HATS staff is currently reviewing outreach materials (including the website and Public Participation Plan) and will make any necessary changes prior to the January 31, 2024 deadline.

g) Funded Studies

Update to be given at meeting.

8) Draft 2024-2025 UPWP

The draft 2024-2025 Unified Planning and Work Program (UPWP) is included in the meeting packet, beginning on page 102. The draft was provided to HATS' regional partners and stakeholders for their review and comment on November 17. Once comments are received and incorporated, the updated draft will be provided to FHWA for their review 45 days prior to the anticipated adoption date of February 23, 2024.

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

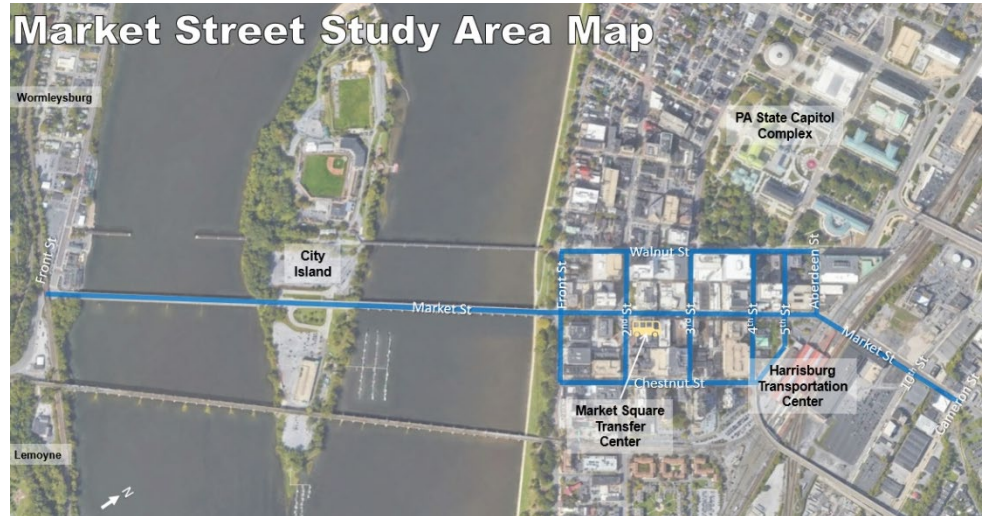
HARRISBURG DOWNTOWN CIRCULATION STUDY

Executive Summary

STUDY OVERVIEW

Tri-County Regional Planning Commission (TCRPC) initiated the Harrisburg Downtown Circulation Study on behalf of the Harrisburg Area Transportation Study (HATS) to review vehicular and multimodal operations along Market Street between the Lemoyne Bottleneck on the West Shore and Cameron Street in downtown Harrisburg.

Market Street Study Area Map



The study uses April 2023 traffic counts, Synchro and Travel Demand Modeling to understand current vehicular operations, and it investigates the potential to make Market Street a two-way facility from 5th to Front Streets and implement a road diet on the Market Street Bridge. Existing and future operations analysis was completed for 20 intersections in the study area; the future analysis summarizes the potential impacts of the two-way conversion and road diet on the parallel street network in the City of Harrisburg and the effect on transit access.

ALTERNATIVES ANALYSIS

Three alternatives and a no build alternative were analyzed for future year conditions in 2040, as shown in the table below. These future conditions were then compared to the 2040 No Build alternative.

Alternative	Proposed Elements
Alternative 1	<ul style="list-style-type: none"> • Conversion of Market Street from 2nd Street to 5th Street to two-way operations (2 eastbound lanes and 1 westbound lane) • Reduction to 1 westbound lane on Market Street from Front Street to 2nd Street (2 eastbound lanes and 1 westbound lane)
Alternative 2	<ul style="list-style-type: none"> • Alternative 1 elements • Road reconfiguration of the Market Street bridge <ul style="list-style-type: none"> ○ Bikes lanes and sidewalks in each direction ○ 2 westbound lanes and 1 eastbound lane from the West Shore to City Island ○ 1 westbound lane and 2 eastbound lanes from City Island to the East Shore
Alternative 3	<ul style="list-style-type: none"> • Conversion of Market Street from 2nd Street to 5th Street to two-way operations (1 lane in each direction plus two-way left turn lane and left turn lanes where appropriate) • Reduction to 1 westbound lane on Market Street from Front Street to 2nd Street (2 eastbound lanes and 1 westbound lane) • Road reconfiguration of the Market Street bridge (from Alternative 2)

All three alternatives and the No Build alternative also account for future roadway changes from other ongoing projects, including the Lemoyne Bottleneck, Cameron Street, Cameron Street Resurfacing, and SRTA Transfer Center Relocation:

Overall traffic operations were comparable between the No-Build condition and any of the build alternatives. Intersection operations and LOS remain at acceptable levels for all Build alternatives and No-Build condition. Some intersections show slight improvements in LOS under the alternatives, while others show slight declines. In no scenario are the proposed alternatives anticipated to result in unacceptable overall intersection LOS (E or F). Vehicle turn lane queues were similar when comparing the No-Build condition to any of the build alternatives. In some alternatives there were notable increases in projected queue lengths for some movements, but there are also substantial decreases anticipated.

High-level costs were prepared for Alternative 3, which was identified as the preferred alternative.

AGENCY AND STAKEHOLDER COORDINATION

Throughout the study, the project team coordinated with PennDOT District 8 (D-8), the City of Harrisburg (the City), and the Susquehanna Regional Transit Authority (SRTA). This coordination included bi-weekly project status calls with TCRPC and SRTA, confirming travel demand model updates with D-8, providing the Existing Conditions Memorandum to the City, and presenting the study findings to D-8 and the City. The study findings were also presented to the Harristown Development Corporation. Throughout these touchpoints, the implementation partners and stakeholders were supportive of the study recommendations.

CONCLUSION

The study determined that a two-way conversion of Market Street and a road diet on the Market Street bridge are feasible and would bring benefits to the study area. Overall, the proposed alternatives operate similarly to the no-build condition in terms of LOS and queue lengths along the network. By converting Market Street to two-way operations from 2nd Street to 5th Street a consistent lane configuration can be provided along the Market Street corridor, creating a less confusion roadway network for drivers. The two-way conversion also creates a direct path for transit vehicles to traverse from Cameron Street to the West Shore without any turning movements which reduces travel times for all alternatives. Alternatives 2 and 3 also provide a road diet on the Market Street bridge which will provide an estimated crash reduction between 29 and 47%. A reduction of travel lanes will also provide room for bike lanes which will have an estimated 49% reduction in crashes. Additionally, the reductions in lanes between 5th and Aberdeen Streets provides approximately 160 feet that could be used for on-street parking, while the lane reduction between 2nd and Front Streets would provide approximately 320 feet that could also be used for on-street parking. This would account for enough space for approximately 24 additional parking spaces in the downtown area.

H A T S
Coordinating Committee Meeting
Meeting #264
September 22, 2023
9:00 AM
DRAFT

1. Welcome and Introductions

The September 22, 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. Bomberger provided a brief overview of the HATS Regional Active Transportation Plan given at the June Technical Committee meeting. He stated public outreach is ongoing and will remain open through the development of the draft recommendations. The presentation slides were included in the meeting packet and adoption of the HATS Regional Active Transportation Plan is anticipated in April 2024.

3. Meeting Minutes

a. Coordinating Committee – June 23, 2023

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

b. Technical Committee – September 8, 2023

Mr. Haste noted the September 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 June HATS meetings:

- 45 total actions
 - 21 cash-flowed funds or changed funding source
 - 24 increased/decreased funding
- Clarks Ferry Bridge (MPMS 119484)

- Program then Increase to the estimate. The is an early action bridge preservation project
- Current estimated let date is September 14, 2023
- Market Street Bridge West (MPMS 93176)
 - Cashflow funds from 2024 to 2025 and 2028 to free up funding for other projects
 - The current estimated let date is December 12, 2024
- Market Street Bridge East (MPMS 93177)
 - Cashflow funds from 2024 to 2025 and 2028 to better utilize the funding
 - Current estimated let date is December 12, 2024
- US 322 & Chambers Hill Road (MPMS 118027)
 - Cashflow funds from 2024 to 2025 to better utilize the funding
 - The project was let on April 13, 2023
- Market Street Bridge A (MPMS 90772)
 - An increase to match the estimate, then a decrease to match the low bid amount (\$1.74M)
- Enola Road Pavement Preservation (MPMS 113461)
 - Cashflow from 2023 to 2028 to utilize funds for other projects and align with the let date (there is also an amendment to cashflow the rest of the 2023 funds)
 - Current let date is January 16, 2025
- Elizabeth Road Resurfacing (MPMS 113283)
 - Cashflow from 2023 to 2026 and 27 to utilize funds for other projects and align with the let date (there is also an amendment to cashflow the rest of the 2023 and 2024 funds)
 - Current let date is October 24, 2025

Mr. Green then gave an overview of the administrative modification made to the FFY 2023-2026 Transit TIP to provide funding for four (4) fixed routed revenue buses for CAT.

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

b. Amendments

Mr. Mullins proposed ten total amendments to the FFY 2023-2026 Highway/Bridge TIP, split into three groups as follows:

- Cashflows
 - Enola Road Pavement Preservation (MPMS 113461)

- Cash flowing construction phase from FFY 2023 and 2024 to FFY 2028 to better utilize the funds and align with estimated let date
- Consists of a concrete patching with bituminous overlay and areas of reconstruction on SR 0011 (Enola Road) from SR 1004 (Valley Road) to SR 1039 (Belle Vista Drive) in East Pennsboro Township, Cumberland County
- Current estimated let date is January 16, 2025
- Elizabethtown Rd Resurfacing (MPMS 113283)
 - Cashflowing construction phase by \$2,299,062 from FFY 2023 and FFY 2024 to 2027 and 2028 to better utilize the funds
 - Consists of resurfacing on Fishburn Rd (SR 743) from Cocoa Ave to Conewago Creek in Derry and Conewago Townships, Dauphin County
 - Current estimated let date is October 24, 2024
- Market St Bridge West (MPMS 93176)
 - Cashflowing construction phase of Market St Bridge West from FFY 2024 to 2028, to better utilize the funds
 - Consists of a bridge rehabilitation on SR 3012 (Market Street) West Span Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County.
 - Current estimated let date is December 12, 2024

Mr. Bugaile moved to approve the proposed cashflow amendments.

Commissioner Foschi seconded the motion and it was unanimously approved.

- Local Bridge Bundles
 - Cumberland County Bridge Bundle (MPMS 120270)
 - Programming the preliminary engineering phase of Cumberland County Bridge Bundle by \$792,500
 - Consists of bridge replacement on 3 bridges - Ladnor Lane over Mountain Creek, Village Road over Hogestown Run, Wildwood Road over Locust Creek
 - Quarry Road over Mountain Creek (MPMS 120308)
 - Programming the preliminary engineering phase by \$225,000
 - This is being broken out of the Cumberland County Bridge Bundle due to concerns over the environmental review process
 - Dauphin County Bridge Bundle (MPMS 120271)
 - Programming the preliminary engineering phase of Dauphin County Bridge Bundle by \$842,500
 - Consists of 3 local bridge replacements - Crums Mill Road over Paxton Creek, Meadow Lane over Manada Creek, Walnut St over Jonestown Road

- Kohn Road over Paxton Creek (MPMS 120307)
 - Programming the preliminary engineering phase by \$142,500
 - This is being broken out of the Dauphin County Bridge Bundle due to concerns over bridge condition
 - Perry County Bridge Bundle (MPMS 120273)
 - Programming the preliminary engineering phase of Perry County Bridge Bundle by \$1,096,000.
 - Consists of five local bridge replacements/rehab - Ernest Rd over Montour Creek, Kennedy Valley Rd over McCabe Run, Book Rd over Bull Run, Bloomfield Ave over Little Buffalo Creek, Montbello Rd over Little Juniata Creek.
 - Funds pulled from several deobligated funding sources

Mr. Bomberger discussed the memo prepared by HATS staff and included in the meeting packet which provides a summary of the current status of the local bridge improvement program. This memo is intended to provide an overview of the program as it currently stands and can be distributed to anyone looking for more information. Mr. Mullins clarified that construction phases will be included on the upcoming TIP.

Mr. Green moved to approve the local bridge bundle amendments. Commissioner Foschi seconded the motion and it was unanimously approved.

- Other amendments
 - Riverlands Safety Implementation (MPMS 106554)
 - Increasing the preliminary engineering phase of Riverlands Safety Implementation by \$3,152,396
 - The increase is due to the following:
 - Additional work associated with the expanded scope of work including the PA 849 parking lot, the continuous left turn intersection at the PA 147 interchange, the removal of the SR 0022/SR 0015 interchange Ramp C, and the improvements along Ramp Road.
 - Additional drainage design, stormwater management and design field view tasks. - \$405,000
 - Additional engineering tasks due to the added parking lot.
 - Additional Preliminary ROW efforts. - \$437,396
 - Revision to the SR 0147 interchange to include a continue left-turn lane versus the stop control. - \$100,000
 - Additional Archeology efforts. - \$2,000,000
 - A second public meeting - \$60,000
 - Investigations for hazardous wastes. - \$150,000

- Consists of the implementation of safety improvements identified in the study, reconfiguration of interchanges, auxiliary lanes on US 22 and potential closure of the median on US 22/322 from 11/15 and US 22/322 interchange to the Susquehanna River in Reed Twp
 - Current estimated let date is in 2027.
 - US-11 NB over Conodoguinet Creek (MPMS 99678)
 - Changing of the funding source to better utilize the funds to free up state funds for other projects
 - This was 100% state and now going to 80/20 Federal.
 - \$2,933,369 of STU is being programmed which crosses the \$250K threshold
 - Also this is crossing the \$3M federal change threshold
 - This project consists of a bridge rehabilitation on US Route 11 over Conodoguinet Creek in Wormleysburg Borough and East Pennsboro Township, Cumberland County. The current estimated let date is July 11, 2024

Commissioner Foschi made the motion to approve the final two amendments. Mr. Libhart seconded and the motion was approved unanimously.

5. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger stated the SusqueCycle Bike Share system has expanded with three new stations – Bethesda Mission/Federal Courthouse, Tri-County Community Action, and Hummelstown Square – added in June, along with an additional 24 bicycles. HATS staff continues coordination efforts for the other expansion locations identified at the State Office Complex and Transit Park in Harrisburg. More information is available at SusqueCycle.org. Mr. Deck added that SRTP was recognized with an award from the Association for Commuter Transportation for their regional bikeshare coordination efforts.

Mr. Bomberger stated the current application round of the Transportation Alternative Set-Aside (TASA) Program is underway. Draft applications were due July 17, although the deadline was extended to accommodate some technical issues with the submission website. HATS and PennDOT District 8-0 staff have been conducting the required pre-application meetings for prospective applicants. Final applications were due September 15. Once final applications are received by Central Office and distributed to MPOs, an RTP Implementation Work Group meeting will be held to evaluate and recommend project selections to the HATS committees. Official action on project selection will occur at the December HATS meetings.

b. Operations and Safety

Mr. Deck said 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 and anticipates the CMP update to focus on real time data. Mr. Deck also stated staff kicked off the HATS Safe Streets For All Qualified Safety Plan and held the first steering committee meeting on September 6. The 2022 PennDOT crash data has been received and is being incorporated into HATS safety planning efforts, including the Qualified Safety Plan and the online safety application, moving forward. Mr. Warner provided an overview of the data and the online safety application.

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

c. FFY 2025-2028 TIP Development

Additionally, HATS staff has received the draft FFY 2025-2028 Transportation Improvement Program (TIP) materials. Internal review of the materials is ongoing. Once complete, an RTP Implementation Work Group meeting will be held for initial member input and discussing the TIP development schedule moving forward.

Mr. Bomberger stated HATS staff has received the PennDOT District 8-0 bridge and pavement candidate project lists and is reviewing the information internally against RTP identified priorities and other planning studies. A coordination meeting with PennDOT District 8-0 staff was held July 13. HATS staff will work with PennDOT personnel and anticipates meeting with the RTP Implementation Work Group at least once to further refine the priorities and review proposed project lists prior to the December HATS meetings.

d. Funded Studies

i. Downtown Circulation/Market Street 2-way

Mr. Deck provided an overview of the Downtown Circulation/Market Street 2-way Study, stating the study showed the 2-way option on Market Street worked well. Traffic modeling extended across the Market Street Bridges, which showed a 3-lane cross section resulted in a Level of Service of “A” and a reduction in crashes.

The Study has been provided to City of Harrisburg and PennDOT District 8-0 for review and comment.

ii. RTP Implementation Grant Projects

Mr. Deck stated that Silver Spring Township held a meeting to begin their RTP Implementation Grant funded study of the Carlisle Pike last night.

Mr. Bomberger stated HATS staff anticipates opening the next round of the grant program sometime in the late-winter, early-spring time frame with eventual project selection officially occurring September 2024.

6. Project Development Process

a. Project Pipeline

Mr. Bomberger discussed the Transportation Need form received regarding the Paxton Street Bridge over Paxton Creek. The submitted Need Form and evaluation score card are included in the meeting packet. As submitted, the Need scored as a High Regional Priority and will be included in TIP development discussions moving forward.

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

b. Projects in Development

Mr. Deck stated HATS staff has been approached about becoming an official party to the PUC hearing for the Norfolk Southern project occurring in the vicinity of the Lemoyne Bottleneck, due to the proximity of our ongoing TIP project in that location and the CAT Bridge project. This would enable HATS to lodge a formal objection. The Technical Committee recommended approval of this proposal.

Mr. Bugaile moved to approve HATS being recognized as an official party of the PUC hearing. Commissioner Foschi seconded the motion and it was unanimously approved.

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

- I-81 Resurfacing, Exit 59 to Wade Bridge – Contractor has completed resurfacing of northbound lanes, paving continues and will conclude at the end of this construction season. Other construction work will resume in 2024.
- SR 34, Spring and Calvary Roads – Work began in the summer and will consist of paving repairs. Construction will resume in spring with intersection and traffic signal improvements. Work anticipated to be completed in July 2024.
- I-81 Relief Bridge 2 – Lane closure through end of October.
- I-83 East Shore Demo – Demolition work continues on properties within project limits.

- US 322 & Chambers Hill Road – Utility relocations ongoing, retaining wall work has begun. Work anticipated to be completed in August 2027.
- Cameron Street Resurfacing – Notice to proceed was issued during the summer. Field staff has begun preliminary work. Project anticipated to be completed in September 2026.
- US 22/322 Resurfacing – All detours have been opened and paving work continues. Work will resume in spring and is anticipated to be complete in the fall.

Mr. Reisinger stated bids have been received for the Cameron Street Interchange project and were much higher than estimated, mostly due to utility work. Work should begin next year. He also thanked all the partners and stakeholders for their letters of support for the recent South Bridge discretionary grant application, which has now been submitted.

Mr. Mullins also discussed the most recent round of PennDOT Multimodal Fund awards. Dykeman Road Extension (Shippensburg Borough and Township) and Hayshed Road Extension (West Hanover Township) were awarded funds. The next application round of MTF will open September 25.

Mr. Deck asked PennDOT staff for an update on the Lemoyne Bottleneck and Riverland Safety Improvements projects. He also mentioned a request for additional mowing and maintenance at the Rt 34 and 850 roundabout.

Mr. Green discussed the release of Round 1 of NEVI awards, with 4 locations being awarded funds for electric vehicle charging stations in the HATS region.

7. Status Report

FHWA

Mr. Porochniak stated new Notice of Funding Opportunities would be distributed for the Bridge Investment Program and Active Transportation Investment Program. Award announcements are anticipated soon for the most recent rounds of the Charging and Fueling Infrastructure and Safe Street For All programs. The Thriving Communities Program NOFO was distributed recently. More details on these programs and opportunities were provided in the meeting chat box.

S RTP

Ms. Newcomer discussed the outreach efforts being undertaken by Commuter Services and the events of National Car Free day and their Employer Race and Surprise Patrols programs, both of which reward users for recording green trips.

8. Other Business

Mr. Epstein asked what impacts are expected on the elimination of urbanized clusters. Mr. Bomberger stated the transportation planning impacts are minimal.

9. Adjournment

Mr. Libhart moved to adjourn. Mr. Reisinger seconded the motion and it was unanimously approved.

The meeting was adjourned at 10:26 am.

Next meeting is scheduled for December 15, 2023.

ATTENDANCE

Harrisburg Area Transportation Study Coordinating Committee Meeting September 22, 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
Commissioner Brenda Watson	Perry County
Steve Libhart	Dauphin 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
Ben Warner	HATS Planning Staff
Karen Dixon	HATS Planning Staff
Matt Crea	PennDOT Central Office
Ted Sheehe	PennDOT Central Office
Carey Mullins	PennDOT District 8-0
Sarah McHugh	PennDOT District 8-0
Jon Owens	PennDOT District 8-0
Gene Porochniak	FHWA
Rachel Reznick	PA DCED
Beth Nidam	SRTA
Andrew Dudziak	PA Rep. Delozier staff
Stacy Newcomer	Commuter Services/SRTP
Lauren Zumbrun	HRG
Jaime Keener	Buchart Horn
Geoffrey Knight	City of Harrisburg
Sara Gibson	Camp Hill Borough
Ross Willard	Recycle Bicycle
Bill Peterson	Center for Community Building
Brian Kimmett	EFMR

H A T S
Technical Committee Meeting
Meeting #325
December 1, 2023
9:00 AM
DRAFT

1. Welcome and Introductions

The December 1, 2023 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. Presentations

a. HATS Regional Active Transportation Plan

Ms. Tutuska presented a summary of the progress and results of the Harrisburg Downtown Circulation Study focusing on the alternatives to the current lane configuration of Market Street and the Market Street Bridge in Harrisburg. Information on three build alternatives and one no-build alternatives were given, identifying Alternative 3, which includes a lane diet on the bridge and a one-way to two-way conversion featuring a two-way left hand turn lane on Market Street from 2nd to 5th streets, as the preferred alternative. A high-level cost estimate was provided for the preferred alternative. Analysis on the conversion of Walnut Street from one-way to two-way from Front to 5th streets is in progress with the remaining study budget.

Mr. Deck stated that HATS Staff have been conducting outreach to the business community along Market Street corridor and will reach back out when the Walnut Street analysis is completed. Most feedback has been positive regarding the conversion.

Mr. Green raised concern about the relocation of the transit transfer center from Market Street to Cameron Street and if it would have any impact on the EJ groups in the area. Mr. Deck stated that the relocation of the transfer center caused some of the need for this study and that there has been action on behalf of the transit authority to evaluate the Cameron Street location.

Mr. Stoner shared that SRTA had another public comment regarding the relocation to Cameron Street and stated that it will be moving forward due to the current need, but additional transfer center locations may be considered in the long term.

Mr. Bomberger emphasized that the conversion of Market Street to two-way operation would cut transit commute times from Cameron Street to Front Street by minutes with the relocation of the transfer center, which would provide cost savings to CAT and SRTA. He also stated that this project would provide a good opportunity for transit signal prioritization through the Market Street corridor.

Mr. Stoner noted that any future outreach relating to the Market Street bridge should show that the data from this study suggests that a lane diet from four lanes to three lanes increases safety while not impacting level of service or operational capacity.

3. Meeting Minutes

a. Technical Committee – September 8, 2023

Mr. Owen moved to approve the September Technical Committee meeting minutes. Mr. Stoner seconded the motion, and it was unanimously approved.

b. Coordinating Committee – September 22, 2023

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

4. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

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

- 121 total actions
 - 38 increased funding
 - 5 decreased funding
 - 6 cash-flowed funds
 - 5 adding phase
 - 3 changing funding source
 - 62 line items
 - 2 deobligation

Highlights of the administrative modifications included the following:

- Meck's Corner Intersection
 - Decreasing the construction phase of Meck's Corner Intersection by \$992,727 to better utilize the funds.

- This project is currently on hold and not moving forward.
- This project may consist of curve and over vertical improvements at PA 34 (Spring Road), PA 274 (New Bloomfield Road) and SR 2002 (Dellville Road) in Carrol & Wheatfield Townships, Perry County.
- 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.

Mr. Reisinger clarified the work that is being done at the intersection of SR 274 and SR 74 in Perry County related to the Systemic Low-Cost Improvements administrative modification.

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. Green moved to recommend approval of the proposed bridge amendment. Mr. Stoner 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.

Mayor Schultz shared a presentation on the Carlisle Connectivity RTP project. He provided an overview of the scope and area of the project, and the need, timeline, and funding request for the projects.

Mr. Stoner and Ms. Dixon expressed support and need for the project to move forward.

Mr. Bomberger stated that there is more information regarding this project in a memo included in the meeting packet.

Mr. Stoner moved to recommend approval of the four Carlisle related amendments. Mr. Owen 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 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 would soon be 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 the upcoming update of the Congestion Management Process will encompass all of PennDOT District 8-0 and not just the HATS region. PennDOT is working on one last technical review of the scope before funding is released and work can begin.

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. Mr. Bomberger also discussed the candidate projects brought forward by District 8-0 for future TIP development consideration and stated both Wertzville Road and Front Street through the I-81 Interchange were identified in the 2045 HATS RTP as high priorities and would be a focus. 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, 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. Green thanked the MPO and PennDOT staff for their work on TIP development and stated the transit TIP will be provided by SRTA when available. Mr. Mullins clarified that the Interstate TIP in the meeting packet is still in draft form.

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.

Mr. Stoner complimented Work Group members on their efforts and stated the process worked well, as it has in the past.

Mr. Bomberger also discussed SRTP's regional Safe Route to School application, for which Lancaster is serving as the lead MPO. HATS is being asked to submit a comment for inclusion and Mr. Bomberger presented the following to the committee for consideration:

“HATS staff fully supports the application for a regional Safe Routes to School Program, but feels it should not be funded by any one (or a few) MPOs through their regional TASA allocation because some of the MPOs included in the proposed program do not have regional TASA allocations. Because program decisions shouldn't be influenced by funding, the most appropriate funding source for the regional Safe Routes to School Program is statewide TASA funds.”

No objection or comment was made and Mr. Bomberger stated he'd forward the comment to Lancaster MPO staff.

Mr. Bomberger noted that selections for regional TASA allocations are due on December 1, but since the December HATS Coordinating Committee meeting would occur on a later date, the Technical Committee's recommendation would be forwarded to PennDOT staff with follow up communication occurring after the Coordinating Committee meeting.

Mr. Owen made the motion to recommend selection of the Paxtang Parkway Phase 3 project. Mr. Stoner seconded and the motion was approved unanimously.

e. ADA Coordinator Designation

Mr. Bomberger 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.

f. Funded Studies

Mr. Bomberger discussed the 5 studies awarded through the previous round of the RTP Implementation Grant Program, stating Susquehanna Township and Mechanicsburg Borough Active Transportation Plans were nearly complete and work is ongoing for the Carlisle Pike Pedestrian Accommodation, Millerstown Bike/Ped Feasibility Study, and Hummelstown Borough Active Transportation Plan. Mr. Mullins asked for further communication regarding issues related to the aforementioned studies and the Unified Planning Work Program (UPWP).

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.

b. Projects in Development

Ms. Zejcirovic gave an update for several projects, including the following:

- I-83 South Bridge Project (MPMS 113754)
 - We held two public hearings on Nov 1 & 2 and receiving public comment in-person, online and by mail on an Environmental Assessment (EA) prepared for Project in Dauphin and Cumberland Counties.

- Bridge no longer meets current design standards and is reaching the end of its serviceable lifespan.
- Lemoyne Bottle Neck (MPMS 114202)
 - 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.
 - Lemoyne and Wormleysburg Boroughs, Cumberland County
 - Through coordination efforts, NSRR will now be removing the two northern abutments of the western and central bridges adjacent to the westbound Market Street lanes, which are deemed more critical.
 - Coordination and refinements with the Market Street Bridge Team also continues.
 - 3 Alternatives are anticipated to be presented at a public meeting, tentatively scheduled for January 29th in Lemoyne, with a concurrent 30-day virtual website posting as well.
- Sporting Hill Turn Lane (MPMS 114315)
 - This project may consist of adding a center turn lane on South Sporting Hill Road (SR 1013) from Trindle Road (PA 641) to Carlisle Pike (SR 1010), in Hampden Township Cumberland County.
 - Met with Hampden Township and PP&L on November 7th to discuss PP&L's upcoming transmission line facility upgrade project near the PA 581 overpass that is currently in design. We are continuing to coordinate with utilities and the township.
 - We provided the preferred alternative plan to PP&L and PP&L will provide their proposed pole location plan to the consultant.
 - The Navy has concerns about their current easement agreement potential conflicts and security in the area of the potential bike-ped trail on the west side of the road. TCRPC is going to request a meeting with the Navy to discuss the feasibility of the trail.
 - Scoping Document approval is expected by early this month.
 - Consultant preparing tech and price proposals for Preliminary Engineering Supplement. Execution of legal supplement to start PE expected in March of 2024. Design schedule to be prepared once the legal supplement is executed.

- Route 34 Turn Lanes (MPMS 114321)
 - This project may consist of Intersection safety improvements and resurfacing on PA 34 (Spring Road) from Perry/Cumberland County Line to just north of Rambo Hill Road/Mountainview Road intersection, Carroll Township, Perry County
 - Carroll Township concurred with the preferred improvements.
 - E&E SFV field meeting completed in September with follow-up virtual meeting completed 10/16/23.
 - We are currently working through Environmental components of the project.
 - FHWA requested that the project follow a streamlined EA process to obtain NEPA Clearance due to cumulative ROW impacts.
 - Consultant preparing tech and price proposals for Preliminary Engineering Supplement. Execution of legal supplement to start PE expected in April of 2024. Design schedule to be prepared once the legal supplement is executed.

- Market St (MPMS 93176)
 - This project may consist of a bridge rehabilitation on SR 3012 (Market Street) West Span Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County.
 - A meeting was held on November 21st between PennDOT, MPO staff, and FHWA to discuss the project scope. We expect to continue conversations with these partners in the coming months.

- Center/21st Intersection (MPMS 114319)
 - This project may consist of intersection improvements at 21st and Center Street in Camp Hill Borough and East Pennsboro Township, Cumberland County, which may include upgrades to existing crosswalks and enhancing connections to existing facilities, potential turn lanes and other intersection improvements.
 - This project is located in Camp Hill Borough and East Pennsboro Township, Cumberland County
 - Surveys and traffic analysis is complete.
 - Consultant is finishing alternatives, for review by the District.
 - Expect to review and approve an alternative by January, and then move into preliminary engineering by March

- Riverlands Safety Implementation (MPMS 106554)

- This project may consist of the implementation of safety improvements identified in the study, which may consist of low-cost safety improvements, reconfiguration of interchanges, auxiliary lanes on US 22 and potential closure of the median on US 22/322 from 11/15 and US 22/322 interchange to the Susquehanna River in Reed Township, Dauphin County.
 - Still currently working on: Design field view plans, the traffic control plan, archeology field work started, and progressing the environmental assessment.
 - Received comments in the last public meeting that led us to look at additional effort of work for the US 11/15 interchange improvements, PA 147 continuous left turn intersection, and a parking area.
 - A second public meeting is anticipated for spring 2024.
 - Let Date - current est. February 2027
- I-81 Auxiliary Lanes from Exits 47 to 48 (MPMS 117799)
 - This project consists of widening I-81 for Auxiliary Lanes between exit 47-48 in Carlisle Borough, Cumberland County.
 - The design team is progressing the traffic data that was collected.
 - Preparing draft online freight outreach survey
 - The team met with TCRPC Steve Deck and Cumberland Planning Kirk Stoner to get feedback and any additional information.
 - Evaluating interchange alternatives.
 - State Street Bridge (MPMS 118027)
 - This project consists of a bridge rehab on State Street over Cameron Street in the City of Harrisburg, Dauphin County.
 - State Street Bridge is under design in-depth inspection phase
 - Completed the inspection except for the spans over Amtrak.
 - Once the spans are completed, expecting the report by end of December.

Mr. Deck stated that the CAT Bridge has been inspected and preliminary cost estimates were received. An investigation is underway to determine if there are any hazardous materials in the bridge due to its history as a Railroad bridge.

7. Status Report

PennDOT

Ms. Zejcirovic gave an update on two additional projects:

- *Bridge Replacement Project on Laudermilch Road in Derry Township, Dauphin County (MPMS 47519)*
 - This project began on November 7th on Laudermilch Road
 - Bridge spans Norfolk Southern Railroad tracks between East Derry Road and Hershey Park Drive.
 - Bridge is closed and a detour is in place using East Derry Road, Route 422, North Lingle Avenue and Hershey Park Drive.
 - All work is expected to be completed by July 11, 2025.

- *Route 22 Clarks Ferry Bridge Repair Project (MPMS 119484)*
 - A project to perform interim repairs on the Route 22 Clarks Ferry Bridge in Reed Township, Dauphin County, began on November 6.
 - This project consists of replacing existing bridge deck joints, strengthening a pier cap, installing falcon netting/screening and other miscellaneous construction from just north of the Route 147 interchange to just south of the ramp to Route 849.
 - At least one lane of traffic will be open in each direction when the work zone is active.
 - No traffic restrictions in place during major holidays and Penn State home football games.
 - All work is expected to be completed by August 30, 2024.

Mr. Mullins stated that PennDOT District 8-0 has a new acting District Executive, Gavin Gray, until March 2024, and that Jon Owens, PennDOT District 8-0, will be leaving his current position as of 12/22/2023 for a new position within PennDOT.

Norfolk-Southern

Mr. Deck stated that there are ongoing conversations about a project in Lemoyne Borough related to Bike/Pedestrian accommodations.

SRTP

Mr. Boyer provided an update, stating that they are attending health, wellness, and benefit fairs with employer partners to share information on green commutes. Their college month contest was in October with Harrisburg University participating. He commended Mr. Deck for his work as Chair on the SRTP Board.

Mr. Boyer provided the following statistics for the month of November:

- Commute PA Program:
 - +171 New Members
 - <9,400 Trips

- <140,000 Miles Not Driven
- ~\$88,000 Saved

Cumberland

Mr. Stoner reported that they have finished their bridge capital improvement program and are starting a small bridge program for bridges under 20 feet in length. Bridges will be inspected by the county engineer and then the priority bridges will be encompassed into a bridge bundling project.

8. Other Business

a. Draft 2024-2025 UPWP

Mr. Bomberger stated the draft FY 2024-2025 UPWP has been provided to regional partners and stakeholders. Once comments are received and addressed, the UPWP will be forwarded to FHWA and FTA for a formal review. Official adoption will be sought at February HATS meetings.

b. Draft 2024 HATS Meeting Schedule

Mr. Bomberger presented the draft meeting schedule for both the HATS Technical Committee and Coordinating Committee. He noted that the December meeting dates may change due to the holidays.

c. HATS Membership Changes

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

9. Adjournment

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

The meeting was adjourned at 10:47 am.

Next meeting is scheduled for February 9, 2024.

ATTENDANCE

Harrisburg Area Transportation Study Technical Committee Meeting December 1, 2023

Name	Affiliation
Technical Committee Officers	
Steve Deck, AICP, 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
Jim Turner	Perry County
Mike Hartley	Perry County
Geoffrey Knight	City of Harrisburg
Ray Green	PennDOT Central Office
Kenana Zejcirovic	PennDOT District 8-0
Other Attendees	
Rich Reisinger	PennDOT District 8-0
Carey Mullins	PennDOT District 8-0
Jon Owens	PennDOT District 8-0
Sarah McHugh	PennDOT District 8-0
Jeff Puher	PennDOT District 8-0
Gene Porochniak	FHWA
Karen Dixon	HATS Planning Staff
Tanner Stroup	HATS Planning Staff
Morgan Wagner	PA Senate staff
Matthew Stoneroad	PA House staff
Matt Boyer	SRTP
Ross Willard	Recycle Bicycle
Andrew Duerr	Kittelson & Associates, Inc.
Brianna Tutuska	Kittelson & Associates, Inc.
Ross Willard	Recycle Bicycle
Jim Frank	Lehman Engineers
Ryan Hostetter	HRG
Lauren Zumbrun	HRG
Sean Schultz	Carlisle Borough
Mark Malarich	Carlisle Borough
Jeff Bergsten	Carlisle Borough
William Peterson	Center for Community Building, Inc.
Brian Kimmett	RTC

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS													Informed Coordinating Committee: 12/15/23									Informed Technical Committee: 12/1/23								
Administrative Modifications - Highway					Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks								
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.										
1	Big Spring Road Resurface 2 274/030 Perry	113299	PE	Before	581																Programming the preliminary engineering phase of Big Spring Road Resurface 2 to match the most recent estimate. This project consists of a resurface on PA 274 from Shearer Dug Trail to SR 3001(Center Square Road) in Toboynne Township, Perry County. The current estimated let date is in 2025.									
				Adjust	581		50,000																							
				After	581		50,000																							
2	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581		71,054		3,312,080	100,000		2,598,385	1,450,796								This is a reserve line item.								
				Before	STP					799,075				710,476																
				Adjust	NHPP	581		-50,000																						
				Adjust	STP																									
				After	NHPP	581		21,054		3,312,080	100,000		2,598,385	1,450,796																
				After	STP					799,075				710,476																
3	I-81/I-83 Noise Walls 81/WAL Dauphin	105864	CON	Before	NHPP																Increasing the construction phase of I-81/I-83 Noise Walls by \$73,621 for sound wall repairs. Install 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.									
				Before	STP																									
				Adjust	NHPP					27,767																				
				Adjust	STP		45,854																							
				After	NHPP																									
				After	STP					27,767																				
4	PA-283/I-76 Interchange 283/008 Dauphin	84548	CON	Before	STP		42,184														This is a deobligated funding source									
				Adjust	STP		-42,184																							
				After	STP																									
5	Creek Road Bridge-C 2033/009 Cumberland	87413	CON	Before	STP		3,670														This is a deobligated funding source									
				Adjust	STP		-3,670																							
				After	STP																									
6	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581		21,054		3,312,080	100,000		2,598,385	1,450,796							This is a reserve line item.									
				Before	STP					799,075				710,476																
				Adjust	NHPP	581																								
				Adjust	STP																									
				After	NHPP	581		21,054		3,284,313	100,000		2,598,385	1,450,796																
				After	STP					799,075				710,476																

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
7	US-11 NB over Conodoguinet 11/115 Cumberland	99678	CON	Before	185					2,094,879			3,250,000								Cashflowing the construction phase of US-11 NB over Conodoguinet to better utilize the funds. This project consists of a bridge rehabilitation on US Route 11 over Conodoguinet Creek in Wormleysburg Borough and East Pennsboro Township, Cumberland County. The current estimated let date is July 11, 2024.		
				Before	581						193,344												
				Adjust	185																		
				Adjust	581							-193,344				193,344							
				After	185																		
				After	581							2,094,879				3,250,000							
8	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				3,284,313	100,000		2,598,385	1,450,796							This is a reserve line item.		
				Before	STP						799,075			710,476									
				Adjust	NHPP	581						193,344				-193,344							
				Adjust	STP																		
				After	NHPP	581						3,284,313	293,344		2,598,385	1,257,452							
				After	STP							799,075			710,476								
9	Millersburg North Resurf 147/025 Dauphin	100190	PE	Before		581														6,593,376	Programing the preliminary engineering phase of Millersburg North Resurf for subsurface utility engineering. This project consists of the resurfacing of PA 147 (Peters Mountain Road) from the Black Shoulder Lane to Tarry Hill Road in Halifax Township, Millersburg Borough and Upper Paxton Township, Dauphin County. The current estimated let date is February 1, 2024.		
				Adjust		581						237,471										2,000,000	
				After		581						237,471										8,593,376	
10	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				3,284,313	293,344		2,598,385	1,257,452						4,916,624	This is a reserve line item.		
				Before	STP						799,075			710,476									
				Adjust	NHPP	581																	
				Adjust	STP																		
				After	NHPP	581						3,284,313	55,873		2,598,385	1,257,452						2,916,624	
				After	STP							799,075			710,476								

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
11	US 11 over Burd Run 11/128 Cumberland	117464	PE	Before	BRIP	250,000															Increasing the preliminary engineering phase of US 11 over Burd Run to match the most recent estimate. This project consists of a bridge rehabilitation/replacement on US 11 over Burd Run in Shippensburg Township, Cumberland County. The current estimated let date is scheduled in 2026.			
				Adjust	BRIP				200,000															
				After	BRIP				250,000			200,000												
12	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF											1,000					This is a reserve line item.			
				Before	BRIP						1,669,937							3,000						
				Adjust	BOF																			
				Adjust	BRIP							-200,000												
				After	BOF													1,000						
				After	BRIP							1,469,937						3,000						
13	Clarks Ferry Bridge PM 22/059 Dauphin	93178	CON	Before	BRIP	185							441,210			3,403,000	1,471,303		13,579,354	4,046,227	Cashflowing the construction phase of Clarks Ferry Bridge PM, by \$2,206,049 from FFY 2025 to 2030, to better align with the let date. This project consists of a bridge preservation (Clarks Ferry Bridge) on US Route 22 over the Susquehanna River in Reed Township, Dauphin County. The current estimated let is in 2027.			
				Before	NHPP								1,764,839							1,750,191				
				Before	STP																			
				Before	STU																	855,165		
				Adjust	BRIP	185										-441,210						1,764,839	441,210	
				Adjust	NHPP											-1,764,839								
				Adjust	STP																			
				Adjust	STU																			
				After	BRIP	185												3,403,000	1,471,303			15,344,193	4,487,437	
				After	NHPP																	1,750,191		
14	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581		21,054		3,284,313	55,873		2,394,980	1,450,796							This is a reserve line item.			
				Before	STP						799,075				710,476									
				Adjust	NHPP	581									1,764,839									
				Adjust	STP																			
				After	NHPP	581		21,054		3,284,313	55,873				4,159,819	1,450,796								
				After	STP										799,075									
15	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185					1,214,218			3,199,149		1,000			10,001,494	4,660,160	This is a reserve line item.			
				Before	BRIP											3,000			12,839,102					
				Adjust	BOF	185									441,210							-441,210		
				Adjust	BRIP																	-1,764,839		
				After	BOF	185						1,214,218				3,640,359		1,000		10,001,494		4,218,950		
				After	BRIP													3,000		11,074,263				

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Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
16	Meck's Corner Intersection	106551	CON	Before	STP							1,092,727									Decreasing the construction phase of Meck's Corner Intersection. This project is currently on hold and not moving forward. This project may consist of curve and over vertical improvements at PA 34 (Spring Road), PA 274 (New Bloomfield Road) and SR 2002 (Dellville Road) in Carrol & Wheatfield Townships, Perry County.			
	34/048			Adjust	STP									-992,727										
	Perry			After	STP									100,000										
17	Highway Reserve Line Item	88061	CON	Before	NHPP	581															This is a reserve line item.			
				Before	STP			21,054			3,284,313	55,873			4,159,819	1,450,796								
				Adjust	NHPP	581								799,075										
				Adjust	STP											992,727								
				After	NHPP	581			21,054			3,284,313	55,873			4,159,819	1,450,796							
	Dauphin			After	STP									799,075			1,703,203							
18	Sycamore/Paxton Intersection Imp	113384	CON	Before	NHPP																Increasing the construction phase of Sycamore/Paxton Intersection Imp to match the most recent estimate. This project may consist of implementing recommendations from the Paxton Street Road Safety Audits (RSA), which may include a realignment of Sycamore Street and Paxton Street or low cost safety improvements at the intersection of Paxton St (3010) and Sycamore St (SR 441) in the City of Harrisburg and Swatara Township, Dauphin County. The current estimated let date is September 12, 2024.			
				Before	HVRU						1,105,000													
				Adjust	NHPP											970,192								
				Adjust	HVRU																			
				After	NHPP											970,192								
	Dauphin			After	HVRU							1,105,000												
19	Highway Reserve Line Item	88061	CON	Before	NHPP	581															This is a reserve line item.			
				Before	STP			21,054			3,284,313	55,873			4,159,819	1,450,796								
				Adjust	NHPP	581																		
				Adjust	STP																			
				After	NHPP	581			21,054			3,284,313	55,873			3,189,627	1,450,796							
	Dauphin			After	STP									799,075			1,703,203							

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
25	PA 850 over Trib Shermans	100080	CON	Before	185		145,802														Increasing the construction phase of PA 850 over Trib Shermans to match the most recent estimate. This project consists of a bridge replacement on PA 34 (Spring Run Road) over Tributary to Spring Run in Middlesex Township, Cumberland County. The current estimated let date is December 14, 2023.		
	Before			581		742,573																	
	Adjust			185								705,375											
	Adjust			581																			
	After			185		145,802						705,375											
	After			581		742,573																	
26	HATS Bridge Reserve Line Item	84324	CON	Before	BOF	185				1,214,218			3,640,359		1,000						This is a reserve line item.		
	Before			BRIP										3,000									
	Adjust			BOF	185									-705,375									
	Adjust			BRIP																			
	After			BOF	185						1,214,218			2,934,984		1,000							
	After			BRIP												3,000							
27	Waggoners Gap Rd over Bak	100304	CON	Before		185						1,633,491									Increasing the construction phase of Waggoners Gap Rd over Bak to match the most recent estimate. This project consists of a bridge replacement on PA 74 (Waggoners Gap Road) over Baker Creek in Spring Township, Perry County. The current estimated let date is October 5, 2023.		
	Adjust				185									324,213									
	After				185						1,633,491			324,213									
28	HATS Bridge Reserve Line Item	84324	CON	Before	BOF	185				1,214,218			2,934,984		1,000						This is a reserve line item.		
	Before			BRIP										3,000									
	Adjust			BOF	185									-324,213									
	Adjust			BRIP																			
	After			BOF	185						1,214,218			2,610,771		1,000							
	After			BRIP												3,000							

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
29	Capital Gateway	115784	CON	Before	HRVU					762,940											Increasing the construction phase of Capital Gateway to match the most recent estimate. This project consists of a lane-diet and widening of sidewalks along the 100 block of Forster Street, widening sidewalks and crosswalks, installing ADA compliant bump outs and pedestrian and cyclist islands, and adding a sidewalk and additional landscaping at intersections of Front and Forster Street & 2nd and Forster Street. Projects were identified in the Camp Hill to Capital Corridor Safety Study, City of Harrisburg Vision Zero Action Plan, and Cross-River Connections Study. This is within the City of Harrisburg, Dauphin County. The current estimated let date is scheduled on January 25, 2024.			
	Before			HSIP																				
	Adjust			HRVU																				
	Adjust			HSIP								63,090			204,438									
	After			HRVU								762,940												
	After			HSIP								63,090			204,438									
30	HSIP Reserve Line Item	88060	CON	Before	HSIP					63,090			445,544								This is a reserve line item.			
	Adjust			HSIP							-63,090			-204,438										
	After			HSIP										241,106										
31	Clarks Ferry Interim Repairs	119484	CON	Before		185				113,166			1,370,081								Decreasing the construction phase of Clarks Ferry Interim Repairs to match the most recent estimate. 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. The current estimated let date is September 14, 2023.			
	Before				581					193,648														
	Adjust				185																			
	Adjust				581																			
	After				185						113,166			814,319										
	After				581						193,648													
32	HATS Bridge Reserve Line Item	84324	CON	Before	BOF	185							1,214,218		2,610,771		1,000				This is a reserve line item.			
	Before			BRIP													3,000							
	Adjust			BOF	185																			
	Adjust			BRIP																				
	After			BOF	185																			
	After			BRIP											1,769,980		2,610,771		1,000					

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
33	I-81 Implementation 81/094 Dauphin	114201	CON	Before	STP	581	400,000	300,000														Decreasing the construction phase of I-81 Implementation. This a line item for improvements identified in the I-81 Implementation Strategy.		
				Adjust	STP	581	-400,000	-300,000				1,000												
				After	STP	581							1,000											
34	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581		9,254		3,284,313	55,873		3,189,627	1,450,796								This is a reserve line item.		
				Before	STP					332,475				1,703,203										
				Adjust	NHPP	581		300,000																
				Adjust	STP		400,000								-1,000									
				After	NHPP	581		309,254		3,284,313	55,873		3,189,627	1,450,796										
				After	STP		400,000				332,475				1,702,203									
35	Hays Grove Rd over Yellow Breeches Ck 3011/010 Cumberland	90749	PE	Before		185		150,000														Increasing the preliminary engineering phase of Hays Grove Rd over Yellow Breeches Ck, to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on SR 3011 (Hays Grove Road) over Yellow Breeches Creek in Penn Township, Cumberland County. The current estimated let date is in 2027.		
				Adjust		185					360,000													
				After		185		150,000			360,000													
36	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185				1,769,980			2,610,771		1,000							This is a reserve line item.		
				Before	BRIP									3,000										
				Adjust	BOF	185					-360,000													
				Adjust	BRIP																			
				After	BOF	185						1,409,980			2,610,771		1,000							
				After	BRIP												3,000							

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
37	Big Spring Creek ov Big Spring Ck 3007/019 Cumberland	90741	PE	Before	185		150,000														Increasing the preliminary engineering phase of Hays Grove Rd over Yellow Breeches Ck, to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on SR 3011 (Hays Grove Road) over Yellow Breeches Creek in Penn Township, Cumberland County. The current estimated let date is in 2027.		
				Adjust	185				490,000														
				After	185		150,000		490,000														
38	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185				1,409,980			2,610,771			1,000			1,000		This is a reserve line item.		
				Before	BRIP										3,000			3,000					
				Adjust	BOF	185					-490,000												
				Adjust	BRIP																		
				After	BOF	185					919,980				2,610,771			1,000				1,000	
				After	BRIP													3,000				3,000	
39	Roxbury Road ov Whiskey Run 997/044 Cumberland	90346	PE	Before	185		150,000														Increasing the preliminary engineering phase of Roxbury Road ov Whiskey Run to match the most recent estimate. This project may consist of a bridge replacement/rehabilitation on PA-997 Roxbury Road over Whiskey Creek in Upper Mifflin Township, Cumberland County. The current estimated let date is in 2027.		
				Adjust	185					390,000													
				After	185		150,000		390,000														
40	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185				919,980			2,610,771			1,000					This is a reserve line item.		
				Before	BRIP											3,000							
				Adjust	BOF	185					-390,000												
				Adjust	BRIP																		
				After	BOF	185					529,980				2,610,771			1,000					
				After	BRIP													3,000					

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
41	State Road ov Fishing Ck	87462	PE	Before	185		150,000														Increasing the preliminary engineering phase of State Road ov Fishing Ck to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on US 11 over Fishing Creek in Marysville Borough, Perry County. The current estimated let year is in 2026.		
	Adjust			185				76,400															
	After			185				150,000															
42	HATS Bridge Reserve Line Item	84324	CON	Before	BOF	185				529,980			2,610,771			1,000					This is a reserve line item.		
	Before			BRIP													3,000						
	Adjust			BOF	185																		
	Adjust			BRIP																			
	After			BOF	185							453,580			2,610,771			1,000					
	After			BRIP														3,000					
43	Pine Road ov Irishtown Gap Hol Crk	87421	PE	Before	185		150,000														Increasing the preliminary engineering phase of Pine Road ov Irishtown Gap Hol Crk to match the most recent estimate. This project consists of a bridge rehabilitation/replacement on SR 3006 (Pine Road) over Irishtown Gap Hollow Run in Penn Township. The current estimated let year is 2027.		
	Adjust			185							400,000												
	After			185																			
44	HATS Bridge Reserve Line Item	84324	CON	Before	BOF	185				453,580			2,610,771			1,000					This is a reserve line item.		
	Before			BRIP													3,000						
	Adjust			BOF	185																		
	Adjust			BRIP																			
	After			BOF	185							53,580			2,610,771			1,000					
	After			BRIP														3,000					

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
45	Pisgah State Rd ov Trib to Shermans Ck 3016/011 Perry	87490	PE	Before	185		150,000														Increasing the preliminary engineering phase of Pisgah State Rd ov Trib to Shermans Ck by \$292,500, to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on SR 3016 (Pisgah State Road) over tributary to Shermans Creek in Carroll Township, Perry County.			
				Before	581																			
				Adjust	185				53,580															
				Adjust	581		238,920																	
				After	185		150,000		53,580															
				After	581		238,920																	
46	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581	309,254		3,284,313	55,873		3,189,627	1,450,796								This is a reserve line item.			
				Before	STP		400,000		332,475		1,702,203													
				Adjust	NHPP	581	-238,920																	
				Adjust	STP																			
				After	NHPP	581	70,334		3,284,313	55,873		3,189,627	1,450,796											
				After	STP		400,000		332,475		1,702,203													
47	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185			53,580			2,610,771	1,000							This is a reserve line item.				
				Before	BRIP						3,000													
				Adjust	BOF	185			-53,580															
				Adjust	BRIP																			
				After	BOF	185						2,610,771	1,000											
				After	BRIP									3,000										
48	US-11 NB over Conodoguinet Creek 11/115 Cumberland	99678	CON	Before	NHPP	185			1,469,937	880,661		203,405	50,851							Increasing, cashflowing, and changing the funding source of the construction phase to better utilize the funds, align with the let date, and match the most recent estimate. This project consists of a bridge rehabilitation on US Route 11 over Conodoguinet Creek in Wormleysburg Borough and East Pennsboro Township, Cumberland County. The current estimated let date is July 11, 2024.				
				Before	STU				2,933,369															
				Adjust	NHPP	185			2,034,917	-880,661		-203,405	-50,851											
				Adjust	STU																			
				After	NHPP	185			3,504,854															
				After	STU				2,933,369															
49	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581	70,334		14,100,606	55,873		6,609,738	1,450,796						This is a reserve line item.					
				Before	STP		400,000		1,938,892		1,702,203													
				Adjust	NHPP	581			-2,034,917	880,661		203,405	50,851											
				Adjust	STP																			
				After	NHPP	581	70,334		12,065,689	936,534		6,813,143	1,501,647											
				After	STP		400,000		1,938,892		1,702,203													

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
58	Market St Bridge East 3012/029 Dauphin	93177	FD	Before	BRIP	132,725			655,275													Changing the funding source of the final design phase of Market St Bridge East to match the most recent estimate. This project consists of a bridge rehabilitation on SR 3012 (Market Street) East Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County. The current estimated let date is March 27, 2025.		
				Before	NHPP	415,798			210,557															
				Before	STP				748,035															
				Before	STU				212,000															
				Adjust	BRIP																			
				Adjust	NHPP							748,035												
				Adjust	STP							-748,035												
				Adjust	STU																			
				After	BRIP				132,725			655,275												
				After	NHPP				415,798			958,592												
				After	STP																			
After	STU							212,000																
59	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581		70,334	9,687,569	936,534		6,813,143	1,501,647									This is a reserve line item.		
				Before	STP				4,311,858				1,702,203											
				Adjust	NHPP	581				-748,035														
				Adjust	STP						748,035													
				After	NHPP	581		70,334			8,939,534	936,534		6,813,143	1,501,647									
				After	STP						5,059,893				1,702,203									

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
60	Clarks Ferry Interim Repairs 22/104 Dauphin	119484	CON	Before	185		113,166			814,319											Increasing the construction phase of Clarks Ferry Interim Repairs by \$995,620 to match the bid amount. 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 September 14, 2023.			
				Before	581		193,648																	
				Adjust	185																			
				Adjust	581		70,334					925,286												
				After	185		113,166					814,319												
				After	581		263,982					925,286												
61	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				8,939,534	936,534		6,813,143	1,501,647							This is a reserve line item.			
				Before	STP						5,059,893				1,702,203									
				Adjust	NHPP	581																		
				Adjust	STP																			
				After	NHPP	581						8,939,534	11,248		6,813,143	1,501,647								
				After	STP							5,059,893				1,702,203								
62	Walnut Bottom Resurf 174/017 Cumberland	116120	CON	Before	NHPP	581							2,110,796			549,204					Cashflowing the construction phase of Walnut Bottom Resurf from FFY 2024 to 2025 and 2029, to better align with the let date. This project consists of resurfacing Walnut Bottom Rd (PA 174) from I-81 to Maple Ave in Shippensburg, Southampton, and South Newton Townships, Cumberland County. The current estimated let date is January 30, 2025.			
				Before	STP																			
				Adjust	NHPP	581																		
				Adjust	STP																			
				After	NHPP	581												2,050,851					609,149	
				After	STP																			
63	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				8,939,534	11,248		6,813,143	1,501,647					11,143,383	6,587,546	This is a reserve line item.			
				Before	STP						5,059,893				1,702,203					10,407,754				
				Adjust	NHPP	581																		
				Adjust	STP																			
				After	NHPP	581						8,939,534	2,122,044		6,813,143							11,143,383	5,978,397	
				After	STP							5,059,893				1,702,203						10,407,754		

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Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks	
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
64	I-81 & US 11/15 Lighting 11/139 Cumberland	119708	CON	Before	CRPU	2,338,199			356,185												Cashflowing the construction phase of I-81 & US 11/15 Lighting to better align with the let date. This project consists of replacing all lighting fixtures with new LEDs and the removal of 30 poles as part of the new full interchange lighting system at the interchange of I-81 & US 11/15 in East Pennsboro Township, Cumberland County. The current estimated let date is January 16, 2025.	
				Adjust	CRPU	-2,338,199					1,228,374			1,109,825								
				After	CRPU					356,185			1,228,374			1,109,825						
65	Carbon Reduction Program (CRP) HATS MPO RLI Dauphin	119283	CON	Before	CRP	530,000			598,000			616,000			634,000						This is a reserve line item.	
				Before	CRPU				848,103			1,228,374			1,252,941							
				Adjust	CRP																	
				Adjust	CRPU	2,338,199						-1,228,374			-1,109,825							
				After	CRP	530,000			598,000			616,000			634,000							
				After	CRPU	2,338,199			848,103						143,116							
66	Cameron/Maclay Intersec 22/320 Dauphin	114316	CON	Before	CAQ	1,652,410			553,548			535,691									Cashflowing the construction phase of Cameron/Maclay Intersec to better align with the let date. This project consists of intersection, traffic signal, and pedestrian facilities improvements on Cameron Street (SR 230) from Paxton Street (SR 3009) to Elmerton Avenue (SR 3026). These improvements will also help to reduce congestion and improve pedestrian safety in the City of Harrisburg, Dauphin County. This project was let on April 27, 2023.	
				Before	CRPU																	
				Before	NHPP	212,851																
				Before	STP	41,574																
				Adjust	CAQ	112,320			-553,548			-535,691										
				Adjust	CRPU	1,147,665																
				Adjust	NHPP																	
				Adjust	STP																	
				After	CAQ	1,764,730																
				After	CRPU	1,147,665																
				After	NHPP	212,851																
After	STP	41,574																				
67	CMP Implementation Dauphin	102173	CON	Before	CAQ	112,320			112,320			1,406,284			890,521					This is a reserve line item.		
				Adjust	CAQ	-112,320			553,548			535,691										
				After	CAQ			665,868			1,941,975			890,521								
68	Carbon Reduction Program (CRP) HATS MPO RLI Dauphin	119283	CON	Before	CRP	530,000			598,000			616,000			634,000					This is a reserve line item.		
				Before	CRPU	2,338,199			848,103					143,116								
				Adjust	CRP																	
				Adjust	CRPU	-1,147,665																
				After	CRP	530,000			598,000			616,000			634,000							
				After	CRPU	1,190,534			848,103						143,116							

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
69	York Rd over Yellow Breech	99684	UTL	Before	STP																Programming the utility phase of York Rd over Yellow Breech to match the most recent estimate. This project consists of a bridge replacement on PA 74 over Yellow Breeches Creek in Monroe Township, Cumberland County. The current estimated let date is June 6, 2024.		
	Adjust			STP						36,000													
	After			STP							36,000												
70	Highway Reserve Line Item	88061	CON	Before	NHPP	581						8,939,534	2,122,044		6,813,143	2,110,796					This is a reserve line item.		
	Before			STP							5,059,893				1,702,203								
	Adjust			NHPP	581																		
	Adjust			STP																			
	After			NHPP	581									8,939,534	2,122,044		6,813,143	2,110,796					
	After			STP										5,023,893									
71	Derry Street Improvements	113390	CON	Before	HSIP	581	440,000						820,388								Decreasing the construction phase of Derry Street Improvements by \$888,230 to match the bid amount. This project consists of corridor improvements including intersection improvements at Berryhill Street and Derry Street and the intersection of Brookwood Street and Derry Street. These intersections will be evaluated for signal improvements, reconfiguration and a potential roundabout. Improvements will also include resurfacing, ADA, signing and pavement markings on Derry St (SR 3012) from 13th St to 40th St (SR 3005) in Swatara Township, Paxtang Borough, and the City of Harrisburg, Dauphin County. This project was let on October 5, 2023.		
	Before			STP								2,193,286											
	Before			STU									648,266										
	Adjust			HSIP	581																		
	Adjust			STP																			
	Adjust			STU																			
	After			HSIP	581	440,000									642,742								
	After			STP											1,482,702								
72	Highway Reserve Line Item	88061	CON	Before	NHPP	581						8,939,534	2,122,044		6,813,143						This is a reserve line item.		
	Before			STP										5,023,893									
	Adjust			NHPP	581																		
	Adjust			STP																			
	After			NHPP	581									8,939,534	2,299,690		6,813,143						
	After			STP										5,734,477									

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
77	Enders Road ov Armstrong Ck 4006/011 Dauphin	99885	PE	Before	185		150,000														Increasing the preliminary engineering phase of Enders Road ov Armstrong Ck by \$337,217 to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on State Route 4006 (Enders Road) over Armstrong Creek in Jackson Township, Dauphin County. This is estimated to be let in 2026.			
				Before	581																			
				Adjust	185				126,157															
				Adjust	581				211,060															
				After	185		150,000					126,157												
				After	581							211,060												
78	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP 581				8,939,534	2,299,690		6,813,143									This is a reserve line item.			
				Before	STP				5,023,893				1,702,203											
				Adjust	NHPP 581						-211,060													
				Adjust	STP																			
				After	NHPP 581				8,939,534	2,088,630		6,813,143												
				After	STP				5,023,893					1,702,203										
79	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF 185				1,906,242	126,157		1,776,265			1,000						This is a reserve line item.			
				Before	BRIP								2,610,771			3,000								
				Adjust	BOF 185						-126,157													
				Adjust	BRIP																			
				After	BOF 185				1,906,242					1,776,265			1,000							
				After	BRIP									2,610,771			3,000							
80	Sycamore/Paxton Intersection Imp 3010/014 Dauphin	113384	FD	Before	581							259,005								Increasing the final design phase of Sycamore/Paxton Intersection Imp to refine the right-of-way plans. This project consist of improvements at the intersection of Paxton St (3010) and Sycamore St (SR 441) in the City of Harrisburg and Swatara Township, Dauphin County. The current estimated let date is March 13, 2025.				
				Adjust	581									19,550										
				After	581									278,555										
81	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP 581				8,939,534	2,088,630		6,813,143								This is a reserve line item.				
				Before	STP				5,023,893				1,702,203											
				Adjust	NHPP 581						-19,550													
				Adjust	STP																			
				After	NHPP 581				8,939,534	2,069,080		6,813,143												
				After	STP				5,023,893					1,702,203										

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway					Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
82	Juniata Parkway over Tributary to Juniata Rvr 1015/020 Perry	87479	PE	Before	185		150,000															Increasing the preliminary engineering phase of Juniata Parkway over Tributary to Juniata Rvr by \$296,000 to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on SR 1015 (Juniata Parkway) over tributary to Juniata River in Howe Township, Perry County. This is currently estimated to be let in 2029.		
				Before	581																			
				Adjust	185																			
				Adjust	581				296,000															
				After	185		150,000																	
				After	581				296,000															
83	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				8,939,534	2,069,080		6,813,143									This is a reserve line item.		
				Before	STP						5,023,893			1,702,203										
				Adjust	NHPP	581						-296,000												
				Adjust	STP																			
				After	NHPP	581						8,939,534	1,773,080		6,813,143									
				After	STP							5,023,893			1,702,203									
84	Juniata over Howe Run 1015/023 Perry	117251	PE	Before	185		150,000															Increasing the preliminary engineering phase of Juniata over Howe Run to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on Juniata Parkway over Howe Run in Howe Township, Perry County. This is estimated to be let in 2026.		
				Before	581																			
				Adjust	185																			
				Adjust	581				234,735															
				After	185		150,000																	
				After	581				234,735															
85	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				8,939,534	1,773,080		6,813,143									This is a reserve line item.		
				Before	STP						5,023,893			1,702,203										
				Adjust	NHPP	581						-234,735												
				Adjust	STP																			
				After	NHPP	581						8,939,534	1,538,345		6,813,143									
				After	STP							5,023,893			1,702,203									

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks				
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.					
95	Straws Church ov Trib to Armstrong 4004/017 Dauphin	117469	PE	Before	185		150,000														Increasing the preliminary engineering phase of Straws Church ov Trib to Armstrong by \$124,222 to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on Straws Church Road over Tributary to Armstrong Creek in Jackson Township, Dauphin County. The current estimated let date is December 14, 2025.				
				Before	581																				
				Adjust	185						116,550														
				Adjust	581						7,672														
				After	185		150,000				116,550														
				After	581						7,672														
96	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185			1,431,399	116,550		1,776,265	2,934,984		1,000						This is a reserve line item.				
				Before	BRIP											3,000									
				Adjust	BOF	185					-116,550														
				Adjust	BRIP																				
				After	BOF	185				1,431,399				1,776,265	2,934,984		1,000								
				After	BRIP												3,000								
97	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581			8,939,534	1,202,400		6,813,143									This is a reserve line item.				
				Before	STP				5,734,477				1,702,203												
				Adjust	NHPP	581					-7,672														
				Adjust	STP																				
				After	NHPP	581				8,939,534	1,194,728		6,813,143												
				After	STP					5,734,477				1,702,203											
98	Walnut Bottom Resurf 174/017 Dauphin	116120	PE	Before		581			349,633												Increasing the preliminary engineering phase of Walnut Bottom Resurf to match the most recent estimate. This project consists of resurfacing Walnut Bottom Rd (PA 174) from I-81 to Maple Ave in Shippensburg, Southampton, and South Newton Townships, Cumberland County. The current estimated let date is January 30, 2025.				
				Adjust		581					77,255														
				After		581			349,633			77,255													
99	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581			8,939,534	1,194,728		6,813,143									This is a reserve line item.				
				Before	STP				5,734,477				1,702,203												
				Adjust	NHPP	581					-77,255														
				Adjust	STP																				
				After	NHPP	581				8,939,534	1,117,473		6,813,143												
				After	STP					5,734,477				1,702,203											

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway					Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
104	Hillsdale Rd ov Trib Conewago Cr 2001/018 Dauphin	117216	PE	Before	185		150,000														Increasing the preliminary engineering phase of Hillsdale Rd ov Trib Conewago Cr to match the most recent estimate. This project consists of a bridge rehabilitation/replacement on Hillsdale Road over Tributary to Conewago Creek in Londonderry Township, Dauphin County. The current estimated let year is 2026.			
				Before	581																			
				Adjust	185																			
				Adjust	581				215,000															
				After	185		150,000																	
				After	581			215,000																
105	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				8,939,534	1,117,473		6,813,143								This is a reserve line item.			
				Before	STP				5,495,477			1,702,203												
				Adjust	NHPP	581				-215,000														
				Adjust	STP																			
				After	NHPP	581			8,939,534	902,473		6,813,143												
				After	STP				5,495,477			1,702,203												
106	Elizabethtown Rd over Trib to Conewago Ck 743/038 Dauphin	90328	PE	Before	185		150,000														Increasing the preliminary engineering phase of Elizabethtown Rd over Trib to Conewago Ck to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on SR 743 (Elizabethtown Road) Bridge over tributary to Conewago Creek in Conewago Township, York County. The current estimated let year is 2026.			
				Before	581																			
				Adjust	185																			
				Adjust	581			155,000																
				After	185		150,000																	
				After	581			155,000																
107	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				8,939,534	902,473		6,813,143								This is a reserve line item.			
				Before	STP				5,495,477			1,702,203												
				Adjust	NHPP	581				-155,000														
				Adjust	STP																			
				After	NHPP	581			8,939,534	747,473		6,813,143												
				After	STP				5,495,477			1,702,203												
108	Enders Road ov Armstrong Ck 4006/011 Dauphin	99885	PE	Before	BOF	185			12,374			474,843									Increasing the preliminary engineering phase of Enders Road ov Armstrong Ck to match the most recent estimate. This project may consist of a bridge rehabilitation/replacement on State Route 4006 (Enders Road) over Armstrong Creek in Jackson Township, Dauphin County. This is estimated to be let in 2026.			
				Adjust	BOF	185				14,668														
				After	BOF	185			12,374			489,511												
109	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185				1,339,197			1,776,265	2,934,984		1,000					This is a reserve line item.			
				Before	BRIP										3,000									
				Adjust	BOF	185				-14,668														
				Adjust	BRIP																			
				After	BOF	185				1,324,529			1,776,265	2,934,984		1,000								
				After	BRIP											3,000								

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks				
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.					
110	Buckwheat Val Rd over Bck 4006/008 Perry	100449	CON	Before	BOF		851,371														Increasing the construction phase of Buckwheat Val Rd over Bck for construction services. This project consists of a bridge replacement on State Route 4006 (Buckwheat Valley Road) over Buckwheat Run in Tuscarora Township, Perry County. This project was let on March 23, 2023.				
				Before	BRIP		181,449																		
				Adjust	BOF				28,187																
				Adjust	BRIP																				
				After	BOF		851,371		28,187																
				After	BRIP		181,449																		
111	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185			1,324,529			1,776,265	2,934,984		1,000							This is a reserve line item.			
				Before	BRIP											3,000									
				Adjust	BOF	185			-28,187																
				Adjust	BRIP																				
				After	BOF	185			1,296,342			1,776,265	2,934,984		1,000										
				After	BRIP												3,000								
112	Systemic Low-Cost Improvements for Stop Controlled 944/023 Cumberland	114559	CON	Before	HSIP	581			102,556													Increasing the construction phase of Systemic Low-Cost Improvements for Stop Controlled for additional pavement markings and flashing warning devices. 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.			
				Before	STP																				
				Adjust	HSIP	581					50,000														
				Adjust	STP						15,921														
				After	HSIP	581			102,556				50,000												
				After	STP																				
113	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581				5,787,138	747,473		6,813,143									This is a reserve line item.			
				Before	STP						5,495,477			1,702,203											
				Adjust	NHPP	581						-50,000													
				Adjust	STP							-15,921													
				After	NHPP	581					5,787,138	697,473		6,813,143											
				After	STP							5,479,556			1,702,203										

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
114	US-11 NB over Conodoguinet Creek	99678	FD	Before	NHPP	581															Increasing the final design phase of US-11 NB over Conodoguinet Creek to cover non-participating costs. This project consists of a bridge rehabilitation on US Route 11 over Conodoguinet Creek in Wormleysburg Borough and East Pennsboro Township, Cumberland County. The current estimated let date is July 11, 2024.		
								450,000															
	Adjust			NHPP	581							41,535											
	11/115			After	NHPP	581																	
	Cumberland						450,000					41,535											
115	Highway Reserve Line Item	88061	CON	Before	NHPP	581						4,317,201	697,473		6,813,143						This is a reserve line item.		
	Before			STP										5,479,556			1,702,203						
	Adjust			NHPP	581										-41,535								
	Adjust			STP																			
	After			NHPP	581									4,317,201	655,938		6,813,143						
	Dauphin			After	STP																		
												5,479,556			1,702,203								
116	Clarks Ferry Bridge PM	93178	PE	Before		581															Increasing the preliminary engineering phase of Clarks Ferry Bridge PM for additional effort due to design changes. This project consists of a bridge preservation (Clarks Ferry Bridge) on US Route 22 over the Susquehanna River in Reed Township, Dauphin County. The current estimated let year is 2027.		
	Adjust				581																		
	After				581									152,032									
	22/059																						
	Cumberland											152,032											
117	Highway Reserve Line Item	88061	CON	Before	NHPP	581						4,317,201	655,938		6,813,143						This is a reserve line item.		
	Before			STP										5,479,556			1,702,203						
	Adjust			NHPP	581										-152,032								
	Adjust			STP																			
	After			NHPP	581									4,317,201	503,906		6,813,143						
	Dauphin			After	STP																		
												5,479,556			1,702,203								

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modifications - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
118	US-11 NB over Conodoguinet Creek 11/115 Cumberland	99678	ROW	Before	NHPP																Programming the right-of-way phase of US-11 NB over Conodoguinet Creek to match the most recent estimate. This project consists of a bridge rehabilitation on US Route 11 over Conodoguinet Creek in Wormleysburg Borough and East Pennsboro Township, Cumberland County. The current estimated let date is July 11, 2024.			
				Adjust	NHPP				14,300															
				After	NHPP						14,300													
119	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581			4,317,201	503,906		6,813,143										This is a reserve line item.		
				Before	STP				5,479,556				1,702,203											
				Adjust	NHPP	581				-14,300														
				Adjust	STP																			
				After	NHPP	581					4,302,901	503,906		6,813,143										
				After	STP						5,479,556				1,702,203									
120	American Ex-POW Mem Hwy 581/009 Cumberland	88314	PE	Before		581															Programming the preliminary engineering phase of American Ex-POW Mem Hwy to match the most recent estimate. 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 June 13, 2024.			
				Adjust		581				50,000														
				After		581					50,000													
121	Highway Reserve Line Item Dauphin	88061	CON	Before	NHPP	581			4,302,901	503,906		6,813,143									This is a reserve line item.			
				Before	STP				5,479,556				1,702,203											
				Adjust	NHPP	581					-50,000													
				Adjust	STP																			
				After	NHPP	581					4,302,901	453,906		6,813,143										
				After	STP						5,479,556				1,702,203									
				Before FFY Totals		35,115,157	5,681,634	0	432,691,850	54,096,024	0	300,898,411	81,344,259	0	7,041,578	1,471,303	0	60,584,443	26,803,933	0				
Program Summary - Net Changes				Adjustments		0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	250,000			
				After FFY Totals		35,115,157	5,681,634	250,000	432,691,850	54,096,024	0	300,898,411	81,150,915	0	7,038,578	1,471,303	0	60,584,443	26,803,933	0				

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	Spring Road over Little J 34/047 Perry	101093	CON	Before	BRIP	185						848,720								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. 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.						
				Before	STP																					
				Adjust	BRIP	185							1,469,937	-848,720												
				Adjust	STP								949,596													
				After	BRIP	185							1,469,937													
				After	STP								949,596													
2	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185								1,776,265	2,934,984		1,000			This is a reserve line item.						
				Before	BRIP							1,469,937						3,000								
				Adjust	BOF	185							848,720													
				Adjust	BRIP								-1,469,937													
				After	BOF	185							1,296,342	848,720		1,776,265	2,934,984		1,000							
				After	BRIP														3,000							
3	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							4,302,901				1,702,203										
				Adjust	NHPP	581																				
				Adjust	STP								-949,596													
				After	NHPP	581							4,302,901	453,906		6,813,143										
				After	STP								3,353,305				1,702,203									
				Before FFY Totals		0	0	0	11,372,081	1,302,626	0	10,291,611	2,934,984	0	4,000	0	0	0								
Program Summary - Net Changes				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
				After FFY Totals		0	0	0	11,372,081	1,302,626	0	10,291,611	2,934,984	0	4,000	0	0	0								

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee:	
Amendment - Highway																			Informed Technical Committee:	
Item	Project Title	MPMS	Ph	Prog	Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027 & >	Remarks
					Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
1	Emaus Streetscape Project Dauphin	119310	CON	Before	STU														Removing the construction phase of Emaus Streetscape Project 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	
				Adjust	STU															
				After	STU															
2	STU Reserve Line Item Dauphin	88068	CON	Before	STU														This is a reserve line item.	
				Adjust	STU															
				After	STU															
				Before FFY Totals		0	0	0	868,650	0	0	0	0	0	0	0	0	0		
Program Summary - Net Changes				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				After FFY Totals		0	0	0	868,650	0	0	0	0	0	0	0	0	0	0	0

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee:	
Amendment - Highway																			Informed Technical Committee:	
Item	Project Title	MPMS	Ph	Prog	Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027 & >	Remarks
					Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
1	Hummelstown Ped Impr 2018/0 Dauphin	119305	CON	Before	STU														Removing the construction phase of Hummelstown Ped Impr to better utilize the funds. The construction phase is programed on the 2025 Draft TIP. This project consists of pedestrian improvements in downtown Hummelstown Borough, Dauphin County.	
				Adjust	STU															
				After	STU															
2	STU Reserve Line Item Dauphin	88068	CON	Before	STU														This is a reserve line item.	
				Adjust	STU															
				After	STU															
				Before FFY Totals		0	0	0	1,601,154	0	0	0	0	0	0	0	0	0		
Program Summary - Net Changes				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				After FFY Totals		0	0	0	1,601,154	0	0	0	0	0	0	0	0	0	0	

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee:		
Amendment - Highway																			Informed Technical Committee:		
Item	Project Title	MPMS	Ph	Prog	Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027 & >	Remarks	
					Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
1	Perry County Covered Bridge 7211/0 Perry	119311	CON	Before	STU		978,866				563,338									Decreasing the construction phase of Perry County Covered Bridge to better utilize the funds. The construction phase is programed on the 2025 Draft TIP. This project consists of bridge rehab on 6 covered bridge in Perry County	
				Adjust	STU																
				After	STU		978,866														
2	STU Reserve Line Item Dauphin	88068	CON	Before	STU						1,601,154									This is a reserve line item.	
				Adjust	STU																
				After	STU								2,164,492								
				Before FFY Totals		978,866	0	0	2,164,492	0	0	0	0	0	0	0	0	0			
Program Summary - Net Changes				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
				After FFY Totals		978,866	0	0	2,164,492	0	0	0	0	0	0	0	0	0	0	0	

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	Carlisle Connectivity RTP 11/127 Cumberland	115783	CON	Before	STU		1,000,000		250,000											Increasing the construction phase of Carlisle Connectivity RTP 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.				
				Adjust	STU					1,700,000														
				After	STU																			
2	STU Reserve Line Item Dauphin	88068	CON	Before	STU					2,164,492										This is a reserve line item.				
				Adjust	STU					-1,700,000														
				After	STU							464,492												
					Before FFY Totals		1,000,000	0	250,000	2,164,492	0	0	0	0	0	0	0	0	0					
Program Summary - Net Changes					Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0				
					After FFY Totals		1,000,000	0	250,000	2,164,492	0	0	0	0	0	0	0	0	0	0				

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132069) HATS 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		
Derry Street Improvements 3012/031 Dauphin	113390	CON	Before	HSIP	581				440,000	820,388									Estimated let date: 10/5/2023 - Advance for obligation
			Adjust	HSIP	581	440,000			(440,000)										
			After	HSIP	581	440,000					820,388								
Derry Street Improvements 3012/031 Dauphin	113390	CON	Before	STP					2,193,286										Estimated let date: 10/5/2023
			Adjust	STP															
			After	STP							2,193,286								
Derry Street Improvements 3012/031 Dauphin	113390	CON	Before	STU					648,266										Estimated let date: 10/5/2023
			Adjust	STU															
			After	STU							648,266								
Capital Gateway 3016/013 Dauphin	115784	CON	Before	HVRU		762,940													Estimated let date: 1/25/2024
			Adjust	HVRU		(762,940)			762,940										
			After	HVRU							762,940								
D-8 Ped Countdown Signals Safe Project for VRU 11/VRU Cumberland	119233	CON	Before	HVRU															Increase and advance funds for obligation.
			Adjust	HVRU		322,940													
			After	HVRU		322,940													
HSIP Reserve Line Item / Dauphin	88060	CON	Before	HSIP					386,030			445,544							HATS HSIP Reserve line item
			Adjust	HSIP						(322,940)									
			After	HSIP							63,090			445,544					
Administrative Action (MA ID: 132070) STWD Items and HATS 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		
D-8 Ped Countdown Signals Safe Project for VRU 11/VRU Cumberland	119233	CON	Before	HVRU		322,940													Increase and advance funds for obligation.
			Adjust	HVRU															
			After	HVRU		322,940													
D-8 Ped Countdown Signals Safe Project for VRU 11/VRU Cumberland	119233	CON	Before	sHVRU					870,810			3,000,000							Increase and advance funds for obligation.
			Adjust	sHVRU		796,210							(796,210)						
			After	sHVRU		796,210				870,810			2,203,790						
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		8,074,010			1,660,463			9,492,504			30,904,396				HSIP Set Aside Reserve line item
			Adjust	sHSIP		(796,210)							796,210						
			After	sHSIP		7,277,800			1,660,463			10,288,714			30,904,396				
Before Totals						\$9,159,890	\$0	\$0	\$6,198,855	\$820,388	\$0	\$12,938,048	\$0	\$0	\$30,904,396	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$9,159,890	\$0	\$0	\$6,198,855	\$820,388	\$0	\$12,938,048	\$0	\$0	\$30,904,396	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 132094) Harrisburg and STWD Items 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			
D-8 Ped Countdown Signals Safe Project for VRU 11/VRU Cumberland	119233	CON	Before	HVRU		322,940												Advance funds for AC conversion		
			Before	sHVRU		796,210				870,810				2,203,790						
			Adjust	HVRU																
			Adjust	sHVRU				2,751,660			(570,810)			(2,203,790)						
			After	HVRU				322,940												
			After	sHVRU				3,547,870			300,000									
HSIP Set Aside Reserve / Central Office	101969	CON	Before	sHSIP		7,277,800			1,660,463			10,288,714			30,904,396			HSIP Set Aside Reserve line item source of funds.		
			Before																	
			Adjust	sHSIP			(2,751,660)			570,810			2,203,790							
			Adjust																	
			After	sHSIP				4,526,140			2,231,273			12,492,504			30,904,396			
			After																	
Before Totals						\$8,396,950	\$0	\$0	\$2,531,273	\$0	\$0	\$12,492,504	\$0	\$0	\$30,904,396	\$0	\$0	Actions do not affect air quality conformity.		
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$8,396,950	\$0	\$0	\$2,531,273	\$0	\$0	\$12,492,504	\$0	\$0	\$30,904,396	\$0	\$0			

NOTES



<i>Date:</i>	November 16, 2023
<i>To:</i>	Andrew Bomberger, AICP
<i>From:</i>	Jeff Bergsten, PE
<i>Subject:</i>	US Route 11 Corridor Safety Project (Project 1): Final Phase Funding Request
<i>Distribution:</i>	Susan Armstrong, Mark Malarich, PE

As requested, please accept this Memo as information for your use in the HATS meeting package being distributed tomorrow. Any/All of the content provided can be used at your discretion.

Project History:

Between 2008 and 2010, three (3) major factories closed, and 609 jobs were lost in the Borough's northwest quadrant, in the area around US Route 11 (North Hanover Street), Fairground Avenue, and PA Route 34 (Carlisle Springs Road).

Since then, the Borough has been preparing for redevelopment of the vacant properties, including the former manufacturing sites of the International Automotive Components/Masland (IAC), Carlisle Tire & Wheel (T&W), and Tyco.

Working with the private sector and neighborhood groups, the Borough and Cumberland County officials created plans for a mix of entertainment, hotels, retail shops, affordable housing, market rate housing, and community parks.

To ignite the revitalization of these shuttered manufacturing sites, an ambitious initiative known as the Carlisle Connectivity Project was developed. It includes a series of comprehensive multimodal infrastructure enhancements, detailed below. Two of the three phases are now complete.

Project Need:

There are 5 key elements that make up the project need:

1. Provide Safer vehicular and pedestrian access to Urban Redevelopment Properties (2008-2010 became Vacant Manufacturing Properties).
2. Provide safer traveling conditions along the US Route 11 corridor that is used as an alternate route when I-81 is shut down in the Carlisle Area.
3. Provide safer walking conditions to connect the Borough's quadrant with the highest rates of residents below the poverty line with the quadrant containing the Carlisle Area School District Campus.
4. Provide safer pedestrian access for Cumberland County Housing Authority elderly residents (One and Two West Penn Elderly Apartments)
5. Minimize the number of at-grade crossings of the Norfolk Southern Railroad Corridor through the Borough.

Project Components:

PHASE 1: WESTERN PHASE (Completed)

Transportation improvements associated with the former IAC site and T&W site redevelopments included:

1. Extending A, B, C, and D Streets from Fairground Avenue to PA Route 34 (Carlisle Springs Road) through the former IAC footprint.
 2. Extending C Street from Factory Street to N. College St. through the former T&W footprint.
-

3. Comprehensive improvements to PA Route 34.

PHASE 2: TIGER PROJECT (Completed)

Improvements were made to Fairground Avenue north of the railroad tracks and to B Street from Carlisle Springs Road north to College Street, including extending the street through the former T&W footprint. The project also features a 3-point roundabout at B Street and Fairground Avenue; a 4-point roundabout at B Street and North College Street; a paved, mixed-use trail adjacent to Fairground Avenue; sidewalks, drainage, and sign upgrades; and various streetscape enhancements.

PHASE 3: PROJECT 1 (Current)

This final phase will encompass improvements to the US 11 corridor.

1. US Route 11 (North Hanover Street) and PA Route 34 (Carlisle Springs Road), including an intersection realignment to bring the approach to a 90-degree angle. Additionally, a new traffic signal will be installed at this junction and rail crossings will be reduced from 2 to 1.
2. Further south, a 5-point roundabout at the intersection of US Route 11 (North Hanover Street), West and East Penn Streets, and Fairground Avenue will be installed. Budget shortfall is approximately \$2.848 million. Phase 3 access improvements are required for full site redevelopment of the IAC site and the Tyco site,

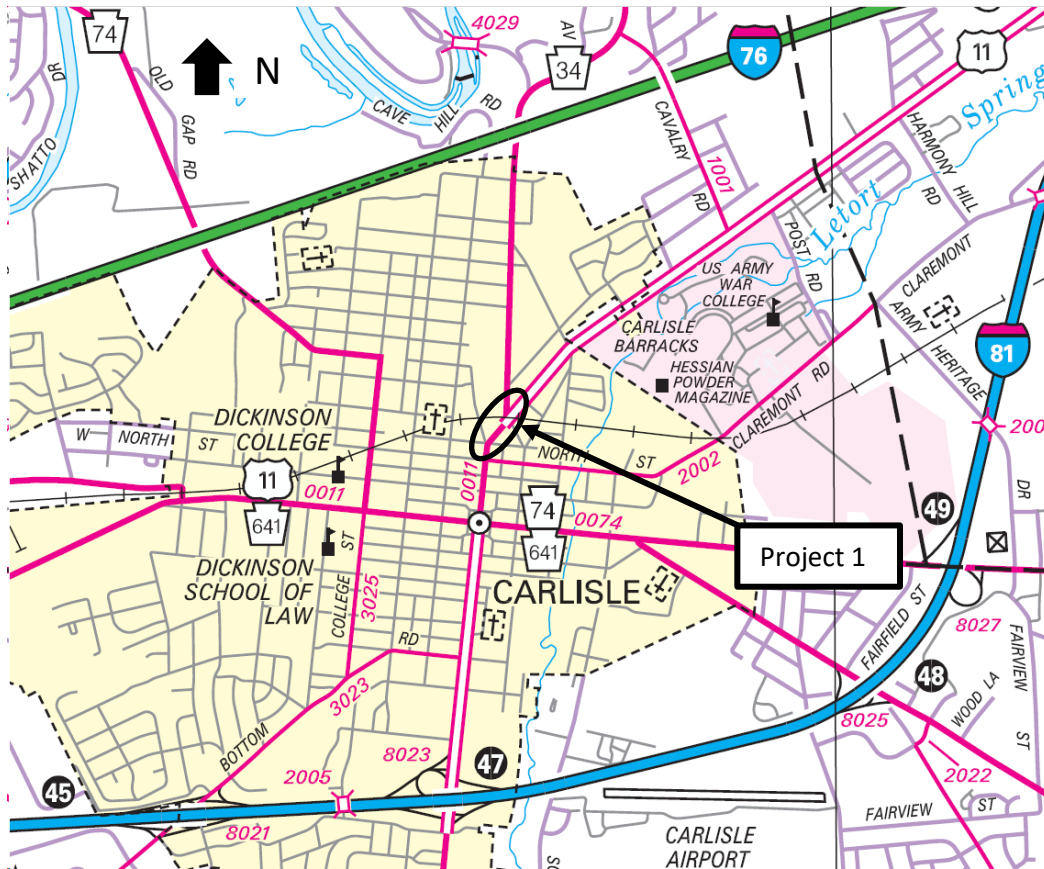


Figure 1: Project Location Map



Photo 1: Intersection Improvement Locations (Looking Southbound)

Project 1 Funding Issues:

Just since June of this year, the total project costs have increased by almost \$2M. Figure 2 below outlines the pertinent financial information:

June 2023 Estimate		October 2023 Estimate	
\$10,434,000		\$12,150,000	
Borough Commitments		Partner Commitments	
Preconstruction	\$2,680,000	PennDOT MTF (x2)	\$3,521,950
Water Main Replacement	\$1,100,000		
Additional Commitment	\$1,000,000	Federal RTP (HATS)	\$1,000,000
Total Borough Commitment	\$4,780,000	Total Partner Commitment	\$4,521,950
GRAND TOTAL			
Total Current Cost		\$12,150,000	
Total Combined Commitment		\$9,301,950	
Total Current Shortfall		\$2,848,050	

Figure 2: Project Costs



Funding Request:

The Borough of Carlisle recognizes there will be significant benefits to the greater Carlisle community from this US 11 Corridor Safety Project, and thus up to this point has committed 51% of the \$9.3M combined commitment (far exceeding a standard 30% Local Match). The Borough understands that even committing an additional \$2.1M as part of the \$9.3M combined commitment, there is still a very large shortfall amount of \$2.8M to get to the current total project cost of \$12.1M. This is why the Borough is requesting funding help from multiple sources, including HATS, without fear of being “overfunded” should multiple requests be realized.

The Borough has to either accept or reject the current Construction bid of \$7.5M in ECMS no later than 12/15/2023 (60 days after Bid Opening). It is anticipated that if the Borough rejects the bid (due to a funding shortfall), a rebid would most likely increase the cost, as the second highest bid was \$8.1M and the third highest was \$11.6M. It should also be noted that the current low bid of \$7.5M is from the same contractor that completed the prior 2 phases (Western Phase and TIGER Project), so they understand the improvements made to date, which is both helpful and important.

The Borough has made significant investments in this US Route 11 Corridor Safety Project (and even greater investments in the overall Carlisle Connectivity Project). With some additional timely financial commitments, will be able to move forward as planned.

SUSQUECYCLE YEAR-TO-DATE REPORT FOR 2023

ABOUT SUSQUECYCLE —

SusqueCycle is the Harrisburg area's bike share program.

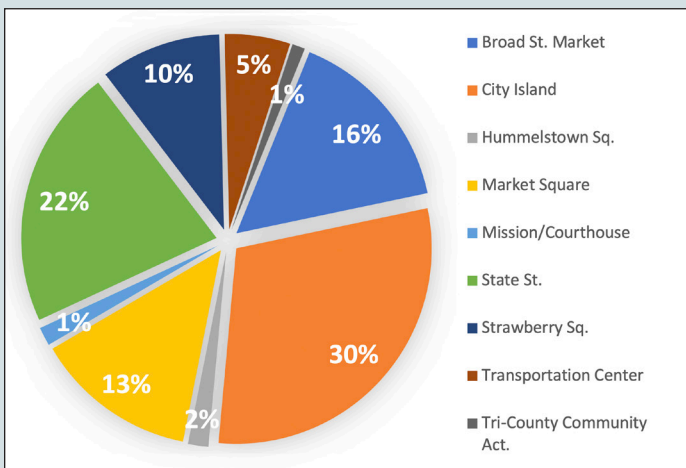
Launched in fall 2022, it provides an efficient, affordable, healthy and environmentally friendly mobility option for people who live, work and visit the area.

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.

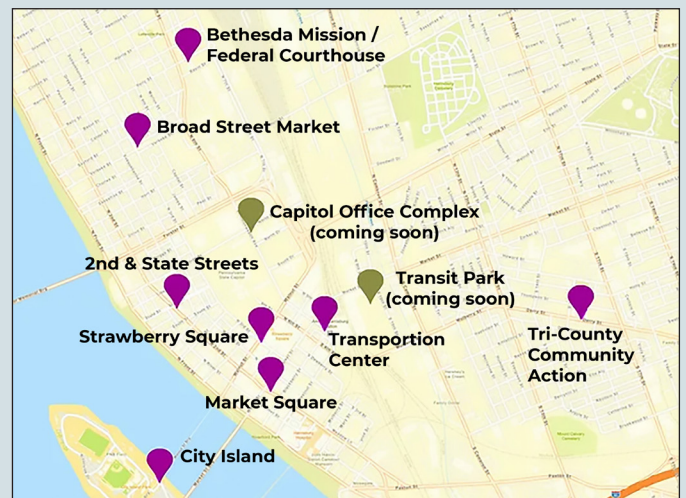
Here is the program's 2023 year-to-date data from the start of the new season in April through the end of September.



RIDES PER STATION PERCENTAGES



SOME OF OUR CURRENT & FUTURE STATIONS



TOTAL RIDES BY STATION

Station	April	May	June	July	August	Sept	Oct	Total
Broad Street Market	31	24	56	56	61	54	54	336
City Island	71	68	83	132	89	105	93	641
Hummelstown Square	0	0	4	9	13	10	0	36
Market Square	10	27	43	66	55	58	31	290
Bethesda Mission/Courthouse	0	0	4	8	10	2	9	33
State Street	23	46	110	98	85	64	38	464
Strawberry Square	19	34	24	38	22	12	16	165
Transportation Center	15	10	25	18	15	12	22	117
Tri-County Community Action	0	0	15	3	2	3	0	23
Total	169	209	364	428	352	320	263	2105



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

SPONSORED BY:



UPMC PINNACLE FOUNDATION

*Life-Changing
Generosity*

UPMCPinnacleFoundation.org



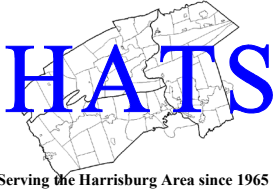
CONTACT:

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

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HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
112 MARKET ST., 2nd FLOOR, HARRISBURG, PA 17101-2015
(717) 234-2639

PLANNING@TCRPC-PA.ORG

To: HATS RTP Implementation Work Group, HATS Technical Committee, HATS Coordinating Committee
From: HATS Staff
Date: 11/17/2023
Re: HATS RTP Implementation Work Group Meeting Summary

The HATS RTP Implementation Work Group met on November 14, 2023 in-person and via Zoom, to discuss the draft HATS FFY 2025-2028 TIP and the 2023 round of the Transportation Alternative Set Aside Program.

Attendees:

Steve Deck, HATS Planning Staff
Andrew Bomberger, HATS Planning Staff
Tanner Stroup, HATS Planning Staff
Gene Porochniak, Federal Highway Administration
Kenana Korkutovic, PennDOT District 8-0
Carey Mullins, PennDOT District 8-0
Brady Nye, PennDOT District 8-0
Kirk Stoner, Cumberland County
Jim Turner, Perry County
Mack Breech, City of Harrisburg

Draft FFY 2025-2028 HATS TIP

Andrew Bomberger (AB) presented an overview of the draft HATS FFY 2025-2028 TIP, showing it comprised mostly of carry-over projects (those currently programmed on FFY 2023-2026 TIP that will need to be continued moving forward) along with two additional asset management projects added by PennDOT District 8-0. AB also discussed the bridge program, which has undergone a significant change from the current FFY 2023-2026 TIP. This change was centered around a data-driven analysis that rescope many of the bridge replacements to bridge rehabilitation projects, consistent the Lowest Lifecycle Cost approach as presented by District 8-0 Bridge Engineer Derek Mitch at a past HATS meeting. Only bridges to be let after FFY 2024 were subject to the change.

AB shared the allocation tables for the draft HATS FFY 2025-2028 TIP and noted that the majority of funding for the first two years of the TIP are already allocated due to the amount of carry over projects. It was noted that the all of HSIP funding was allocated for this TIP and that an SS4A plan was in the works to hopefully get future HSIP projects. Steve Deck (SD) stated that the SS4A plan should be completed in the May-June 2024 timeframe. Local bridge bundles were discussed, and AB noted that one bridge from each of the Dauphin and Cumberland County bundles were being pulled out as their own projects due to condition and location. Construction is programmed for these bridge bundles in 2026. Kirk Stoner (KS) asked if construction funding could be moved up if the projects are ready to move forward before 2026. AB stated there might be some bridge money available sooner but will have to confirm.

AB shared that the RTP Implementation Grant Program will continue at the current funding level of \$3,000,000 per year. SD added that local bridge funding will also be maintained at current levels, with preventative maintenance being the

focus once the currently programmed projects are completed. AB then shared the timeline for the RTP Implementation Grants, with applications expected to open in late winter and due in the spring. SD noted that it seems like the same few municipalities are submitting applications and would like to find ways to encourage other municipalities to apply for RTP Implementation Grant funds. Applicant funding request requirements and the application process were discussed.

Bikeshare funding will increase from \$100,000 to \$120,000 in the first two years to replace the current bikes then to \$160,000 for the second two years for moderate expansion and the possible addition of eBikes. AB noted the newer bikes allow for tracking, which will improve data collection and analysis, as well as security and loss prevention.

The CAT Bridge is programmed on the TYP for construction in FFY 2031. AB and SD discussed the inspection, feasibility analysis, and condition of the CAT Bridge, noting the inspection report identified no significant scour problems and some concrete issues mostly related to drainage. Currently, PennDOT is testing the bridge for possible contaminants and other environmental concerns, and will then be developing cost estimates for required structural repairs.

AB stated that HATS and PennDOT District 8-0 are still at an impasse over the Market Street Bridge project. Discussions are to continue with District 8-0 related to cost and other alternatives. Kirk Stoner brought up concerns related to the cost of the utility bridge as part of the Market Street Bridge versus the CAT Bridge and how to best allocate funding long term. The Amtrak easement and burden on SRTA were discussed.

AB briefly shared information about the resurfacing candidates received from PennDOT District 8-0 and which could be priorities, noting two High Regional Priorities in the 2045 RTP – Riverfront Park Front Street Gap and Wertzville Road – were among the candidates identified.

Moving forward, the draft TIP is due to PennDOT Central Office by December 31, 2023. At the February HATS meetings, action will be requested to send the draft TIP to Air Quality Conformity Analysis. At the April HATS meetings, action will be requested to send the draft TIP to the required 30-day public comment period. At the June HATS meetings, action will be requested to officially adopt the draft TIP. If adopted, the FFY 2025-2028 TIP will take effect on October 1, 2024.

All information regarding the draft FFY 2025-2028 HATS TIP, including the [online interactive mapping application](#), will be provided to the HATS Technical and Coordinating Committees at their upcoming December meetings.

Transportation Alternatives Set Aside Program

The HATS region had 8 applicants to the Transportation Alternatives Set Aside (TASA) Program. HATS' large MPO allocation is \$1,076,000 per year, and the Work Group will have to discuss how much funding to allocate to this round's applicants. As it stands now, the TASA line item contains \$427,900 in FFY 2026, \$1,107,600 in FFY 2027, and \$1,076,000 in FFY 2028, although AB stated some of the funds currently allocated in FFY 2026 will most likely be available once some issues with current projects are addressed. AB stated that the federal infrastructure bill ends after year two the TIP (2026) and that caution should be taken in what projects are programmed past that year. AB noted some of the applicants could be considered for Carbon Reduction Program funds, and Gene Porochniak (GP) clarified only certain TASA project categories are eligible for Carbon Reduction Program funding. Anything not selected for the HATS allocation would be eligible for selection at the statewide round.

Each application was evaluated by a county/municipal representative, a PennDOT staff member, and a HATS staff member. The collective evaluations for each applicant were then discussed and a consensus score was determined by averaging the scores of the evaluations. The applicants, evaluations, and relevant comments were as follows:

Paxtang Parkway Trail Restoration Phase 3

- Complete stream restoration work in the upper Parkway Creek along with eliminating sewer line exposure and completion of a new trail surface
- \$1,435,400 requested
- Consensus score 73
- Recommended for selection due to regional impact as part of the Capital Area Greenbelt, deteriorating condition of existing facilities, and last phase of a multi-phase project

Walnut Street Multimodal Improvements

- Bike/Pedestrian and roadway improvements on Walnut Street in the City of Harrisburg from Front Street to Fourth Street to include roadway resurface, bike lanes, signage, improved sidewalks, bump-outs, new curb ramps, raised cross walks, etc.
- \$1,144,566 requested
- Consensus score 59
- Recommended to be supported for selection at the statewide round, but not selected for funding through HATS' allocation due to high funding request and no allocation left to support this project

Prince Street Pedestrian Mobility Improvements

- Traffic calming, sidewalk, and crosswalk improvements on Prince Street in Lower Paxton Township from the municipal building to Fritchey Street, and on Lancer Street to Lancer Court Apartments
- \$1,184,767 requested
- Consensus score 58
- Recommended to be supported for selection at the statewide round due to improvements to safety for pedestrians, but not selected for funding through HATS' allocation due to lack of regional impact

Carlisle Route 74 School Zone Shared-Use Path

- Bike/Pedestrian improvements along the southwest side of PA 74 in Carlisle Borough to include a shared use path and enhancing ADA facilities along with increased greenspace and reduced travel lane widths
- \$633,000 requested
- Consensus score 59
- Recommended to be supported for selection at the statewide round due to improvements to safety for bicyclist and pedestrians, but not selected for funding through HATS' allocation due to lack of regional impact

Cumberland Valley School District Pedestrian Culvert

- Construct a pedestrian tunnel under the Carlisle Pike in Sliver Spring Township at CVSD to connect to a potential development to the south of the Carlisle Pike.
- \$4,521,376 requested
- Consensus score 44
- Not recommended for selection due to lack of regional impact, large funding request, and use dependence on development

Harrisburg International Airport Multimodal Connectivity and Mobility Project

- Construct sidewalk and ADA Compliant curb ramps at various locations on or around HIA property
- \$840,533 requested
- Consensus score 45
- Not recommended for selection due to lack of connection to larger regional bicycle/pedestrian-friendly network and lack of pre-construction work

Mechanicsburg Wagon Wheel Transportation Network

- Construction of various bike/pedestrian improvements to improve safety and walkability throughout Mechanicsburg
- \$400,000 requested
- Consensus score 45.3

- Not recommended for selection due to lack of pre-construction work and lack of understanding of the process; potentially a better route to where they want to get with the project

Harrisburg School District Safe Routes to School Project

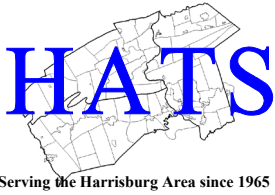
- Pedestrian improvements at the intersections of 16th Street and 17th Street with Elm Street, along Elm Street, at 16th Street and Walnut Street, and striping and signage improvements in an HSD parking lot
- \$878,297 requested
- Consensus score 42
- Not recommended for selection due to lack of regional impact

The Work Group recommended a project that would account for \$1,435,400. Assuming full funding levels in 2026 and 2027, this would consume all of the HATS allocation in FFY 2026, leave \$68,500 in FFY 2027, and the full \$1,076,000 in the TA Set Aside regional line item in FFY 2028.

All projects not selected for the HATS TA Set Aside allocation will be eligible for selection at the statewide round. Some project applicants would be eligible for RTP Implementation Program Grants and HATS staff will be contacting them for further discussions.

The table below summarizes the applicants, funding requests, consensus scores, and recommendations following the discussion.

Project	Funding Request	Score	Recommendation
Paxtang Parkway Phase 3	\$1,435,400	74	Selected.
Walnut Street Multimodal	\$1,144,566	59	Support at statewide round.
Prince Street Ped Mobility	\$1,184,767	58	Support at statewide round.
Route 74 Shared Use Path	\$633,000	59	Support at statewide round.
CVSD Pedestrian Culvert	\$4,521,376	44	Not Selected.
HIA Multimodal	\$840,533	45	Not Selected.
Mechanicsburg Wagon Wheel	\$400,000	45	Not Selected.
HSD Safe Routes to School	\$878,297	42	Not Selected.



HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
 112 MARKET ST., 2nd FLOOR, HARRISBURG, PA 17101-2015
 (717) 234-2639

PLANNING@TCRPC-PA.ORG

To: HATS RTP Implementation Work Group, HATS Technical Committee, HATS Coordinating Committee
 From: HATS Staff
 Date: 11/20/2023
 Re: Draft FFY 2025-2028 HATS TIP Overview

Every two years, TCRPC/HATS staff works cooperatively with PennDOT, representatives of Cumberland, Dauphin, and Perry Counties, as well as regional partners and stakeholders to update the Transportation Improvement Program (TIP), a fiscally constrained program of upcoming transportation projects over the next four years. The following provides a general overview of the draft FFY 2025-2028 TIP development timeline thus far.

- General and Procedural Guidance and Financial Guidance was received from PennDOT Central Office on May 3, 2023.
- Initial draft FFY 2025-2028 HATS TIP information was received from PennDOT District 8-0 on July 12, 2023. The information consisted of carry-over projects from the FFY 2023-2026 TIP, rescoped bridge projects, resurfacing/highway maintenance candidates and remaining funding allocation balances.
- TCRPC/HATS staff and PennDOT District 8-0 staff met on July 13, 2023 to discuss the initial draft FFY 2025-2028 TIP, regional priorities and options on remaining funding allocation balances.
- TCRPC/HATS staff analyzed the resurfacing/highway maintenance candidates through the 2045 RTP Project Pipeline scoring system to see how they would rank if they were submitted as Transportation Needs. The following table shows the segments that would have been scored as High Regional Priorities.

County	SR	Begin Segment	Begin Offset	End Segment	End Offset	Length (feet)	Segment Miles	Lane Miles	Project Pipeline Score
Cumberland	34	230	3379	320	115	17236	3.26	7.27	89
Dauphin	3015	10	0	90	1918	20086	3.80	8.50	84
Dauphin	22	431	91	471	2478	12414	2.37	4.74	79
Dauphin	22	440	0	470	2464	9339	1.77	4.39	76
Dauphin	3010	40	200	50	2183	6300	1.19	3.58	74
Dauphin	3009	110	0	160	2786	12511	2.37	4.74	73
Dauphin	3009	111	0	161	2774	12346	2.34	5.03	73
Cumberland	74	170	0	190	2346	7298	1.38	2.76	73
Cumberland	11	420	0	430	647	3272	0.62	1.13	72
Cumberland	11	770	264	810	1013	17930	3.39	9.04	72
Cumberland	944	574	887	660	800	2309	4.36	8.93	71
Cumberland	1013	10	0	100	1592	8569	1.62	3.25	71
Dauphin	3010	64	950	74	1075	3960	0.75	2.59	69
Perry	34	60	0	110	1968	12927	2.45	4.90	66

- TCRPC/HATS staff also analyzed where the resurfacing/highway maintenance candidates intersected or overlapped with Transportation Needs included in the 2045 RTP. Two resurfacing/highway maintenance candidates intersected or overlapped with existing High Regional Priority Transportation Needs – Wertzville Road in Hampden and East Pennsboro Townships and Riverfront Park Front Street Gap. The following table shows those instances where resurfacing/highway maintenance candidates intersected or overlapped with a Transportation Need included in the 2045 RTP.

County	SR	Begin Segment	Begin Offset	End Segment	End Offset	Length (feet)	Segment Miles	Lane Miles
Cumberland	74	170	0	190	2346	7298	1.38	2.76
	RTP Project Pipeline Submitted Need - Intersection of York Rd, Petersburg Road, and Carlton Ave (54)							
Cumberland	11	770	264	810	1013	17930	3.39	9.04
	Camp Hill Borough Study underway along corridor							
Cumberland	944	574	887	660	800	2309	4.36	8.93
	RTP Project Pipeline Submitted Needs - Wertzville Road in Hampden (64) and East Penn Twps (71)							
Cumberland	1013	10	0	100	1592	8569	1.62	3.25
	RTP Project Pipeline Submitted Need - Good Hope Road, study underway along corridor (55)							
Cumberland	233	350	0	400	1043	3643.2	0.69	1.38
	RTP Project Pipeline Submitted Need - SR 0233 (S High St) (46)							
Cumberland	533	170	0	200	1926	3326.4	0.63	1.26
	RTP Project Pipeline Submitted Need - SR 0533 (S High St) (43)							
Cumberland	114	10	0	40	15	6937	1.31	2.91
	RTP Project Pipeline Submitted Need - Wertzville Road and Route 114 Intersection (42)							
Dauphin	3009	110	0	160	2786	12511	2.37	4.74
	RTP Project Pipeline Submitted Need - Riverfront Park Front Street Gap (69)							

- The information contained in the previous two tables will be used in future rounds of TIP development to identify where District 8-0 priorities intersect or overlap with TCRPC/HATS priorities, as shown in the 2045 RTP.
- The RTP Implementation Work Group met on November 14, 2023 to discuss the draft FFY 2025-2028 HATS TIP development process and general takeaways.
- TCRPC/HATS staff met with representatives from Cumberland County, PennDOT District 8-0, FHWA, and project consultants on November 21 to discuss funding required by different design options on the Market Street Bridge projects. Discussion will continue with funding anticipated to be included in the bridge reserve line item.

General Takeaways (thus far)

- The Allocation Balance Summary showed very little funds available to program new projects after carry-over projects (and the funds needed to complete them) were distributed among FFY 2025-2028. Remaining funds will be held in reserve line items to accommodate cost increases.
- Only two new projects were added based on District 8-0 identified asset management needs; (1) MPMS 119783 – Concrete Patching and Diamond Grinding and (2) MPMS 119784 Susquehanna Trail Restoration.

- Bridge improvement projects were rescoped consistent with the Lowest Lifecycle approach, as presented by District 8-0 staff at past HATS meetings. Only bridges being let after FFY 2024 were included in the rescoping, which focused on providing preservation funds to a greater number of bridge improvements instead of focusing on replacements of poor condition bridges.
- Local Bridge Bundles, as discussed at previous HATS meetings, are carried forward to cover all identified bridges, with construction programmed in 2026.
- RTP Implementation Grant Program will continue to be funded at \$3 million per FFY.
- Bikeshare funding will increase to accommodate fleet turnover, modest system expansion, and the possible addition of e-bikes.
- The CAT Intermodal Bridge (MPMS 102733) is programmed for final design in 2031 and construction in 2032.

Moving forward, the draft TIP is due to PennDOT Central Office by December 31, 2023. At the February HATS meetings, action will be requested to send the draft TIP to Air Quality Conformity Analysis. At the April HATS meetings, action will be requested to send the draft TIP to the required 30-day public comment period. At the June HATS meetings, action will be requested to officially adopt the draft TIP. If adopted, the FFY 2025-2028 TIP will take effect on October 1, 2024.

All information regarding the draft FFY 2025-2028 HATS TIP, including the [online interactive mapping application](#).

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	11	128	117464	US 11 over Burd Run	+F	BRDG			185	300,000		300,000																			
Cumberland	11	128	117464	US 11 over Burd Run	+C	BRDG							BRIP	1,604,081				1,604,081												1/1/2026 E	
Cumberland	11	129	117479	US 11 ov Letort Spring	+F	BRDG							STP	400,000				400,000													
Cumberland	11	129	117479	US 11 ov Letort Spring	C	BRDG															185	1,511,772		1,511,772			185	1,411,984	1,411,984	1/1/2027 E	
Cumberland	11	139	119708	I-81 & US 11/15 Lighting	+C	TENH							STU	8,235				8,235												1/16/2025 E	
Cumberland	11	139	119708	I-81 & US 11/15 Lighting	+C	TENH	NHPP	866,619				866,619	CRPU	1,118,978				1,118,978												1/16/2025 E	
Cumberland	11	139	119708	I-81 & US 11/15 Lighting	+C	TENH	CRPU	224,640				224,640	CRP	640,000				640,000												1/16/2025 E	
Cumberland	11	VRU	119233	D-8 Ped Countdown Signals Safe Project for VRU	C	SAMI	sHVRU	3,000,000				3,000,000																		10/19/2023 A	
Cumberland	15	060	116119	Blue-Gray Resurf	C	HCON															581	2,840,221		2,840,221			581	2,840,222	2,840,222	1/1/2026 E	
Cumberland	15	060	116119	Blue-Gray Resurf	C	HRST									581	2,840,221		2,840,221												1/1/2026 E	
Cumberland	114	037	117702	Lisburn Rd ov Mill Race	F	BRDG									185	100,000		100,000													
Cumberland	114	037	117702	Lisburn Rd ov Mill Race	+C	BRDG															STP	1,015,908		1,015,908						1/1/2027 E	
Cumberland	174	017	116120	Walnut Bottom Resurf	C	HRST	STU	760,627				760,627	STU	1,306,300				1,306,300												1/30/2025 E	
Cumberland	174	017	116120	Walnut Bottom Resurf	C	HRST	STP	1,636,104				1,636,104	STP	1,257,449				1,257,449												1/30/2025 E	
Cumberland	581	009	88314	American Ex-POW Mem Hwy	C	HRST			581	9,610,038		9,610,038			581	7,311,395		7,311,395			581	2,912,605		2,912,605						6/13/2024 E	
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	F	SAMI	HSIP	333,300				333,300																			
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	U	SAMI	HSIP	77,074				77,074																			
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	R	SAMI	HSIP	303,200				303,200																			
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	C	SAMI									STU	682,115		682,115												1/1/2026 E	
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	C	HCON																				HSIP	1,912,500			1,912,500	1/1/2026 E
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	C	SAMI									HSIP	1,550,393		1,550,393													1/1/2026 E
Cumberland	641	039	117596	SR 641 and Middlesex Rd Intersection HSM	F	SAMI	HSIP	342,000				342,000																			
Cumberland	641	039	117596	SR 641 and Middlesex Rd Intersection HSM	U	SAMI	HSIP	100,000				100,000																			
Cumberland	641	039	117596	SR 641 and Middlesex Rd Intersection HSM	R	SAMI	HSIP	470,100				470,100																			
Cumberland	641	039	117596	SR 641 and Middlesex Rd Intersection HSM	C	SAMI	HSIP	485,176				485,176	HSIP	1,077,102				1,077,102	HSIP	1,137,870				1,137,870						1/1/2026 E	
Cumberland	997	044	90346	Roxbury Road ov Whiskey Run	F	BRDG			185	300,000		300,000																			
Cumberland	997	044	90346	Roxbury Road ov Whiskey Run	C	BRDG															185	603,185		603,185						1/1/2027 E	
Cumberland	1006	009	114319	Center/21st Intersection	+C	HCON	CRPU	1,100,360				1,100,360	STP	40,000				40,000												2/13/2025 E	
Cumberland	1006	009	114319	Center/21st Intersection	+C	HCON	CRP	617,000				617,000	CRPU	233,022				233,022												2/13/2025 E	
Cumberland	1006	009	114319	Center/21st Intersection	+C	HCON	CAQ	204,640				204,640	CAQ	245,048				245,048												2/13/2025 E	
Cumberland	1010	029	114202	Lemoyne Bottleneck Improvements	+C	HRST	CAQ	1,645,348				1,645,348	CAQ	2,156,984				2,156,984												9/25/2025 E	
Cumberland	1013	018	114315	Sporting Hill Turn Lane	C	HCON									CAQ	2,318,675	581	579,668			2,898,343	CAQ	2,473,884	581	633,471	3,107,355				1/1/2027 E	
Cumberland	1013	018	114315	Sporting Hill Turn Lane	C	HCON															STP	60,000		60,000						60,000	1/1/2027 E
Cumberland	2014	022	110474	Simpson Ferry Rd/ Sheely Ln Imp	+F	HCON							STP	245,000				245,000													
Cumberland	2014	022	110474	Simpson Ferry Rd/ Sheely Ln Imp	+C	HCON															STU	895,539		895,539						895,539	1/1/2028 E
Cumberland	2014	024	115788	Ped Safety Impr	+C	TENH	STU	20,000				20,000																		9/12/2024 E	
Cumberland	2019	021	99813	Old Forge Rd over Yellow Breeches Ck	F	BRDG			185	260,000		260,000																			
Cumberland	2019	021	99813	Old Forge Rd over Yellow Breeches Ck	+C	BRDG							BRIP	3,113,507				3,113,507												1/1/2026 E	
Cumberland	2019	021	99813	Old Forge Rd over Yellow Breeches Ck	+C	BRDG							STU	4,998				4,998												1/1/2026 E	
Cumberland	2031	016	117646	Lisburn Rd over Cedar Run	F	BRDG			185	100,000		100,000																			
Cumberland	2031	016	117646	Lisburn Rd over Cedar Run	+C	BRDG															STP	1,141,930		1,141,930						1/1/2027 E	
Cumberland	2035		119304	Phase II Streetscape Improvements - 3rd St	C	TENH	TAU	1,054,000				1,054,000	TAU	648,100				648,100													
Cumberland	3006	023	87421	Pine Road ov Irishtown Gap Hol Crk	F	BRDG			185	300,000		300,000																			
Cumberland	3006	023	87421	Pine Road ov Irishtown Gap Hol Crk	C	BRDG																					185	224,751	224,751		1/1/2027 E
Cumberland	3007	019	90741	Big Spring Rd ov Big Spring Ck	F	BRDG	BOF	300,000				300,000																			
Cumberland	3007	019	90741	Big Spring Rd ov Big Spring Ck	+C	BRDG									BOF	1,187,521		1,187,521												1/1/2027 E	
Cumberland	3011	010	90749	Hays Grove Rd over Yellow Breeches Ck	F	BRDG			185	300,000		300,000																			
Cumberland	3011	010	90749	Hays Grove Rd over Yellow Breeches Ck	C	BRDG															185	527,787		527,787						1/1/2027 E	
Cumberland	3023	014	117675	Walnut Bottom Road/West Street/Willow Street	+F	HCON							STP	175,000				175,000													
Cumberland	3023	014	117675	Walnut Bottom Road/West Street/Willow Street	+C	HCON															STP	1,074,647		1,074,647						1,074,647	1/1/2028 E

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

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	^ Milestones	
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	1/1/2028 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								50,872,649		8,077,608	114,231	59,064,488			44,255,529		8,280,772	103,951	52,640,252		51,819,841		14,892,714	210,071	85,891,682		53,526,900		15,412,599	69,265	69,008,764	247,636,130
Perry			115791	S Main St Bridge Imp	C	BRDG			185	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							STP	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			185	4,484,989		4,484,989	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	019	90706	Raccoon Valley Rd ov Trib to Raccoon Ck	F	BRDG			185	100,000		100,000																				
Perry	17	019	90706	Raccoon Valley Rd ov Trib to Raccoon Ck	C	BRDG															185	300,000		300,000							1/1/2027 E	
Perry	17	020	87485	PA 17 BR over Raccoon Crk	F	BRDG															185	100,000		100,000								
Perry	22	101	117225	US 22 ov Coccolamus Cr	F	BRDG			185	250,000		250,000																				
Perry	22	101	117225	US 22 ov Coccolamus Cr	C	BRDG															185	1,581,739		1,581,739			581	3,141,190		3,141,190	1/1/2027 E	
Perry	34	059	90708	Spring Road Bridge 1	C	BRDG			185	663,491		663,491			185	1,000,000		1,000,000														2/19/2026 E
Perry	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	SAMI													STP	1,548,401				1,548,401	STP	604,215			604,215	2/19/2026 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	2/19/2026 E		
Perry	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	HRST							STP	1,634,683				1,634,683														2/19/2026 E
Perry	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	HRST							HSIP	496,880				496,880														2/19/2026 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							1/1/2026 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	030	113299	Big Spring Road Resurface 2	C	HCON									581	1,331,028		1,331,028														12/12/2024 E
Perry	274	030	113299	Big Spring Road Resurface 2	C	HRST			581	1,000,000		1,000,000																				12/12/2024 E
Perry	849		119313	Sidewalks and Curbs Reconstruction Phase 2	+C	TENH	STU	520,000				520,000																				
Perry	1008	004	100368	Pfoutz Valley Rd ov Coccolamus Ck	+F	BRDG	BOF	100,000				100,000																				
Perry	1008	004	100368	Pfoutz Valley Rd ov Coccolamus Ck	+C	BRDG							STP	753,641				753,641														1/1/2026 E
Perry	1015	009	20576	Juniata Parkway ov Coccolamus Ck	+F	BRDG	BOF	150,000				150,000																				
Perry	1015	009	20576	Juniata Parkway ov Coccolamus 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			

RPT# TIP200

FFY 2025 Harrisburg TIP

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	1015	023	117251	Juniata over Howe Run	C	BRDG									185	210,896		210,896														1/1/2026 E	
Perry	3002	021	117252	Horse Val Rd ov Horse Val Run	F	BRDG			185	100,000		100,000																					
Perry	3002	021	117252	Horse Val Rd ov Horse Val Run	C	BRDG			185	1,229,318		1,229,318																				1/1/2026 E	
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	STU	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	STU	237,600				237,600																					
Perry	7211		119311	Perry County Covered Bridge	+F	BRDG	STU	126,720				126,720																					
Perry	7211		119311	Perry County Covered Bridge	+C	BRDG	STU	978,865				978,865	STU	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								8,738,975		6,535,640	183,771	15,458,386		11,034,748		8,249,827	67,655	19,352,230		4,208,169		5,492,851	67,655	95,660,357		3,599,195		10,704,062	67,655	14,370,912	58,950,203		
Overall Totals:								73,901,812		25,923,911	344,877	100,170,600		70,884,292		27,029,755	254,119	98,168,166		65,829,947		29,504,714	325,696	95,660,357		64,310,192		31,371,000	184,891	95,866,083	389,865,206		

Rpt # TIP250

Allocation Balances Summary

		Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	Period 8	Period 9
Bridge - Yearly Allocation - State	Allocation:	\$12,090,000	\$12,087,000	\$11,885,000	\$11,883,000	\$11,881,000	\$11,879,000	\$11,877,000	\$11,874,000	\$47,473,000
	Attached:	\$11,870,911	\$11,270,755	\$11,720,714	\$11,883,000	\$11,881,000	\$11,303,656	\$8,054,318	\$4,031,749	\$35,182,429
	Remaining:	\$219,089	\$816,245	\$164,286	\$0	\$0	\$575,344	\$3,822,682	\$7,842,251	\$12,290,571
Bridge Formula Prog - Yearly Allocation - Federal	Allocation:	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$50,808,000
	Attached:	\$12,226,073	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$0	\$5,000,000	\$0
	Remaining:	\$475,927	\$0	\$0	\$0	\$0	\$0	\$12,702,000	\$7,702,000	\$50,808,000
Bridge Off - Yearly Allocation - Federal	Allocation:	\$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
	Attached:	\$6,620,239	\$7,087,000	\$7,087,000	\$7,087,000	\$5,543,511	\$7,087,000	\$1,681,323	\$0	\$38,288,164
	Remaining:	\$466,761	\$0	\$0	\$0	\$1,543,489	\$0	\$5,405,677	\$7,087,000	\$-9,939,164
Carbon Reduction - Yearly Allocation - Federal	Allocation:	\$617,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$2,560,000
	Attached:	\$617,000	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Remaining:	\$0	\$0	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$640,000	\$2,560,000
Carbon Reduction Urban - Yearly Allocation - Federal	Allocation:	\$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
	Attached:	\$1,325,000	\$1,352,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Remaining:	\$0	\$0	\$1,352,000	\$1,352,000	\$1,352,000	\$1,352,000	\$1,352,000	\$1,352,000	\$5,407,000
CMAQ - Yearly Allocation - Federal	Allocation:	\$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
	Attached:	\$5,434,000	\$5,569,000	\$5,409,755	\$5,569,000	\$5,394,791	\$0	\$0	\$5,569,000	\$640,500
	Remaining:	\$0	\$0	\$159,245	\$0	\$174,209	\$5,569,000	\$5,569,000	\$0	\$21,637,500
Highway - Yearly Allocation - State	Allocation:	\$14,053,000	\$15,759,000	\$17,784,000	\$19,488,000	\$19,487,000	\$19,484,000	\$19,482,000	\$19,479,000	\$77,895,000
	Attached:	\$14,053,000	\$15,759,000	\$17,784,000	\$19,488,000	\$18,649,811	\$19,333,329	\$12,384,319	\$0	\$52,507,822
	Remaining:	\$0	\$0	\$0	\$0	\$837,189	\$150,671	\$7,097,681	\$19,479,000	\$25,387,178
NHPP - Yearly Allocation - Federal	Allocation:	\$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
	Attached:	\$20,791,000	\$19,638,000	\$17,386,000	\$15,710,000	\$15,710,000	\$7,657,846	\$0	\$0	\$68,329,841
	Remaining:	\$0	\$0	\$0	\$0	\$0	\$8,052,154	\$15,710,000	\$15,710,000	\$-5,490,841
Rail - Yearly Allocation - Federal	Allocation:	\$0	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Rpt # TIP250

Allocation Balances Summary

	Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	Period 8	Period 9
Attached:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:	\$0	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety - Spike/Earmark - Federal									
Allocation:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Attached:	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:	\$-3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety - Yearly Allocation - Federal									
Allocation:	\$3,697,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$15,300,000
Attached:	\$3,697,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,320,189	\$0	\$0	\$0
Remaining:	\$0	\$0	\$0	\$0	\$0	\$504,811	\$3,825,000	\$3,825,000	\$15,300,000
STP - Spike/Earmark - Federal									
Allocation:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Attached:	\$176,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:	\$-176,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP - Yearly Allocation - Federal									
Allocation:	\$8,881,000	\$9,142,000	\$9,139,000	\$9,136,000	\$9,136,000	\$9,136,000	\$9,136,000	\$9,136,000	\$36,544,000
Attached:	\$8,881,000	\$9,142,000	\$9,139,000	\$9,136,000	\$9,136,000	\$1,912,500	\$500,000	\$0	\$37,501,626
Remaining:	\$0	\$0	\$0	\$0	\$0	\$7,223,500	\$8,636,000	\$9,136,000	\$-957,626
TAP - Yearly Allocation - Federal									
Allocation:	\$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
Attached:	\$1,054,000	\$648,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:	\$0	\$427,900	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	\$4,304,000
Urban - Yearly Allocation - Federal									
Allocation:	\$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
Attached:	\$10,079,600	\$10,281,192	\$10,281,192	\$10,281,192	\$11,526,000	\$4,102,541	\$0	\$11,526,000	\$40,258,979
Remaining:	\$0	\$0	\$0	\$0	\$0	\$7,423,459	\$11,526,000	\$0	\$5,847,021

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	^ Milestones
Allegheny			119746	ITS Maintenance 2023 (NHPP)	C	IMAN	NHPP	250,000				250,000						250,000													8/24/2023 A
Allegheny	79	A53	81931	I-79, Campbell's-Moon Run	+C	IMAN	NHPP	10,539,024				10,539,024						10,539,024													12/14/2023 E
Allegheny	376		87754	I-376, Fort Pitt Br to Squirrel Hill-Br Pres & Pav	P	IMAN																				581	3,000,000		3,000,000		
Allegheny	376		87754	I-376, Fort Pitt Br to Squirrel Hill-Br Pres & Pav	P	IMAN																				185	3,000,000		3,000,000		
Allegheny	376	A62	105438	I-376, Commercial Street Bridge	R	IMAN							NHPP	5,000,000				5,000,000													
Allegheny	376	A67	97029	I-376/Greentree Interchange	R	IMAN			581	1,060,900		1,060,900						1,060,900													
Allegheny	376	A67	97029	I-376/Greentree Interchange	+C	IMAN							NHPP	25,000,000				25,000,000	NHPP	25,000,000					25,000,000	NHPP	25,000,000		25,000,000	5/21/2026 E	
Allegheny	376	A68	97027	I-376/Carnegie Interchange	R	IMAN			581	1,060,900		1,060,900						1,060,900													
Allegheny	376	A69	112249	I-376, Bath Tub Flooding	P	IMAN			581	3,213,150		3,213,150						3,213,150													
Allegheny	376	A72	87778	I-376, Churchill to Monroeville	+C	IMAN	NHPP	25,000,000				25,000,000	NHPP	28,200,000				28,200,000													12/7/2023 E
Allegheny	376	A74	87767	I-376, Edgewood to Churchill	+C	IMAN	NHPP	12,500,000				12,500,000	NHPP	12,500,000				12,500,000	NHPP	12,500,000				12,500,000						8/21/2025 E	
Allegheny	376	A77	113362	Frazier Street Bridge	P	IMAN			185	4,500,000		4,500,000						4,500,000													
Allegheny	376	A77	113362	Frazier Street Bridge	F	IMAN									185	6,500,000		6,500,000													
Allegheny	376	A77	113362	Frazier Street Bridge	C	IMAN																				185	25,000,000		25,000,000	3/15/2028 E	
Totals for: Allegheny								48,289,024		9,834,950		58,123,974		70,700,000		6,500,000		77,200,000		37,500,000		37,500,000		25,000,000		31,000,000		56,000,000	228,823,974		
Berks	78	22M	72807	I-78 Shrtlesville to Hamb - Resurface	+C	IMAN	NHPP	9,200,603				9,200,603						9,200,603													7/25/2024 E
Totals for: Berks								9,200,603				9,200,603							9,200,603												9,200,603
Blair	99	021	112241	I-99 Newry Pulloff to Plank Rd Intchg	+C	IMAN	NHPP	3,000,000				3,000,000						3,000,000													2/15/2024 E
Blair	99	022	112239	I-99 Plank Rd Intchg to Tyrone	+C	IMAN	NHPP	4,000,000				4,000,000						4,000,000													2/15/2024 E
Blair	99	027	112238	I-99 - Bald Eagle Intchg to Co Line	P	IMAN									581	120,000		120,000													
Blair	99	027	112238	I-99 - Bald Eagle Intchg to Co Line	+C	IMAN													NHPP	3,000,000				3,000,000	NHPP	5,000,000		5,000,000	12/4/2025 E		
Totals for: Blair								7,000,000				7,000,000				120,000		120,000		3,000,000				40,500,000		5,000,000		5,000,000	15,120,000		
Butler	79	24C	106274	I-79 Southern Section Reconstruction	P	IMAN			581	4,502,036		4,502,036																			
Butler	79	24C	106274	I-79 Southern Section Reconstruction	F	IMAN							NHPP	4,000,000				4,000,000	NHPP	1,627,544				1,627,544							
Butler	79	24C	106274	I-79 Southern Section Reconstruction	U	IMAN									581	2,898,186		2,898,186													
Butler	79	24C	106274	I-79 Southern Section Reconstruction	R	IMAN									581	2,000,000		2,000,000			581	2,057,459		2,057,459							
Butler	79	24C	106274	I-79 Southern Section Reconstruction	+C	IMAN													NHPP	40,000,000				40,000,000	NHPP	40,000,000		40,000,000	10/1/2026 E		
Totals for: Butler									4,502,036			4,502,036		4,000,000		4,898,186		8,898,186		41,627,544		2,057,459		84,185,003		40,000,000		40,000,000	97,085,225		
Centre	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN	APD	29,250,000				29,250,000	APD	23,750,000				23,750,000												4/11/2024 E	
Centre	80	B18	3142	EXIT 161 Bellefonte Interchange	C	IMAN	NHPP	10,000,000				10,000,000						10,000,000												4/11/2024 E	
Centre	80	B38	74912	I-80 Bridge Replacements	C	IMAN			185	6,127,285		6,127,285																		3/2/2023 A	
Totals for: Centre								39,250,000		6,127,285		45,377,285		23,750,000				23,750,000						84,185,003					69,127,285		
Clarion	80	34B	106030	I-80 Strattanville Reconstruction	P	IMAN									581	2,076,352		2,076,352													
Clarion	80	34B	106030	I-80 Strattanville Reconstruction	F	IMAN															581	4,703,708		4,703,708							
Clarion	80	34B	106030	I-80 Strattanville Reconstruction	U	IMAN																				581	2,138,641		2,138,641		
Clarion	80	34B	106030	I-80 Strattanville Reconstruction	R	IMAN																				581	2,851,522		2,851,522		
Clarion	80	366	116492	Boyd Run Culvert Rehab	F	IMAN			185	424,360		424,360																			
Clarion	80	366	116492	Boyd Run Culvert Rehab	U	IMAN									185	131,127		131,127													
Clarion	80	366	116492	Boyd Run Culvert Rehab	R	IMAN									185	109,273		109,273													
Clarion	80	366	116492	Boyd Run Culvert Rehab	C	IMAN															185	2,898,185		2,898,185					10/1/2026 E		
Totals for: Clarion									424,360		424,360				2,316,752		2,316,752				7,601,893		91,786,896			4,990,163	4,990,163	15,333,168			
Clearfield	80	B42	88579	I-80 Preservation MM 96 to MM 119	C	IMAN	BRIP	5,023,000				5,023,000	NHPP	15,000,000				15,000,000	NHPP	8,377,000				8,377,000					3/28/2024 E		
Totals for: Clearfield								5,023,000				5,023,000		15,000,000				15,000,000		8,377,000				100,163,896				28,400,000			
Columbia	80	131	97561	I-80 from Creek Road to SR 487	+C	IMAN	NHPP	19,000,000				19,000,000	NHPP	19,000,000				19,000,000	NHPP	18,385,426				18,385,426					1/9/2025 E		
Columbia	80	136	93697	I-80 from SR 487 to SR 11	P	IMAN															581	4,114,919		4,114,919		581	4,000,000		4,000,000		
Columbia	80	161	105528	I-80 East from Montour County to Fishing Creek	+C	IMAN	NHPP	5,000,000				5,000,000																		1/11/2024 E	
Totals for: Columbia								24,000,000				24,000,000		19,000,000				19,000,000		18,385,426		4,114,919		122,664,241		4,000,000	4,000,000	69,500,345			
Crawford	79	A09	76858	I-79: Mercer Co Ln to the Geneva Swamp Br	+C	IMAN	NHPP	5,000,000				5,000,000																		2/1/2024 E	
Totals for: Crawford								5,000,000				5,000,000													122,664,241				5,000,000		
Cumberland	81	096	116479	I-81 Culvert	C	IMAN			185	5,000,000		5,000,00																			

RPT# TIP200

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	83	094	113754	I-83 South Bridge Replacement	C	IMAN															185	14,631,615		14,631,615	NHPP	1,316,458	185	14,631,615		15,948,073	5/23/2024 E		
Dauphin	83	B79	113357	I-83 East Shore Section 3B	C	IMAN	NFP	59,177,000				59,177,000																			8/21/2025 E		
Totals for: Dauphin								61,256,700				61,256,700										14,631,615		137,295,856		1,316,458		14,631,615		15,948,073	91,836,388		
Delaware	95	322	15477	I95/US322 Intrchnng Imp	+C	IMAN																			NHPP	35,000,000				35,000,000	4/13/2028 E		
Delaware	476	HSR	104821	I-476 Travel Management	F	IMAN			581	5,500,000		5,500,000																					
Delaware	476	HSR	104821	I-476 Travel Management	U	IMAN									581	200,000		200,000															
Delaware	476	HSR	104821	I-476 Travel Management	R	IMAN									581	300,000		300,000															
Delaware	476	HSR	104821	I-476 Travel Management	+C	IMAN													NHPP	24,000,000				24,000,000	NHPP	24,000,000				24,000,000	10/22/2026 E		
Delaware	476	IMP	112298	I-476: I-76 Interchange to I-95 (C)	C	IMAN			581	1,922,500		1,922,500																			5/25/2023 A		
Totals for: Delaware										7,422,500		7,422,500			500,000		500,000		24,000,000					161,295,856		59,000,000			59,000,000	90,922,500			
Erie	79	A25	112301	I-79 MM 182 to 183 - #16	F	IMAN															581	300,000		300,000									
Erie	79	A25	112301	I-79 MM 182 to 183 - #16	C	IMAN																			NHPP	7,000,000	581	770,000		7,770,000	1/1/2029 E		
Erie	79	B09	115467	I-79 Bridges over NS & CSX RR	C	IMAN			185	8,000,000		8,000,000			185	18,000,000		18,000,000														1/1/2025 E	
Erie	79	B09	115467	I-79 Bridges over NS & CSX RR	C	IMAN																										1/1/2025 E	
Erie	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	F	IMAN			581	3,000,000		3,000,000			581	2,477,412		2,477,412															
Erie	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	U	IMAN															581	77,899		77,899									
Erie	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	R	IMAN																											
Erie	90	A32	102041	I-90: MP 10.5 to 14.5 Reconstruct - #6	+C	IMAN																			NHPP	30,000,000				30,000,000	1/1/2028 E		
Erie	90	A33	102044	I-90: MP 14.5 - 18, Reconstruct - #6	U	IMAN			581	77,899		77,899																					
Erie	90	A33	102044	I-90: MP 14.5 - 18, Reconstruct - #6	R	IMAN									581	240,707		240,707															
Erie	90	A33	102044	I-90: MP 14.5 - 18, Reconstruct - #6	+C	SPFED																			NHPP	25,000,000				25,000,000	1/1/2028 E		
Totals for: Erie										11,077,899		11,077,899			20,718,119		20,718,119					13,019,899		174,315,755		62,000,000		12,610,707		74,610,707	119,426,624		
Franklin	81	099	92006	I-81 Maryland to Mile 6	+C	IMAN	NHPP	12,554,777				12,554,777	NHPP	3,399,037				3,399,037														11/7/2024 E	
Totals for: Franklin								12,554,777				12,554,777		3,399,037				3,399,037						174,315,755							15,953,814		
Jefferson	80	54A	106029	I-80 Brookville West Reconstruction	+C	IMAN	NHPP	21,000,000				21,000,000	NHPP	21,000,000				21,000,000	NHPP	21,000,000				21,000,000	NHPP	21,000,000				21,000,000	7/24/2025 E		
Jefferson	80	54B	106223	I-80 Brookville East Reconstruction	R	IMAN	NHPP	370,800	581	41,200		412,000																					
Jefferson	80	54B	106223	I-80 Brookville East Reconstruction	C	IMAN							NHPP	27,000,000	581	3,000,000		30,000,000	NHPP	36,000,000	581	4,000,000		40,000,000	NHPP	36,000,000	581	4,000,000		40,000,000	7/10/2025 E		
Totals for: Jefferson								21,370,800		41,200		21,412,000		48,000,000		3,000,000		51,000,000		57,000,000		4,000,000		235,315,755		57,000,000		4,000,000		61,000,000	194,412,000		
Lackawanna	81		87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	F	IMAN	NHPP	7,161,075	581	795,675		7,956,750	NHPP	7,161,075	581	795,675		7,956,750															
Lackawanna	81		87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	U	IMAN							NHPP	101,296	581	11,255		112,551															
Lackawanna	81		87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	R	IMAN							NHPP	4,173,387	581	463,710		4,637,097															
Lackawanna	81		87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	+C	IMAN															NHPP	40,000,000								40,000,000	12/9/2027 E		
Lackawanna	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	F	IMAN			581	2,654,204		2,654,204																					
Lackawanna	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	+C	IMAN	NHPP	25,020,352				25,020,352	NHPP	20,000,000				20,000,000														8/21/2025 E	
Lackawanna	84	248	85791	I-84 EB/WB I-4R Lacka/Wayne	P	IMAN			581	7,592,741		7,592,741			581	4,000,000		4,000,000															
Lackawanna	84	248	85791	I-84 EB/WB I-4R Lacka/Wayne	F	IMAN									581	5,552,419		5,552,419				581	4,000,000		4,000,000								
Lackawanna	84	259	94637	I-84 EB/WB I-4R Lacka	P	IMAN									581	4,504,070		4,504,070				581	4,500,000		4,500,000								
Lackawanna	84	259	94637	I-84 EB/WB I-4R Lacka	F	IMAN																581	7,164,313		7,164,313								
Totals for: Lackawanna								32,181,427		11,042,620		43,224,047		31,435,758		15,327,129		46,762,887				15,664,313		250,980,068		40,000,000			40,000,000	145,651,247			
Lehigh	78	19M	92780	I-78 Recon-Berks County Line to SR 100	F	IMAN			581	6,033,151		6,033,151			581	6,000,000		6,000,000															
Lehigh	78	19M	92780	I-78 Recon-Berks County Line to SR 100	U	IMAN																											
Lehigh	78	19M	92780	I-78 Recon-Berks County Line to SR 100	R	IMAN																											
Lehigh	78	19M	92780	I-78 Recon-Berks County Line to SR 100	+C	IMAN																			NHPP	30,000,000				30,000,000	6/9/2033 E		
Totals for: Lehigh										6,033,151		6,033,151			6,000,000		6,000,000					3,095,690		254,075,758		30,000,000		6,000,000		36,000,000	51,128,841		
Luzerne	80	311	107495	I-80 Eastbound Reconstruction	+C	IMAN	NHPP	30,000,000				30,000,000	NHPP	30,000,000				30,000,000	NHPP	21,444,232				21,444,232							1/9/2025 E		
Luzerne	80	350	91587	I-80 EB over I-81 NB/SB	+C	IMAN	BRIP	7,100,000				7,100,000	BRIP	7,000,000				7,000,000														1/23/2025 E	
Luzerne	80	353	111770	I-80 EB/WB over SR 93	C	IMAN							BRIP	10,000,000				10,000,000	BRIP	8,499,000				8,499,000									

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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					
Luzerne	81	317	117834	I-81 Luzerne County Hazleton to I-80 I-4R	P	IMAN																						581	2,200,000		2,200,000				
Luzerne	81	361	106049	Interstate 81 over Railroad	C	IMAN							BRIP	13,711,811				13,711,811														5/7/2026 E			
Luzerne	81	362	111613	Interstate 81 over West Foothills Drive	+C	IMAN	BRIP	5,958,544				5,958,544																				9/11/2025 E			
Luzerne	81	363	112307	I-81 NB over I-80 WB Bridge	C	IMAN	BRIP	8,700,000				8,700,000																				2/6/2025 E			
Luzerne	81	D52	67443	I-81 Dorrance Bridges	+C	IMAN	BRIP	9,100,000				9,100,000																				3/14/2024 E			
Luzerne	424	353	116177	SR 424 over I-81	+C	IMAN							NHPP	4,000,000				4,000,000								NHPP	17,737,458			17,737,458	1/8/2026 E				
Totals for: Luzerne								60,858,544				60,858,544	100,711,811		4,000,000			104,711,811		105,943,232		4,000,000		364,018,990		93,737,458		6,200,000		99,937,458	375,451,045				
Lycoming	180	131	105531	Market St to Warrensville Rd EB	C	IMAN	NHPP	1,600,000				1,600,000																				12/12/2024 E			
Lycoming	180	132	105532	Market St to Warrensville Rd WB	+C	IMAN	NHPP	1,450,000				1,450,000	NHPP	1,450,000				1,450,000														12/12/2024 E			
Totals for: Lycoming								3,050,000				3,050,000	1,450,000				1,450,000					364,018,990								4,500,000					
Mercer	79	A18	109793	I-79 MM 110 - 117 Priority - #15	P	IMAN			581	220,000		220,000																							
Mercer	79	A18	109793	I-79 MM 110 - 117 Priority - #15	F	IMAN								581	280,000		280,000																		
Mercer	79	A18	109793	I-79 MM 110 - 117 Priority - #15	C	IMAN							NHPP	16,577,619				16,577,619															1/1/2027 E		
Mercer	80	A16	91569	I-80: MM0 to MM5 Reconstruct - #3	+C	IMAN	NHPP	15,000,000				15,000,000	NHPP	20,000,000				20,000,000	NHPP	35,322,853				35,322,853								12/12/2024 E			
Mercer	80	A22	51021	I-80 MM11 to MM15 - #5	P	IMAN								581	1,000,000		1,000,000																		
Mercer	80	A22	51021	I-80 MM11 to MM15 - #5	F	IMAN															581	1,800,000		1,800,000											
Mercer	80	A22	51021	I-80 MM11 to MM15 - #5	C	SPFED															NHPP	30,000,000							30,000,000		1/1/2028 E				
Mercer	80	A23	81476	I80: MM 6 to MM 10 Reconstruction - #4	P	IMAN			581	1,800,000		1,800,000																							
Mercer	80	A23	81476	I80: MM 6 to MM 10 Reconstruction - #4	+C	IMAN							NHPP	27,762,092				27,762,092	NHPP	20,000,000				20,000,000								1/1/2026 E			
Totals for: Mercer								15,000,000	2,020,000		17,020,000	47,762,092		1,280,000		49,042,092		71,900,472		1,800,000		437,719,462		30,000,000		30,000,000		30,000,000	169,762,564						
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	R	IMAN			581	10,000,000		10,000,000			581	10,000,000		10,000,000			581	9,000,000		9,000,000			581	5,000,000		5,000,000					
Monroe	80	17M	76357	I-80 Reconstruction-Monroe	+C	IMAN	NHPP	30,000,000				30,000,000	NHPP	30,000,000				30,000,000	NHPP	30,000,000				30,000,000	NHPP	30,000,000			30,000,000		12/14/2028 E				
Monroe	80	19B	72746	I-80 Bridge Improvements	R	IMAN			185	496,620		496,620																							
Monroe	80	19B	72746	I-80 Bridge Improvements	C	IMAN															185	14,000,000		14,000,000								1/1/2027 E			
Monroe	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	F	IMAN								581	8,000,000		8,000,000				581	8,390,905		8,390,905											
Monroe	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	U	IMAN															581	3,376,526		3,376,526											
Monroe	80	26M	112351	I 80 Phase 2 - Reconstruction (Bartonsville)	R	IMAN																				581	13,911,289		13,911,289						
Monroe	380	07B	112355	I-380 Bridge Improvements	R	IMAN			185	204,180		204,180																							
Monroe	380	07B	112355	I-380 Bridge Improvements	C	IMAN			185	5,444,800		5,444,800																					1/9/2025 E		
Totals for: Monroe								30,000,000	16,145,600		46,145,600	30,000,000		18,000,000		48,000,000		30,000,000		34,767,431		502,486,893		30,000,000		18,911,289		48,911,289	207,824,320						
Montgomery	76	ICM	106662	I-76 Integrated Corridor Management	+U	SAMI	NHPP	9,548,100				9,548,100																							
Montgomery	76	ICM	106662	I-76 Integrated Corridor Management	+R	SAMI	NHPP	13,659,088				13,659,088																							
Montgomery	76	ICM	106662	I-76 Integrated Corridor Management	+C	SAMI							NHPP	35,000,000				35,000,000	NHPP	35,000,000				35,000,000	NHPP	35,000,000			35,000,000						
Totals for: Montgomery								23,207,188			23,207,188	35,000,000				35,000,000		35,000,000		537,486,893		35,000,000		35,000,000		35,000,000	128,207,188								
Northampton	78	10M	109318	I-78 WB - Easton Rd to SR 33	+C	IMAN							NHPP	9,000,000				9,000,000	NHPP	7,319,878				7,319,878								1/8/2026 E			
Northampton	78	11B	75849	Dual Bridges over Easton Road	C	IMAN			185	10,609,000		10,609,000																					9/26/2024 E		
Totals for: Northampton									10,609,000		10,609,000	9,000,000				9,000,000		7,319,878		544,806,771										26,928,878					
Philadelphia	95	AF3	103557	I-95: Tioga St to Wheatshaf Ln	+C	IMAN	NHPP	35,000,000				35,000,000	NHPP	35,000,000				35,000,000	NHPP	35,000,000				35,000,000	NHPP	35,000,000			35,000,000			6/26/2025 E			
Philadelphia	95	AF4	103558	I-95: Allegheny Ave to Tioga St	U	IMAN															581	600,000		600,000											
Philadelphia	95	AF4	103558	I-95: Allegheny Ave to Tioga St	R	IMAN																					581	600,000		600,000					
Philadelphia	95	AFC	47813	I-95: Ann St - Wheatshaf	F	IMAN			581	2,000,000		2,000,000			581	2,000,000		2,000,000																	
Philadelphia	95	AFC	47813	I-95: Ann St - Wheatshaf	F	IMAN			185	6,000,000		6,000,000			185	6,000,000		6,000,000																	
Philadelphia	95	BR3	79905	I-95: Betsy RossMainln NB	+C	SPFED							NHPP	10,000,000				10,000,000															8/22/2024 E		
Philadelphia	95	BR3	79905	I-95: Betsy RossMainln NB	+C	IMAN	NHPP	22,104,811				22,104,811																					8/22/2024 E		
Philadelphia	95	BR3	79905	I-95: Betsy RossMainln NB	+C	IMAN	BRIP	7,895,189				7,895,189	BRIP	20,000,000				20,000,000	NHPP	30,000,000				30,000,000	NHPP	30,000,000			30,000,000		8/22/2024 E				
Philadelphia	95	BR4	103559	I-95 Btsy Rss Mainln SB	U	IMAN								581	600,000		600,000																		
Philadelphia	95	BR4	103559	I-95 Btsy Rss Mainln SB	C	IMAN																													

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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		
Philadelphia	95	GIR	17821	I-95: Shackamaxon - Ann	F	IMAN	NHPP	14,400,000	581	3,600,000		18,000,000													NHPP	2,400,000	581	600,000		3,000,000		
Philadelphia	95	GR5	79828	I-95: Race - Shackamaxon	U	IMAN			185	8,441,316		8,441,316																				
Philadelphia	95	GR5	79828	I-95: Race - Shackamaxon	+C	IMAN							BRIP	34,931,000				34,931,000	NFP	60,360,000				60,360,000	NHPP	40,000,000				40,000,000	1/15/2026 E	
Philadelphia	95	GR5	79828	I-95: Race - Shackamaxon	+C	IMAN							NHPP	5,069,000				5,069,000													1/15/2026 E	
Philadelphia	95	GR6	103553	I-95: Race-Shackamaxon 2	+C	IMAN	NHPP	30,000,000				30,000,000	NHPP	30,000,000				30,000,000	NHPP	30,000,000				30,000,000	NHPP	30,000,000				30,000,000	2/15/2024 E	
Totals for: Philadelphia								178,970,000		24,471,316		203,441,316		176,600,000		11,200,000		187,800,000		219,441,786		1,200,000		765,448,557		199,360,000		1,600,000		200,960,000	812,843,102	
Pike	84	494	85766	I-84 E&W I-4R MP 40 - E46	+C	IMAN	NHPP	20,000,000				20,000,000																			12/9/2021 A	
Pike	84	495	87795	I-84 E&W I-4R E26 to E34	+C	IMAN	NHPP	6,000,000				6,000,000																			5/12/2022 A	
Totals for: Pike								26,000,000				26,000,000												765,448,557							26,000,000	
Susquehanna	81	590	75976	I-81 Exit 219	+C	IMAN	NHPP	20,311,340				20,311,340	NHPP	11,000,000				11,000,000													6/5/2025 E	
Totals for: Susquehanna								20,311,340				20,311,340		11,000,000				11,000,000						765,448,557							31,311,340	
Washington	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	F	IMAN	NHPP	2,700,000	581	300,000		3,000,000	NHPP	2,700,000	581	300,000		3,000,000														
Washington	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	U	IMAN															581	4,051,500		4,051,500								
Washington	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	U	SPFED									581	4,051,500		4,051,500														
Washington	70	10K	106919	I70: Belle Vernon Bridge to Bentleyville	R	IMAN															581	3,477,822		3,477,822			581	3,477,822		3,477,822		
Washington	70	K30	75945	I-70 over SR 3009 Reconstruction & Realignment	F	IMAN														185	5,796,370		5,796,370									
Totals for: Washington								2,700,000		300,000		3,000,000		2,700,000		4,351,500		7,051,500					13,325,692		778,774,249				3,477,822	3,477,822	26,855,014	
Westmoreland	70	D10	88508	I-70 Arnold City Interch	+C	IMAN	NHPP	20,000,000				20,000,000	NHPP	20,000,000				20,000,000	NHPP	12,420,161				12,420,161							6/13/2024 E	
Totals for: Westmoreland								20,000,000				20,000,000		20,000,000				20,000,000		12,420,161				791,194,410							52,420,161	
York	83		106531	I-83 Newberrytown South Resurf	+C	IMAN	NHPP	3,399,037				3,399,037																			1/1/2026 E	
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	C	SPFED							NFP	60,360,000				60,360,000													10/5/2025 E	
York	83	103	116480	I-83 over Springwood Rd	F	IMAN			185	300,000		300,000																				
York	83	103	116480	I-83 over Springwood Rd	C	IMAN								185	6,610,000		6,610,000														1/1/2026 E	
Totals for: York								3,399,037		300,000		3,699,037		60,360,000		6,610,000		66,970,000						791,194,410							70,669,037	
Overall Totals:								651,622,440		115,351,917		766,974,357		709,868,698		104,821,686		814,690,384		671,915,499		119,278,911		791,194,410		707,413,916		107,421,596		814,835,512	3,187,694,663	

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

Harrisburg

Project Information										First Four Years						Second Four Years						Third Four Years						Totals		^Milestones
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year		Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones	
Dauphin	8	2003	028	80973	Vine St Bridge #2 PM	+P	BRDG	2033														BRIP	416,000				416,000	416,000		
Dauphin	8	2003	028	80973	Vine St Bridge #2 PM	+C	BRDG	2033														STP	3,932,734				3,932,734	3,932,734	1/1/2034 E	
Dauphin	8	2003	033	116786	Middletown Rd Safety and Congestion Impr	+F	HCON	2025	STU	820,000					820,000												820,000			
Dauphin	8	2003	033	116786	Middletown Rd Safety and Congestion Impr	C	HCON	2030	STP	4,803,735	581	1,200,933			6,004,668	STU	6,579,584	581	6,579,584		13,159,168						19,163,836	1/1/2028 E		
Dauphin	8	2005	0	90781	Roundtop Road Bridge	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	2005	0	90781	Roundtop Road Bridge	C	BRDG	2033														STP	460,500				460,500	460,500	1/1/2034 E	
Dauphin	8	2005	019	100083	Roundtop Road over Iron M	F	BRDG	2025			185	200,000			200,000												200,000			
Dauphin	8	2005	019	100083	Roundtop Road over Iron M	+C	BRDG	2026	STP	848,720					848,720												848,720	1/1/2026 E		
Dauphin	8	2007	0	99925	Deodate Rd Over PA-283	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	2007	0	99925	Deodate Rd Over PA-283	C	BRDG	2033														STP	1,324,000				1,324,000	1,324,000	1/1/2034 E	
Dauphin	8	2010	0	100090	Union Deposit Road over K	+P	BRDG	2033														BRIP	200,000				200,000	200,000		
Dauphin	8	2010	0	100090	Union Deposit Road over K	+C	BRDG	2033														BRIP	1,512,590				1,512,590	1,512,590	1/1/2034 E	
Dauphin	8	2011	0	100095	Hockersville Road over Sp	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	2011	0	100095	Hockersville Road over Sp	C	BRDG	2033														STP	272,800				272,800	272,800	1/1/2034 E	
Dauphin	8	2011	0	100208	Bachmanville Road Bridge	P	BRDG	2033																581	150,000		150,000	150,000		
Dauphin	8	2011	0	100208	Bachmanville Road Bridge	C	BRDG	2033																581	722,250		722,250	722,250	1/1/2034 E	
Dauphin	8	2012	007	47519	Laudermilch Road Bridge	+C	BRDG	2033														BRIP	3,000				3,000	3,000	3/2/2023 A	
Dauphin	8	2012	007	47519	Laudermilch Road Bridge	+C	BRDG	2033														BOF	1,776,265				1,776,265	1,776,265	3/2/2023 A	
Dauphin	8	2013	0	100098	Schoolhouse Road over Hof	P	BRDG	2033																185	214,000		214,000	214,000		
Dauphin	8	2013	0	100098	Schoolhouse Road over Hof	C	BRDG	2033																185	882,750		882,750	882,750	1/1/2034 E	
Dauphin	8	2015	0	80971	Sand Beach Rd over Swatar	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	2015	0	80971	Sand Beach Rd over Swatar	C	BRDG	2033														STP	1,308,000				1,308,000	1,308,000	1/1/2034 E	
Dauphin	8	2015	0	90783	Manada Gap Road Bridge	P	BRDG	2033																581	150,000		150,000	150,000	4/1/2022 E	
Dauphin	8	2015	0	90783	Manada Gap Road Bridge	C	BRDG	2033																185	722,250		722,250	722,250	1/1/2034 E	
Dauphin	8	2018	0	119305	Hummelstown Ped Impr	+P	TENH	2025	STU	98,000					98,000												98,000			
Dauphin	8	2018	0	119305	Hummelstown Ped Impr	+F	TENH	2025	STU	63,819					63,819												63,819			
Dauphin	8	2018	0	119305	Hummelstown Ped Impr	+U	TENH	2025	STU	30,000					30,000												30,000			
Dauphin	8	2018	0	119305	Hummelstown Ped Impr	+C	TENH	2026	STU	732,504					732,504												732,504			
Dauphin	8	2019	0	100105	Nyes Road over Tributary	P	BRDG	2033																581	150,000		150,000	150,000		
Dauphin	8	2019	0	100105	Nyes Road over Tributary	C	BRDG	2033																185	722,250		722,250	722,250	1/1/2034 E	
Dauphin	8	2019	016	85337	Milroy Road Underpass	C	HCON	2033																581	33,316,897		33,316,897	33,316,897	1/1/2034 E	
Dauphin	8	2019	018	99934	Nyes Rd over Beaver Creek	+P	BRDG	2033														BRIP	150,000				150,000	150,000		
Dauphin	8	2019	018	99934	Nyes Rd over Beaver Creek	+C	BRDG	2033														BRIP	907,750				907,750	907,750	1/1/2034 E	
Dauphin	8	2019	022	117189	Nyes Rd over Beaver Creek	+F	BRDG	2025	BRIP	139,000					139,000												139,000			
Dauphin	8	2019	022	117189	Nyes Rd over Beaver Creek	+C	BRDG	2027	BRIP	3,303,337					3,303,337												3,303,337	12/11/2025 E		
Dauphin	8	2023	0	99939	Toll House Rd over PA-283	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	2023	0	99939	Toll House Rd over PA-283	C	BRDG	2033														STP	1,604,750				1,604,750	1,604,750	1/1/2034 E	
Dauphin	8	2026	0	19075	Green Hill Road Bridge	P	BRDG	2033																185	150,000		150,000	150,000		
Dauphin	8	2026	0	19075	Green Hill Road Bridge	C	BRDG	2033																185	856,882		856,882	856,882	1/1/2034 E	
Dauphin	8	2033	011	99917	Fairville Ave over I-81	P	BRDG	2033														BOF	225,000				225,000	225,000		
Dauphin	8	2033	011	99917	Fairville Ave over I-81	C	BRDG	2033														BOF	1,248,254				1,248,254	1,248,254	1/1/2034 E	
Dauphin	8	2040	0	99920	Rosedale Ave over Airport	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	2040	0	99920	Rosedale Ave over Airport	C	BRDG	2033														STP	1,604,750				1,604,750	1,604,750	1/1/2034 E	
Dauphin	8	2042	0	99945	Spring Garden Rd over Con	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	2042	0	99945	Spring Garden Rd over Con	C	BRDG	2033														STP	1,604,750				1,604,750	1,604,750	1/1/2034 E	
Dauphin	8	2043	0	99844	Schoolhouse Rd ov PA-283	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	2043	0	99844	Schoolhouse Rd ov PA-283	C	BRDG	2033														STP	1,765,250				1,765,250	1,765,250	1/1/2034 E	
Dauphin	8	3005	0	99957	40th Bridge St over NS	P	BRDG	2033														STU	150,000				150,000	150,000		
Dauphin	8	3005	0	99957	40th Bridge St over NS	C	BRDG	2033														STU	802,500				802,500	802,500	1/1/2034 E	
Dauphin	8	3007	0	90837	19th Street Bridge	P	BRDG	2033														STP	225,000				225,000	225,000		
Dauphin	8	3007	0	90837	19th Street Bridge	C	BRDG	2033														STU	2,000,000				2,000,000	2,000,000	1/1/2034 E	
Dauphin	8	3009	0	99879	North Front Street Bridge	P	BRDG	2033														STU	150,000				150,000	150,000		
Dauphin	8	3009	0	99879	North Front Street Bridge	C	BRDG	2033														STU	722,118				722,118	722,118	1/1/2034 E	
Dauphin	8	3009	0	100108	North Front Street over F	P	BRDG	2033														STU	150,000				150,000	150,000		
Dauphin	8	3009	0	100108	North Front Street over F	C	BRDG	2033														STU	1,925,750				1,925,750	1,925,750	1/1/2034 E	
Dauphin	8	3009	0	100263	Front Street Bridge Repl	P	BRDG	2033																581	150,000		150,000	150,000		
Dauphin	8	3009	000	74520	Paxton St over NS	+P	BRDG	2033														BRIP	610,000				610,000	610,000		
Dauphin	8	3009	000	74520	Paxton St over NS	C	BRDG	2033														STU	12,373,296				12,373,296	12,373,296	1/1/2034 E	

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County	District	S.R.	Section	Project	Project Title	Phase	Area	Year		Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones	
Dauphin	8	3009	000	74520	Paxton St over NS	C	BRDG	2033														STP	6,883,204				6,883,204	6,883,204	1/1/2034 E	
Dauphin	8	3009	023	117698	Paxton St ov NS	P	BRDG	2027				185	500,000		500,000													500,000		
Dauphin	8	3009	023	117698	Paxton St ov NS	P	BRDG	2027				581	800,000		800,000													800,000		
Dauphin	8	3009	023	117698	Paxton St ov NS	+F	BRDG	2033														NHPP	650,000				650,000	650,000		
Dauphin	8	3009	023	117698	Paxton St ov NS	+C	BRDG	2033														NHPP	17,555,043				17,555,043	17,555,043	1/1/2031 E	
Dauphin	8	3010	0	100109	Paxton Street over Spring	P	BRDG	2033														NHPP	150,000				150,000	150,000		
Dauphin	8	3010	0	100109	Paxton Street over Spring	C	BRDG	2033														NHPP	1,604,750				1,604,750	1,604,750	1/1/2034 E	
Dauphin	8	3010	014	113384	Sycamore/Paxton Intersection Imp	+C	HCON	2025	HVRU	1,138,150					1,138,150													1,138,150	3/13/2025 E	
Dauphin	8	3010	014	113384	Sycamore/Paxton Intersection Imp	+C	SAMI	2026	STU	368,813					368,813													368,813	3/13/2025 E	
Dauphin	8	3010	014	113384	Sycamore/Paxton Intersection Imp	+C	HCON	2025	NHPP	630,485					630,485													630,485	3/13/2025 E	
Dauphin	8	3012	026	93176	Market St Bridge West	R	BRDG	2025				185	425,000		425,000													425,000		
Dauphin	8	3012	026	93176	Market St Bridge West	+C	BRDG	2030	STU	2,839,028					2,839,028	NHPP	7,192,134					7,192,134					10,031,162	3/27/2025 E		
Dauphin	8	3012	026	93176	Market St Bridge West	+C	BRDG	2030	NHPP	28,479,188					28,479,188	BRIP	4,939,906					4,939,906					33,419,094	3/27/2025 E		
Dauphin	8	3012	026	93176	Market St Bridge West	+C	BRDG	2030	BRIP	4,544,072					4,544,072	STP	828,908					828,908					5,372,980	3/27/2025 E		
Dauphin	8	3012	029	93177	Market St Bridge East	+C	BRDG	2030	BRIP	6,734,685					6,734,685	BRIP	1,997,682					1,997,682					8,732,367	3/27/2025 E		
Dauphin	8	3012	029	93177	Market St Bridge East	+C	BRDG	2030	STU	9,782,058					9,782,058	STU	6,776,202					6,776,202					16,558,260	3/27/2025 E		
Dauphin	8	3012	029	93177	Market St Bridge East	+C	BRDG	2030	NHPP	25,008,282					25,008,282	NHPP	16,175,712					16,175,712					41,183,994	3/27/2025 E		
Dauphin	8	3012	037	117663	Derry Street over Spring Creek	+F	BRDG	2025	BRIP	400,000					400,000													400,000		
Dauphin	8	3012	037	117663	Derry Street over Spring Creek	+C	BRDG	2026	STP	1,850,331					1,850,331													1,850,331	6/25/2026 E	
Dauphin	8	3012	037	117663	Derry Street over Spring Creek	+C	BRDG	2026	STU	169,623					169,623													169,623	6/25/2026 E	
Dauphin	8	3013	0	90838	29th Street Bridge	P	BRDG	2033														STP	200,000				200,000	200,000		
Dauphin	8	3013	0	90838	29th Street Bridge	C	BRDG	2033														STU	4,258,500				4,258,500	4,258,500	1/1/2034 E	
Dauphin	8	3013	0	90838	29th Street Bridge	C	BRDG	2033														STP	252,500				252,500	252,500	1/1/2034 E	
Dauphin	8	3013	0	99968	29th St Bridge over I-83	+P	BRDG	2033														BRIP	150,000				150,000	150,000		
Dauphin	8	3013	0	99968	29th St Bridge over I-83	+C	BRDG	2033														BRIP	656,500				656,500	656,500	1/1/2034 E	
Dauphin	8	3016	014	117708	Harvey Taylor	+P	BRDG	2033														BRIP	150,000				150,000	150,000		
Dauphin	8	3016	014	117708	Harvey Taylor	+F	BRDG	2033														BRIP	75,000				75,000	75,000		
Dauphin	8	3016	014	117708	Harvey Taylor	+C	BRDG	2033														NHPP	306,048				306,048	306,048	1/1/2027 E	
Dauphin	8	3020	0	119307	Union Deposit Corridor Impr	+P	TENH	2025	STU	64,000					64,000													64,000		
Dauphin	8	3020	0	119307	Union Deposit Corridor Impr	+F	TENH	2025	STU	72,000					72,000													72,000		
Dauphin	8	3020	0	119307	Union Deposit Corridor Impr	+U	TENH	2025	STU	40,000					40,000													40,000		
Dauphin	8	3020	0	119307	Union Deposit Corridor Impr	+R	TENH	2025	STU	40,000					40,000													40,000		
Dauphin	8	3020	0	119307	Union Deposit Corridor Impr	+C	TENH	2026	STU	761,426					761,426													761,426	8/8/2024 E	
Dauphin	8	3022	005	74521	Maclay Street Bridge	C	BRDG	2028	BRIP	16,470,841					16,470,841													16,470,841	6/5/2025 E	
Dauphin	8	3022	005	74521	Maclay Street Bridge	C	BRDG	2028	NHPP	8,880,426	185	6,337,816			15,218,242													15,218,242	6/5/2025 E	
Dauphin	8	3024	0	100117	Locust Lane over Tributary	+P	BRDG	2033														BRIP	150,000				150,000	150,000		
Dauphin	8	3024	0	100117	Locust Lane over Tributary	+C	BRDG	2033														BRIP	450,000				450,000	450,000	1/1/2034 E	
Dauphin	8	3026	0	99975	Elmerton Ave over I-83	P	BRDG	2033																	581	150,000	150,000	150,000		
Dauphin	8	3032	0	100110	Airport Conn North Bound	P	HRST	2033																	581	50,000	50,000	50,000		
Dauphin	8	3032	0	100110	Airport Conn North Bound	C	HRST	2033																	581	3,781,475	3,781,475	3,781,475	1/1/2034 E	
Dauphin	8	3032	0	100184	Airport Conn South Bound	P	HRST	2033																		581	50,000	50,000	50,000	
Dauphin	8	3032	0	100184	Airport Conn South Bound	C	HRST	2033																	581	3,781,475	3,781,475	3,781,475	1/1/2034 E	
Dauphin	8	3034	004	117196	Walnut St ov Susq	P	BRDG	2029										185	300,000			300,000					300,000			
Dauphin	8	3034	004	117196	Walnut St ov Susq	F	BRDG	2031										185	150,000			150,000					150,000			
Dauphin	8	3034	004	117196	Walnut St ov Susq	C	BRDG	2032										185	4,031,749			4,031,749					4,031,749	1/1/2026 E		
Dauphin	8	4001	023	78706	Rutter Rd ov Armstrong Creek	+F	BRDG	2025	BOF	200,000					200,000													200,000		
Dauphin	8	4001	023	78706	Rutter Rd ov Armstrong Creek	+C	BRDG	2025	BOF	1,109,171					1,109,171													1,109,171	1/1/2026 E	
Dauphin	8	4002	0	19110	Luxemburg Road Bridge 2	+P	BRDG	2033														STP	441,500				441,500	441,500		
Dauphin	8	4002	0	19110	Luxemburg Road Bridge 2	C	BRDG	2033														BOF	1,925,750				1,925,750	1,925,750	1/1/2034 E	
Dauphin	8	4002	0	90844	Shippen Dam Road Bridge	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	4002	0	90844	Shippen Dam Road Bridge	C	BRDG	2033														STP	331,500				331,500	331,500	1/1/2034 E	
Dauphin	8	4002	0	100119	Luxemburg Road over Tribu	P	BRDG	2033														STP	150,000				150,000	150,000		
Dauphin	8	4002	0	100119	Luxemburg Road over Tribu	C	BRDG	2033														STP	192,750				192,750	192,750	1/1/2034 E	
Dauphin	8	4004	0	78741	Rutter Road Bridge 2	P	BRDG	2033																	185	150,000	150,000	150,000		
Dauphin	8	4004	0	78741	Rutter Road Bridge 2	C	BRDG	2033																	185	802,500	802,500	802,500	1/1/2034 E	
Dauphin	8	4004	0	100121	Straws Church Road over T	P	BRDG	2033																	185	150,000	150,000	150,000		
Dauphin	8	4004	0	100121	Straws Church Road over T	C	BRDG	2033																	185	250,000	250,000	250,000	1/1/2034 E	
Dauphin	8	4004	017	117469	Straws Church ov Trib to Armstrong	F	BRDG	2025				185	150,000		150,000													150,000		

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Perry	8	11	141	119784	Susquehanna Trail Restoration	P	HRST	2025				581	350,000		350,000															350,000	
Perry	8	11	141	119784	Susquehanna Trail Restoration	C	HCON	2030				581	2,059,918		2,059,918			581	13,134,451		13,134,451									15,194,369	
Perry	8	17	0	87473	Sunbury Path Bridge	P	BRDG	2033																185	142,750		142,750		142,750		
Perry	8	17	0	90703	Tuscarora Road Bridge	P	BRDG	2033																581	100,000		100,000		100,000		
Perry	8	17	0	90703	Tuscarora Road Bridge	C	BRDG	2033																185	800,000		800,000		800,000	1/1/2034 E	
Perry	8	17	0	90704	Raccoon Valley Rd Bridge1	P	BRDG	2033																185	214,000		214,000		214,000		
Perry	8	17	0	90704	Raccoon Valley Rd Bridge1	C	BRDG	2033																185	659,000		659,000		659,000	1/1/2034 E	
Perry	8	17	0	99893	Sunbury Path Bridge	P	BRDG	2033																185	150,000		150,000		150,000		
Perry	8	17	0	99893	Sunbury Path Bridge	C	BRDG	2033																581	723,000		723,000		723,000	1/1/2034 E	
Perry	8	17	0	99969	PA 17 ovr Trib Panther Ck	P	BRDG	2033																581	150,000		150,000		150,000		
Perry	8	17	0	100281	Tuscarora Path over Pnthr	P	BRDG	2033																185	150,000		150,000		150,000		
Perry	8	17	0	100281	Tuscarora Path over Pnthr	C	BRDG	2033																581	161,000		161,000		161,000	1/1/2034 E	
Perry	8	17	0	100285	Sunbury St over Susq Trib	P	BRDG	2033																185	150,000		150,000		150,000		
Perry	8	17	0	100285	Sunbury St over Susq Trib	C	BRDG	2033																185	350,000		350,000		350,000	1/1/2034 E	
Perry	8	17	019	90706	Raccoon Valley Rd ov Trib to Raccoon Ck	F	BRDG	2025				185	100,000		100,000														100,000		
Perry	8	17	019	90706	Raccoon Valley Rd ov Trib to Raccoon Ck	C	BRDG	2027				185	300,000		300,000														300,000	1/1/2027 E	
Perry	8	17	020	87485	PA 17 BR over Raccoon Crk	F	BRDG	2033				185	100,000		100,000									185	75,000		75,000		175,000		
Perry	8	17	020	87485	PA 17 BR over Raccoon Crk	C	BRDG	2030										185	841,770		841,770								841,770	1/1/2029 E	
Perry	8	22	101	117225	US 22 ov Cocolamus Cr	F	BRDG	2025				185	250,000		250,000														250,000		
Perry	8	22	101	117225	US 22 ov Cocolamus Cr	C	BRDG	2029				185	1,581,739		1,581,739														1,581,739	1/1/2027 E	
Perry	8	22	101	117225	US 22 ov Cocolamus Cr	C	BRDG	2029				581	3,141,190		3,141,190			581	1,796,597		1,796,597								4,937,787	1/1/2027 E	
Perry	8	34	0	90709	Spring Road Bridge 2	P	BRDG	2033																185	142,750		142,750		142,750		
Perry	8	34	0	90709	Spring Road Bridge 2	C	BRDG	2033																185	300,000		300,000		300,000	1/1/2034 E	
Perry	8	34	044	100011	Shermansdale Park-n-Ride	+C	HCON	2033													STU	954,810						954,810	954,810	1/1/2034 E	
Perry	8	34	059	90708	Spring Road Bridge 1	C	BRDG	2026				185	1,663,491		1,663,491														1,663,491	2/19/2026 E	
Perry	8	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	SAMI	2028	STP	2,152,616					2,152,616														2,152,616	2/19/2026 E	
Perry	8	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	SAMI	2028	HSIP	3,049,237					3,049,237														3,049,237	2/19/2026 E	
Perry	8	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	HCON	2030								STP	6,527,215												6,527,215	2/19/2026 E	
Perry	8	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	HRST	2026	HSIP	496,880					496,880														496,880	2/19/2026 E	
Perry	8	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	HCON	2030								HSIP	7,145,189												7,145,189	2/19/2026 E	
Perry	8	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	HRST	2026	STP	1,634,683					1,634,683														1,634,683	2/19/2026 E	
Perry	8	34	067	20579	PA 34 over Little Buffalo	F	BRDG	2025				185	100,000		100,000														100,000		
Perry	8	34	067	20579	PA 34 over Little Buffalo	+C	BRDG	2027	STP	440,551					440,551														440,551	1/1/2026 E	
Perry	8	34	067	20579	PA 34 over Little Buffalo	+C	BRDG	2027	BRIP	3,124,073					3,124,073														3,124,073	1/1/2026 E	
Perry	8	34	069	117545	PA 34 over Juniata River	F	BRDG	2028				581	550,000		550,000														550,000		
Perry	8	34	069	117545	PA 34 over Juniata River	C	BRDG	2031										185	13,767,208		13,767,208								13,767,208	1/1/2029 E	
Perry	8	74	0	90711	Waggoners Gap Rd Bridge	P	BRDG	2033																185	150,000		150,000		150,000		
Perry	8	74	0	90711	Waggoners Gap Rd Bridge	C	BRDG	2033																185	808,750		808,750		808,750	1/1/2034 E	
Perry	8	74	0	99896	Green Valley Run 1 Bridge	P	BRDG	2033																185	150,000		150,000		150,000		
Perry	8	74	0	99896	Green Valley Run 1 Bridge	C	BRDG	2033																185	722,250		722,250		722,250	1/1/2034 E	
Perry	8	74	0	99959	Tuscarora Road Bridge	P	BRDG	2033																581	150,000		150,000		150,000		
Perry	8	74	0	99959	Tuscarora Road Bridge	C	BRDG	2033																581	803,000		803,000		803,000	1/1/2034 E	
Perry	8	74	0	100300	Waggoners Gap Rd over McC	P	BRDG	2033																185	150,000		150,000		150,000		
Perry	8	74	0	100300	Waggoners Gap Rd over McC	C	BRDG	2033																185	750,000		750,000		750,000	1/1/2034 E	
Perry	8	74	0	101094	Waggoners Gap Rd ov GV 2	P	BRDG	2033																185	150,000		150,000		150,000		
Perry	8	104	0	87466	PA 104 Bridge	P	BRDG	2033																185	214,000		214,000		214,000		
Perry	8	233	0	99976	Greenpark Road Bridge	P	BRDG	2033																185	150,000		150,000		150,000		
Perry	8	233	022	108605	Scheaffers Valley Rd Resf	+C	HRST	2025	STP	4,752,832					4,752,832														4,752,832	1/16/2025 E	
Perry	8	274	0	87478	PA 274 Bridge # 1	P	BRDG	2033																185	214,000		214,000		214,000		
Perry	8	274	0	87478	PA 274 Bridge # 1	C	BRDG	2033																185	850,750		850,750		850,750	1/1/2034 E	
Perry	8	274	0	87488	PA 274 Bridge # 2	P	BRDG	2033																185	286,000		286,000		286,000		
Perry	8	2																													

Harrisburg

Project Information										First Four Years					Second Four Years					Third Four Years					Totals		^Milestones			
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year		Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones	
Perry	8	274	0	99979	Spring Run Bridge	C	BRDG	2033																185	882,750		882,750	882,750	1/1/2034 E	
Perry	8	274	0	100359	Shermans Val Rd ov Mo Cr	+P	BRDG	2033															BRIP	150,000			150,000	150,000		
Perry	8	274	0	100359	Shermans Val Rd ov Mo Cr	C	BRDG	2033															BRIP	350,000			350,000	350,000	1/1/2034 E	
Perry	8	274	0	101102	Shermans Valley Rd ov Rac	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	274	0	101102	Shermans Valley Rd ov Rac	C	BRDG	2033																185	722,250		722,250	722,250	1/1/2034 E	
Perry	8	274	030	113299	Big Spring Road Resurface 2	C	HCON	2026				581	1,331,028		1,331,028														1,331,028	12/12/2024 E
Perry	8	274	030	113299	Big Spring Road Resurface 2	C	HRST	2025				581	1,000,000		1,000,000														1,000,000	12/12/2024 E
Perry	8	849	0	99898	Horting Run Bridge	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	849	0	99898	Horting Run Bridge	C	BRDG	2033																185	722,250		722,250	722,250	1/1/2034 E	
Perry	8	849	0	100360	Newport Road over Susqueh	P	BRDG	2033																581	150,000		150,000	150,000		
Perry	8	849	0	100360	Newport Road over Susqueh	+C	BRDG	2033															STU	1,076,000			1,076,000	1,076,000	1/1/2034 E	
Perry	8	849	0	105347	Creek Road Resurface	C	HRST	2033															STP	2,058,888	581	514,722	2,573,610	2,573,610	1/1/2034 E	
Perry	8	849	0	119313	Sidewalks and Curbs Reconstruction Phase 2	+C	TENH	2025		STU	520,000				520,000														520,000	
Perry	8	850	0	99947	Fort Robinson Road Bridge	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	850	0	99947	Fort Robinson Road Bridge	C	BRDG	2033																185	722,250		722,250	722,250	1/1/2034 E	
Perry	8	850	0	101096	Fort Robinson Rd ov Trib	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	850	0	101104	Landisburg Rd ov BakeTrib	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	850	0	101104	Landisburg Rd ov BakeTrib	C	BRDG	2033																185	722,250		722,250	722,250	1/1/2034 E	
Perry	8	850	0	101131	Landisburg Rd ov Baker Cr	+P	BRDG	2033															BRIP	150,000			150,000	150,000		
Perry	8	1007	0	87476	Saint Samuel Bridge	P	BRDG	2033																185	214,000		214,000	214,000		
Perry	8	1007	0	87476	Saint Samuel Bridge	C	BRDG	2033																185	800,250		800,250	800,250	1/1/2034 E	
Perry	8	1007	0	100364	St Samuels Rd over Trib	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	1007	0	100364	St Samuels Rd over Trib	C	BRDG	2033																185	500,000		500,000	500,000	1/1/2034 E	
Perry	8	1008	004	100368	Pfoutz Valley Rd ov Cocolamus Ck	+F	BRDG	2025		BOF	100,000				100,000														100,000	
Perry	8	1008	004	100368	Pfoutz Valley Rd ov Cocolamus Ck	+C	BRDG	2026		STP	753,641				753,641														753,641	1/1/2026 E
Perry	8	1010	0	101126	Perry Valley Rd ov Wild C	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	1010	0	101126	Perry Valley Rd ov Wild C	C	BRDG	2033																185	802,500		802,500	802,500	1/1/2034 E	
Perry	8	1010	0	101138	Perry Valley Rd over Trib	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	1012	0	90718	Old Ferry Road Bridge	P	BRDG	2033																185	214,000		214,000	214,000		
Perry	8	1012	0	90718	Old Ferry Road Bridge	+C	BRDG	2033															NHPP	175,500			175,500	175,500	1/1/2034 E	
Perry	8	1015	0	90720	Juniata Parkway Bridge 2	P	BRDG	2033																185	214,000		214,000	214,000		
Perry	8	1015	0	90720	Juniata Parkway Bridge 2	+C	BRDG	2033															NHPP	175,500			175,500	175,500	1/1/2034 E	
Perry	8	1015	0	101111	Juniata Parkway ov Trib 1	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	1015	0	101111	Juniata Parkway ov Trib 1	C	BRDG	2033																185	722,250		722,250	722,250	1/1/2034 E	
Perry	8	1015	009	20576	Juniata Parkway ov Cocolamus Ck	+F	BRDG	2025		BOF	150,000				150,000														150,000	
Perry	8	1015	009	20576	Juniata Parkway ov Cocolamus Ck	+C	BRDG	2026		BOF	1,764,573				1,764,573														1,764,573	1/1/2026 E
Perry	8	1015	020	87479	Juniata Parkway over Tributary to Juniata Rvr	F	BRDG	2028				185	100,000		100,000														100,000	
Perry	8	1015	020	87479	Juniata Parkway over Tributary to Juniata Rvr	C	BRDG	2030										185	708,139									708,139	1/1/2029 E	
Perry	8	1015	021	90332	Juniata Py ov Trib to Juniata Rvr	F	BRDG	2025				185	100,000		100,000														100,000	
Perry	8	1015	021	90332	Juniata Py ov Trib to Juniata Rvr	C	BRDG	2029										185	1,558,064									1,558,064	1/1/2029 E	
Perry	8	1015	022	90907	Juniata Pkwy ov Trb Juniata River	F	BRDG	2025				185	100,000		100,000														100,000	
Perry	8	1015	022	90907	Juniata Pkwy ov Trb Juniata River	C	BRDG	2026				581	235,000		235,000														235,000	1/1/2026 E
Perry	8	1015	023	117251	Juniata over Howe Run	F	BRDG	2025				185	100,000		100,000														100,000	
Perry	8	1015	023	117251	Juniata over Howe Run	C	BRDG	2026				185	210,896		210,896														210,896	1/1/2026 E
Perry	8	1016	0	101116	Cherry Rd ov Hunters Run	+P	BRDG	2033															BOF	150,000			150,000	150,000		
Perry	8	1016	0	101116	Cherry Rd ov Hunters Run	+C	BRDG	2033															BOF	345,300			345,300	345,300	1/1/2034 E	
Perry	8	1018	0	101121	Bucks Valley Road over Ho	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	1018	0	101121	Bucks Valley Road over Ho	C	BRDG	2033																185	722,250		722,250	722,250	1/1/2034 E	
Perry	8	1019	0	100377	Chicken Hollow Rd over Tr	P	BRDG	2033																185	150,000		150,000	150,000		
Perry	8	1019	0	100377	Chicken Hollow Rd over Tr	C	BRDG	2033																185	300,000		300,000	300,000	1/1/2034 E	
Perry	8	2005	012	79072	Paradise Road Bridge	P	BRDG	2033																185	300,000		300,000	300,000		
Perry	8	2005	012	79072	Paradise Road Bridge	+C	BRDG	2033															BOF	1,762,240			1,762,240	1,762,240	1/1/2033 E	
Perry	8	3001	055	20578	Center Road Bridge	+P	BRDG	2033															BOF	214,000			214,000	214,000		
Perry	8	3001	055	20578	Center Road Bridge	+C	BRDG	2033															BOF	492,735			492,735	492,735	1/1/2034 E	
Perry	8	3002	021	117252	Horse Val Rd ov Horse Val Run	F	BRDG	2025				185	100,000		100,000														100,000	
Perry	8	3002	021	117252	Horse Val Rd ov Horse Val Run	C	BRDG	2025				185	1,229,318		1,229,318														1,229,318	1/1/2026 E
Perry	8	3006	0	100421	Manassas Rd over Shermans	P	BRDG	2033																581	150,000		150,000	150,000		
Perry	8	3008	0	100429	Couchtown Rd over ShmTrib	P	BRDG	2033																581	150,000		150,000	150,000		

* Includes Conversion Amount

+ Indicates phase qualifies for TOLL funds

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

Harrisburg

Project Information									First Four Years					Second Four Years					Third Four Years					Totals		^Milestones		
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Perry	8	3011	0	81012	Weavers Mill Road Bridge	+P	BRDG	2033													BOF	378,250				378,250	378,250	
Perry	8	3011	0	81012	Weavers Mill Road Bridge	+C	BRDG	2033													BOF	2,043,000				2,043,000	2,043,000	1/1/2034 E
Perry	8	3016	0	91396	Pisgah State Road Bridge	+C	BRDG	2033													BOF	491,592				491,592	491,592	1/1/2034 E
Perry	8	3016	011	87490	Pisgah State Rd ov Trib to Shermans Ck	F	BRDG	2025			185	100,000		100,000													100,000	
Perry	8	3016	011	87490	Pisgah State Rd ov Trib to Shermans Ck	+C	BRDG	2033													BOF	410,400				410,400	410,400	1/1/2034 E
Perry	8	4002	015	91402	Liberty Valley Road BR	P	BRDG	2033															185	200,000		200,000	200,000	
Perry	8	4002	015	91402	Liberty Valley Road BR	+C	BRDG	2033													STP	266,750				266,750	266,750	1/1/2034 E
Perry	8	4004	0	100444	Cherry Valley Rd over Trb	P	BRDG	2033															581	150,000		150,000	150,000	
Perry	8	4005	014	91397	Cold Storage Rd ov Little Buffalo Ck	F	BRDG	2025	BOF	100,000				100,000													100,000	
Perry	8	4005	014	91397	Cold Storage Rd ov Little Buffalo Ck	+C	BRDG	2029							BOF	1,113,528				1,113,528							1,113,528	1/1/2029 E
Perry	8	4007	018	100456	Stone Arch Rd over Trib	+F	BRDG	2025	BOF	100,000				100,000													100,000	
Perry	8	4007	018	100456	Stone Arch Rd over Trib	+C	BRDG	2026	BOF	500,000				500,000													500,000	1/1/2026 E
Perry	8	4008	023	63084	Middle Ridge Road ov Big Buffalo Ck	F	BRDG	2028			185	165,000		165,000													165,000	
Perry	8	4008	023	63084	Middle Ridge Road ov Big Buffalo Ck	+C	BRDG	2030							BOF	5,118,499				5,118,499							5,118,499	1/1/2029 E
Perry	8	4008	032	115794	Market Street Improvements (Newport)	C	TENH	2025	STU	230,485			101,371	331,856													331,856	11/6/2025 E
Perry	8	4010	014	100476	Little Buffalo Rd ov L 2	P	BRDG	2033															581	150,000		150,000	150,000	
Perry	8	7210	BRG	106558	Center Rd Bridge T-403	C	BRDG	2025	BOF	760,000	183	142,500	47,500	950,000													950,000	1/1/2025 E
Perry	8	7211	0	119311	Perry County Covered Bridge	+P	BRDG	2025	STU	237,600				237,600													237,600	
Perry	8	7211	0	119311	Perry County Covered Bridge	+F	BRDG	2025	STU	126,720				126,720													126,720	
Perry	8	7211	0	119311	Perry County Covered Bridge	+C	BRDG	2026	STU	1,542,204				1,542,204													1,542,204	
Perry	8	7219	0	117160	HATS Local Bridge Bundle	C	BRDG	2033													BOF	2,400,000	183	450,000	150,000	3,000,000	3,000,000	
Perry	8	7219	0	120273	Perry County Bridge Bundle	F	BRDG	2025	BOF	558,400	183	104,700	34,900	698,000													698,000	
Perry	8	7219	0	120273	Perry County Bridge Bundle	C	BRDG	2029	BOF	3,247,440	183	608,895	202,965	4,059,300	BOF	1,082,483	183	202,966	67,655	1,353,104							5,412,404	
Totals for: Perry										27,581,087		30,982,380	386,736	58,950,203		20,986,914		32,009,195	67,655	53,063,764		18,115,384		32,009,195	150,000	50,274,579	156,938,973	
Overall Totals:										274,926,243		113,829,380	386,736	389,142,359		124,895,701		85,638,182	748,842	211,282,725		185,019,110		87,690,251	150,000	272,859,361	874,007,292	

* Includes Conversion Amount

+ Indicates phase qualifies for TOLL funds

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

MEMORANDUM OF UNDERSTANDING (MOU)

MPO Boundaries and Coordination of Transportation Planning and Programming between Harrisburg Area Transportation Study (HATS) and York Area Metropolitan Planning Organization (YAMPO)

Background and Purpose

- A. The Year 2020 Census-defined Urbanized Area (UA) for Harrisburg extends into York County, as shown on the attached map. Federal statute requires Metropolitan Planning Organizations (MPOs) or coverage by adjacent MPOs where there is a UA.
- B. By virtue of the UA populations, HATS and YAMPO are Transportation Management Areas (TMAs). With TMA status comes additional planning requirements and Surface Transportation Urban (STU) funding based on the UA population.
- C. The Harrisburg Area (composed of Cumberland, Dauphin, and Perry counties) and York County MPO boundaries have coincided with their common county boundaries.
- D. The purpose of this MOU is to establish the MPO boundaries and transportation planning and programming responsibilities as they relate to the portions of the Harrisburg UA that extend into York County.

General

- A. We agree to carry out the transportation planning and programming processes in a cooperative and coordinated fashion and compliance with federal planning regulations, including quadrennial certification reviews by USDOT.
- B. Staff from both MPOs will communicate regularly, share information, and meet as needed to achieve the needed level of cooperation and coordination.
- C. This agreement will be reviewed when either one of the entities identifies the need for a review, but no later than 2033 or when the 2030 UAs are defined.

Specific

- A. The MPO boundary between HATS and YAMPO will remain at the Cumberland and York County boundary.
- B. YAMPO will assume primary planning and programming responsibility for the portion of the Harrisburg UA in York County, including:
 - UPWP development and accomplishment
 - Update of the Long Range Transportation Plan/Metropolitan Transportation Plan
 - Biennial update of the Transportation Improvement Program
 - Traffic and HPMS data collection
 - Travel demand modeling (external station traffic volume projections should be coordinated and reasonably consistent where there are common external stations)
 - Air quality modeling
 - Special and corridor studies
 - CMP planning and implementation
 - Highway functional class updates

- C. Long Range Transportation Plans/Metropolitan Transportation Plans and Transportation Improvements Programs will continue to be developed for the respective MPOs.
- D. To help ensure the continuity of federal funds and help support project delivery, both HATS and YAMPO agree to abide by the methodology and process used to allocate federal funds to the respective MPOs. The federal and state formulas will continue to follow county boundaries, not the Urbanized Area Boundary. STU funds will be divided between the York MPO and Harrisburg MPO based on the percentage of the Harrisburg UA population within York County and the entire Harrisburg UA population. YAMPO shall use such funds for projects in the Harrisburg UA area of York County.

Adopted by the York Area Metropolitan Planning Organization this ____ day of _____, 202__.

Adopted by the Harrisburg Area Transportation Study this ____ day of _____, 202__.

Richard Reisinger, PE
Chair, YAMPO Coordinating Committee

Jeff Haste
Chair, HATS Coordinating Committee

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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Harrisburg Area Transportation Study
Work Program - FY 2024-2025

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	5/25/2021	5/25/2025
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	annually	2/25/2023	2/23/2024
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	9/27/2025
Public Participation Plan (including Limited English Proficiency)	As needed	9/24/2021	9/27/2025
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;
- (6) Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;

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- (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.
- (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

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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.

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. 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/mporesources>).

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 does not have a formal Title VI Program document per the FTA Circular 4702.1B requirements. HATS must submit 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.
- (3) **Public Participation & Outreach**
Engage in consultation with the Tribes whenever conducting public outreach, and develop an internal process to track progress on improving public 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

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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, HATS staff gathered input for the work program from 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 current program provided and suggest any additional regional planning initiatives that may address emerging and/or localized issues. From this input, a preliminary draft was provided in December to the HATS Technical and Coordinating Committees for their feedback and ultimate authorization to provide the draft UPWP to FHWA for review and comment in October. Comments from the FHWA review were then integrated into a final draft 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.

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- (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/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.

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 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 Plan will be maintained in the workplace

Partnering Agencies:

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

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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 Amish and Plain Sect communities in the region and tribal contacts. 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
- 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
- Update and maintenance of a Title VI program plan document to ensure non-discriminatory procedures are implemented (including age and disability)
- 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

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

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B. Congestion Management Process

The regional congestion management process (CMP) plan will be updated in 2024, 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, IIJA 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 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,

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incorporate public safety considerations into the Safe Streets For All Qualified Safety Plan, and any planning requirements of IJA 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
- 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

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- 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 design and construction 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/rabbittransit (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 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 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

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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 IIJA 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

Partnering Agencies:

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

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- 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, 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

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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.

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

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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.
- 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 tracking table through ongoing outreach efforts 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 recommendations for functional classification revisions to the PennDOT/FHWA based on 2020 Census data by April 2024
- 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.
- 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.

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- 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/rabbitransit (SRTA)
- Freight stakeholder group
- Emergency responders
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Federal Transit Administration
- 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. The HATS TIP will be consistent with the requirements of federal legislation including IJJA, 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 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 congestion relief and 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

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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

2024 HATS Meeting Schedule

All meetings will be held at 9:00am at the
Tri-County Regional Planning Commission Offices,
112 Market Street, 2nd Floor, Harrisburg
(also available virtually through Zoom)

	<u>Technical Committee</u> (2 nd Friday)	<u>Coordinating Committee</u> (4 th Friday)	<u>Tentative Agenda Items</u> (in addition to TIP amendments)
February	9	23	2023 Annual Report; 2023 Obligation Report; PM1 target setting; draft FFY 2025-2028 TIP
April	12	26	HATS Regional Active Transportation Plan; draft FFY 2025-2028 TIP AQ Conformity; RTP update
June	14	28	HATS Regional Safety Plan; FFY 2025-2028 TIP Adoption
September	13	27	HATS RTP Implementation Grant Projects
December	06*	20*	2045 HATS Regional Transportation Plan

HATS is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. All locations for meetings open to the public will be accessible to persons with disabilities and reachable by public transit. With advance notification, accommodations may be provided for those with special needs related to language, speech, sight, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact Tri-County Regional Planning Commission, 717-234-2639 or planning@tcrpc-pa.org.