HARRISBURG AREA TRANSPORTATION STUDY

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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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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 <u>interactive TIP modifications web map application</u>.

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 <u>Andrew Bomberger</u> 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 <u>Steve Deck.</u>

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.



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	 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	 Alternative 1 elements Road reconfiguration of the Market Street bridge 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	 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.

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

- Program then Increase to the estimate. The is an early action bridge preservation project
- o 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
 - o The current estimated let date is December 12, 2024
- Market Street Bridge East (MPMS 93177)
 - o Cashflow funds from 2024 to 2025 and 2028 to better utilize the funding
 - o Current estimated let date is December 12, 2024
- US 322 & Chambers Hill Road (MPMS 118027)
 - o Cashflow funds from 2024 to 2025 to better utilize the funding
 - o 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)
 - o Current let date is January 16, 2025
- Elizabeth Road Resurfacing (MPMS 113283)
 - o 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)
 - o 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
 - o 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
- o 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
- o 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
 - O 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
- o 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.
- o Funds pulled from several deobligated funding sources

Mr. Bomberger discussed the memo prepared by HATS staff and included int eh 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
 - o 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.
- o 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.

SRTP

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

HATS 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
 - o 38 increased funding
 - o 5 decreased funding
 - o 6 cash-flowed funds
 - o 5 adding phase
 - o 3 changing funding source
 - o 62 line items
 - o 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.
 - o 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).
 - o 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
 - O 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
 - o 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
 - o 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
 - o 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.
 - o 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
 - o 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 30day 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
 - o 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
- o Surveys and traffic analysis is complete.
- o 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)

- O 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.
- o 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.
 - o 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
 - o 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)
 - o 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.
 - o 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
 - o <9,400 Trips

- o <140.000 Miles Not Driven
- o ~\$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	141111111111111111111111111111111111111
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

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Adr	inistrative Modifications	s - High	wav		Func		HATS	FFY 2023			FFY 2024		Informed Tech	FFY 2025	tee: 12/1/2		FFY 2026		<u> </u>	FFY 2027-2030)	1
	Project Title	MPMS	T	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Big Spring Road Resurface			Before		581																Programming the preliminary engineering phase of Big Spring Road Resurface 2 to match the most recent estimate. This project
1	274/030	113299	PE	Adjust		581		50,000														consists of a resurface on PA 274 from Shearer Dug Trail to SR 3001(Center Square Road) in Toboyne Township, Perry County.
	Perry			After		581		50,000														The current estimated let date is in 2025.
	Highway Reserve Line Item			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									
		88061	CON	Adjust	NHPP	581		-50,000														
2		88001	CON	Adjust	STP																	
				After	NHPP	581		21,054		3,312,080	100,000		2,598,385	1,450,796								
	Dauphin			After	STP					799,075			710,476									
			l									Г				I		I	ı			Increasing the construction phase of I-81/I-83
	I-81/I-83 Noise Walls			Before	NHPP																	Noise Walls by \$73,621 for sound wall
				Before	STP																	repairs. Install Noise Walls along Interstate 81/83 NB merge to Mountain Road in Lower
3	81/WAL	105864	CON	Adjust	NHPP					27,767												Paxton Township, Dauphin County. This
				Adjust	STP		45,854															project was let on July 23, 2020.
				After	NHPP																	
	Dauphin			After	STP					27,767												
	PA-283/I-76 Interchange			Before	STP		42,184															This is a deobligated funding source
4	283/008	84548	CON	Adjust	STP		-42,184															
	Dauphin			After	STP																	
	Creek Road Bridge-C			Before	STP		3,670															This is a deobligated funding source
5	2033/009	87413	CON	Adjust	STP		-3,670															
	Cumberland			After	STP		- ,															
	Highway Reserve Line Item			Before	NHPP	581		21,054		3,312,080	100,000		2,598,385	1,450,796								This is a reserve line item.
	nem			Before	STP			21,001		799,075			710,476	1,100,770								1
				Adjust	NHPP	581				-27,767			,									
6		88061	CON	Adjust	STP					27,707												
				After	NHPP	581		21,054		3,284,313	100,000		2,598,385	1,450,796								1
	Dauphin			After	STP			21,007		799,075			710,476	1,750,770								

Administrative Modification	s - High	way		Fun	nds		FFY 2023]	FFY 2024			FFY 2025			FFY 2026		I	FFY 2027-2030)	
Item Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
US-11 NB over Conodoguinet			Before		185					2 004 070			2 250 000								Cashflowing the construction phase of US-11 NB over Conodoguinet to better utilize the
Conodogumet			Before		581					2,094,879			3,250,000								funds. This project consists of a bridge
11/11/2										193,344											rehabilitation on US Route 11 over Conodoguinet Creek in Wormleysburg
7	99678	CON	Adjust		185																Borough and East Pennsboro Township, Cumberland County. The current estimated
			Adjust		581					-193,344			193,344								let date is July 11, 2024.
			After		185																
Cumberland			After		581					2,094,879			3,250,000]
Highway Reserve Line			Before	NHPP	581																This is a reserve line item.
Item			D.C.				21,054		3,284,313	100,000		2,598,385	1,450,796								1
			Before	STP					799,075			710,476									
8	88061	CON	Adjust	NHPP	581					193,344			-193,344								
			Adjust	STP																	
			After	NHPP	581		21,054		3,284,313	293,344		2,598,385	1,257,452								
Dauphin			After	STP			21,031			273,311			1,237,132								1
									799,075			710,476									
Millersburg North Resurf			Before		581																Programing the preliminary engineering phase of Millersburg North Resurf for
																			6,593,376	;	subsurface utility engineering. This project consists of the resurfacing of PA 147 (Peters
147/025	100190	PE	Adjust		581					227.471									2 000 000		Mountain Road) from the Black Shoulder Lane to Tarry Hill Road in Halifax
	100170	I L								237,471									2,000,000	1	Township, Millersburg Borough and Upper
Dauphin			After		581																Paxton Township, Dauphin County. The current estimated let date is February 1, 2024.
										237,471									8,593,376	i	
Highway Reserve Line			Before	NHPP	581																This is a reserve line item.
Item							21,054		3,284,313	293,344		2,598,385	1,257,452						4,916,624		-
			Before	STP					799,075			710,476									
			Adjust	NHPP	581																
10	88061	CON								-237,471									-2,000,000)	-
			Adjust	STP																	
			After	NHPP	581]
							21,054		3,284,313	55,873		2,598,385	1,257,452						2,916,624		-
Dauphin			After	STP					799,075			710,476									
	•		-			_	•		-		-				-	•	-		•	•	

The project Fifty Property	Adr	ninistrative Modification	s - High	way		Fun	ıds		FFY 2023]	FFY 2024]	FFY 2025			FFY 2026		F	FY 2027-2030		
18 1 con	Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
1.075		US 11 over Burd Run			Before	BRIP		250,000															
Combetical Combetical Combeting Co	11	11/128	117464	PE	Adjust	BRIP					200,000												bridge rehabilitation/replacement on US 11 over Burd Run in Shippensburg Township,
No. Section Section		Cumberland			After	BRIP																	
March Marc		HATC Duides Deserve						250,000			200,000												This is a reserve line item
Part					Before	BOF											1,000						
Tought 1					Before	BRIP					1,669,937						3,000						
Clark Fery Bedge PN Fer Mark Ferry Bedge PN Fer Mark Fe					Adjust	BOF					, ,						,						
Displain Fig. Fig	12		84324	CON	Adjust	BRIP					200,000												
Daughin Daug					After	BOF					-200,000												
Clark Ferry Bridge PV Clark Ferry Bridge PV Ferry Bridge PV		Dauphin			After	BRIP																	
Left		•									1,469,937						3,000						
Part		Clarks Ferry Bridge PM			Before	BRIP	185								441,210		3,403,000	1,471,303		13,579,354	4,046,227		Cashflowing the construction phase of Clarks
Part					Before	NHPP								1,764,839						1,750,191			2025 to 2030, to better align with the let date.
1 1 22/059 1 22/059 27/05					Before	STP																	This project consists of a bridge preservation (Clarks Ferry Bridge) on US Route 22 over
1					Before	STU														855,165			the Susquehanna River in Reed Township,
13 22/059 27/05					Adjust	BRIP	185								-441,210					1,764,839	441,210		
Adjust STU	13	22/059	93178	CON	Adjust									-1,764,839									
Marcol M																							
Dauphin							105																
Dauphin Dauphin Dauphin Dauphin Dauphin Abe STP SI ST ST ST ST ST ST ST							185										3,403,000	1,471,303			4,487,437		
Dauphin Daup																				1,750,191			
Highway Reserve Line Item Highway Reserve Line Item Rate		Daunhin																		055 175			
Herr Rem Rem		Highway Reserve Line					581													855,105			This is a reserve line item.
HATS Bridge Reserve Line Item Hats Bridge Reserve Line Ite		Item							21,054			55,873			1,450,796								
Adjust STP					Adjust	NHPP	581				799,073												
Dauphin	14		88061	CON	Adjust	STP								1,/64,839									
Dauphin					After	NHPP	581		21.054		3 284 313	55 873		A 150 810	1 450 796								
HATS Bridge Reserve Line Item HATS Bridge Reserve Line Item Before BOF 185		Dauphin			After	STP			21,034			33,073			1,430,790								
Before BRIP 3,000 12,839,102 Adjust BOF 185 441,210 Adjust PRIP PRIP PRIP PRIP PRIP PRIP PRIP PRI					Before	BOF	185				177,013	1 214 218		710,170	3 199 149		1 000			10 001 494	4 660 160		This is a reserve line item.
15 Adjust BOF 185 441,210 441,210 441,210		Line item			Before	BRIP						1,214,210			3,177,147						4,000,100		
13 84324 CON Adjust DRID	1.5		0.422.4	COM	Adjust	BOF	185								441,210					,,	-441,210		
	15		84324	CON	Adjust	BRIP									, -					-1,764,839	,		
After BOF 185 1,214,218 3,640,359 1,000 10,001,494 4,218,950					After	BOF	185					1,214,218			3,640,359		1,000			10,001,494	4,218,950		
Dauphin After BRIP 11,074,263		Dauphin			After	BRIP											3,000			11,074,263			

Adı	ministrative Modification	s - High	way		Fun	ıds		FFY 2023]	FFY 2024]	FFY 2025			FFY 2026]	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Meck's Corner Intersection			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
16	34/048	106551	CON	Adjust	STP								-992,727									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
	Perry			After	STP								100,000									Townships, Perry County.
	Highway Reserve Line Item			Before	NHPP	581		21,054		3,284,313	55,873		4,159,819	1,450,796								This is a reserve line item.
				Before	STP					799,075			710,476									
17		88061	CON	Adjust	NHPP	581																
				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									
	Sycamore/Paxton			Before	NHPP																	Increasing the construction phase of Sycamore/Paxton Intersection Imp to match
	Intersection Imp			Before	HVRU					1,105,000												the most recent estimate. This project may consist of implementing recommendations
18	3010/014	113384	CON	Adjust	NHPP					-,,			970,192									from the Paxton Street Road Safety Audits (RSA), which may include a realignment of Sycamore Street and Paxton Street or low
				Adjust																		cost safety improvements at the intersection of Paxton St (3010) and Sycamore St (SR 441) in the City of Harrisburg and Swatara
	Dauphin			After	NHPP HVRU								970,192									Township, Dauphin County. The current estimated let date is September 12, 2024.
	Highway Reserve Line Item			Before	NHPP	581		21,054		1,105,000 3,284,313	55,873		4,159,819	1,450,796								This is a reserve line item.
				Before	STP			21,001		799,075	33,073		1,703,203	1,100,770								
19		88061	CON	Adjust	NHPP	581							-970,192									
				Adjust After	STP NHPP	581																
	Dauphin			After	STP	501		21,054		3,284,313 799,075	55,873		3,189,627 1,703,203	1,450,796								-
						1				177,013			1,703,203				ı					

Adı	ministrative Modifications	s - High	way		Fund	ds		FFY 2023			FFY 2024			FFY 2025			FFY 2026]	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	PA 34 over Little Buffalo			Before	BRIP		150,000															Increasing preliminary engineering phase of PA 34 over Little Buffalo to match the most
				Before	STP																	recent estimate. This project may consist of a bridge rehabilitation/replacement on PA 34 over Little Buffalo Creek in Newport Boro,
20	34/067	20579	PE	Adjust	BRIP																	Perry County. The current estimated let date is in 2026.
		20379	12	Adjust	STP					466,600												
				After	BRIP		150,000															
	Perry			After	STP					466,600												
	Highway Reserve Line Item			Before	NHPP	581		21,054		3,284,313	55,873		3,189,627	1,450,796								This is a reserve line item.
				Before	STP					799,075			1,703,203									
21		88061	CON	Adjust	NHPP	581																_
				Adjust	STP					-466,600												_
				After	NHPP	581		21,054		3,284,313	55,873		3,189,627	1,450,796								
	Dauphin			After	STP					332,475			1,703,203									
	PA 850 over Trib Shermans			Before		581																Programming the right-of-way phase of PA 850 over Trib Shermans to match the most
22	850/015	101108	ROW	Adjust		581																recent estimate. This project consists of a bridge replacement on PA 850 over Tributary to Sherman's Creek in Carroll Township,
	Perry			After		581		11,800														Perry County. The current estimated let date is July 11, 2024.
	Highway Reserve Line			Before	NHPP	581		11,800														This is a reserve line item.
	Item			Before	STP			21,054		3,284,313			3,189,627	1,450,796								
				Adjust	NHPP	581				332,475			1,703,203									
23		88061	CON	Adjust	STP			-11,800														-
				After	NHPP	581		9,254		3,284,313	55,873		3,189,627	1,450,796								
	Dauphin			After	STP			9,234		332,475	-		1,703,203	1,430,790								
										332,473			1,703,203			l	·					
	Carlisle Connectivity RTP			Before	STU																	Programming the local funds for the construction phase of Carlisle Connectivity project. This project consists of the
24	11/127	115783	CON	Adjust	STU		1,000,000															reconstruction/realignment/installation of a roundabout at the intersection of N. Hanover St, Eastand West Penn St and Fairground Ave
									250,000													and a realignment of the intersection of Carlisle Springs Rd and N. Hanover St. The
	Cumberland			After	STU		1,000,000		250,000													current estimated let date is October 19, 2023.

Adı	ministrative Modification	s - High	way		Fun	ıds		FFY 2023			FFY 2024			FFY 2025			FFY 2026		I	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	PA 850 over Trib Shermans			Before		185		145,802														Increasing the construction phase of PA 850 over Trib Shermans to match the most recent
	Shormans			Before		581		742,573														estimate. This project consists of a bridge
	850/015			Adjust		185		142,313														replacement on PA 34 (Spring Run Road) over Tributary to Spring Run in Middlesex
25		100080	CON	Adjust		581								705,375								Township, Cumberland County. The current estimated let date is December 14, 2023.
						185																·
				After				145,802						705,375								-
\vdash	Perry HATS Bridge Reserve			After		581		742,573														This is a reserve line item.
	Line Item			Before	BOF	185					1,214,218			3,640,359		1,000						This is a reserve line item.
				Before	BRIP											3,000						
26		84324	CON	Adjust	BOF	185								-705,375								
				Adjust	BRIP																	
				After	BOF	185					1,214,218			2,934,984		1,000						
	Dauphin			After	BRIP											3,000]
			ı			1 1				1			1	I				ı				
	Waggoners Gap Rd over Bak			Before		185					1,633,491											Increasing the construction phase of Waggoners Gap Rd over Bak to match the
	74/070			Adjust		185					1,033,131											most recent estimate. This project consists of a bridge replacement on PA 74 (Waggoners
27		100304	CON	J										324,213								Gap Road) over Baker Creek in Spring Township, Perry County. The current
	Perry			After		185																estimated let date is October 5, 2023.
L											1,633,491			324,213								
	HATS Bridge Reserve Line Item			Before	BOF	185					1,214,218			2,934,984		1,000						This is a reserve line item.
				Before	BRIP						1,21 ,,210			2,50 1,50 1		1,000						1
																3,000						
28		84324	CON	Adjust	BOF	185								-324,213								
20		07327	CON	Adjust	BRIP																	
				A D -	DOE	105																
				After	BOF	185					1,214,218			2,610,771		1,000						
	Dauphin			After	BRIP											3,000						
					1	1										. ,						

Adr	ninistrative Modifications	s - High	way		Fun	ds		FFY 2023			FFY 2024			FFY 2025			FFY 2026		I	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Capital Gateway			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
				Before	HSIP																	widening of sidewalks along the 100 block of Forster Street, widening sidewalks and crosswalks, installing ADA compliant bump
	3016/013			Adjust	HRVU																	outs and pedestrian and cyclist islands, and adding a sidewalk and additional landscaping
29		115784	CON	Adjust	HSIP						63,090			204,438								at intersections of Front and Forster Street & 2nd and Forster Street. Projects were identified in the Camp Hill to Capital
				After	HRVU						762,940											Corridor Safety Study, City of Harrisburg Vision Zero Action Plan, and Cross-River Connections Study. This is within the City of
	Dauphin			After	HSIP																	Harrisburg, Dauphin County. The current estimated let date is scheduled on January 25, 2024.
											63,090			204,438								This is a reserve line item.
	HSIP Reserve Line Item			Before	HSIP						63,090			445,544								This is a reserve time item.
30		88060	CON	Adjust	HSIP						-63,090			-204,438								
L	Dauphin			After	HSIP									241,106								
	Clarks Ferry Interim Repairs			Before		185		113,166			1,370,081											Decreasing the construction phase of Clarks Ferry Interim Repairs to match the most
				Before		581		193,648														recent estimate. This project consists of an early action bridge preservation on the Clarks
31	22/104	119484	CON	Adjust		185		173,046			-555,762											Ferry bridge Susquehanna River in Reed Township, in Dauphin County. This project consists of a bridge preservation (Clarks
				Adjust		581																Ferry Bridge) on US Route 22 over the Susquehanna River in Reed Township,
				After		185		113,166			814,319											Dauphin County. The current estimated let date is September 14, 2023.
	Dauphin			After		581		193,648														and is september 1 1, 20251
	HATS Bridge Reserve Line Item			Before	BOF	185					1,214,218			2,610,771		1,000						This is a reserve line item.
				Before	BRIP											3,000						
32		84324	CON	Adjust	BOF	185					555,762											
32		01321	2011	Adjust	BRIP																	
				After	BOF	185																
	Dauphin			After	BRIP						1,769,980			2,610,771		1,000						

Adı	ninistrative Modification	s - High	way		Fun	ds		FFY 2023			FFY 2024			FFY 2025			FFY 2026		I	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	I-81 Implementation			Before	STP	581	400,000	300,000														Decreasing the construction phase of I-81 Implementation. This a line item for
33	81/094	114201	CON	Adjust	STP	581	-400,000	-300,000					1,000									improvements identified in the I-81 Implementation Strategy.
	Dauphin			After	STP	581							1,000									implementation strategy.
	Highway Reserve Line Item			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									
34		88061	CON	Adjust	NHPP	581		300,000														
		00001	2011	Adjust	STP		400,000						-1,000									
				After	NHPP	581		309,254		3,284,313	55,873		3,189,627	1,450,796								
	Dauphin			After	STP		400,000			332,475			1,702,203									
		Ī		ī ī					Ī			Ī				Ī	<u> </u>	ī			 	Tr. 1 11 11 1 1 1 1
	Hays Grove Rd over Yellow Breeches Ck			Before		185		150,000														Increasing the preliminary engineering phase of Hays Grove Rd over Yellow Breeches Ck, to match the most recent estimate. This
	3011/010			Adjust		185		130,000														project may consist of a bridge
35	3011/010	90749	PE			100					360,000											rehabilitation/replacement on SR 3011 (Hays Grove Road) over Yellow Breeches Creek in
	Cumberland			After		185																Penn Township, Cumberland County. The current estimated let date is in 2027.
								150,000			360,000											
	HATS Bridge Reserve Line Item			Before	BOF	185					1,769,980			2,610,771		1,000						This is a reserve line item.
				Before	BRIP						1,709,980			2,010,771		1,000						
																3,000						
36		84324	CON	_	BOF	185					-360,000											
				Adjust	BRIP																	
				After	BOF	185					1,409,980			2,610,771		1,000						
	Dauphin			After	BRIP						1,707,700			2,010,771								
	•															3,000						

Ad	ministrative Modification	s - High	way		Fun	ds		FFY 2023			FFY 2024			FFY 2025			FFY 2026		F	FFY 2027-2030)	
Iten	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Big Spring Creek ov Big Spring Ck			Before		185		150,000														Increasing the preliminary engineering phase of Hays Grove Rd over Yellow Breeches Ck, to match the most recent estimate. This
37	3007/019	90741	PE	Adjust		185					490,000											project may consist of a bridge rehabilitation/replacement on SR 3011 (Hays Grove Road) over Yellow Breeches Creek in
	Cumberland			After		185		150,000			490,000											Penn Township, Cumberland County. The current estimated let date is in 2027.
	HATS Bridge Reserve Line Item			Before	BOF	185		120,000			1,409,980			2,610,771		1,000			1,000			This is a reserve line item.
				Before	BRIP						1,409,980			2,010,771		3,000			3,000			-
38		84324	CON	Adjust	BOF	185					-490,000					3,000			3,000			
		01321		Adjust	BRIP																	
				After	BOF	185					919,980			2,610,771		1,000			1,000			
L	Dauphin			After	BRIP											3,000			3,000			
	D 1 D 1 W/1 1																					Increasing the preliminary engineering phase
	Roxbury Road ov Whiskey Run			Before		185		150,000														of Roxbury Road ov Whiskey Run to match the most recent estimate. This project may
39	997/044	90346	PE	Adjust		185					390,000											consist of a bridge replacement/rehabilitation on PA-997 Roxbury Road over Whiskey Creek in Upper Mifflin Township,
	Cumberland			After		185		150,000			390,000											Cumberland County. The current estimated let date is in 2027.
	HATS Bridge Reserve Line Item			Before	BOF	185		120,000			919,980			2,610,771		1,000						This is a reserve line item.
				Before	BRIP						717,700			2,010,771		3,000						
40		84324	CON	Adjust	BOF	185					-390,000					2,111						
40		04324	CON	Adjust	BRIP																	
				After	BOF	185					529,980			2,610,771		1,000						
	Dauphin			After	BRIP											3,000						

	oject Title	MPMS									FFY 2024			FFY 2025			FFY 2026		1	FFY 2027-2030		Ī
			Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
41	tate Road ov Fishing Ck			Before		185		150,000														Increasing the preliminary engineering phase of State Road ov Fishing Ck to match the most recent estimate. This project may
	11/131	87462	PE	Adjust		185					76,400											consist of a bridge rehabilitation/replacement on US 11 over Fishing Creek in Marysville Borough, Perry County. The current
	Perry			After		185		150,000			76,400											estimated let year is in 2026.
	HATS Bridge Reserve Line Item			Before	BOF	185					529,980			2,610,771		1,000						This is a reserve line item.
				Before	BRIP											3,000						
42		84324	CON -	Adjust	BOF	185					-76,400											
				Adjust	BRIP																	
				After	BOF	185					453,580			2,610,771		1,000						_
Ш	Dauphin			After	BRIP											3,000						
I	Pine Road ov Irishtown Gap Hol Crk			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
43	3006/023	87421	PE	Adjust		185					400,000											consists of a bridge rehabilitation/replacement on SR 3006 (Pine Road) over Irishtown Gap Hollow Run in
	Cumberland			After		185		150,000			400,000											Penn Township. The current estimated let year is 2027.
	HATS Bridge Reserve Line Item		-	Before	BOF	185					453,580			2,610,771		1,000						This is a reserve line item.
				Before	BRIP											3,000						-
44		84324	CON -	Adjust Adjust	BOF BRIP	185					-400,000											-
				After	BOF	185								0.515 ==								
	Dauphin			After	BRIP						53,580			2,610,771		3,000						-

Ad	ministrative Modification	s - High	way		Fun	ds		FFY 2023			FFY 2024	ı]	FFY 2025			FFY 2026	ı	I	FFY 2027-2030	1	
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Pisgah State Rd ov Trib to Shermans Ck			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
				Before		581																estimate. This project may consist of a bridge rehabilitation/replacement on SR 3016
45	3016/011	87490	PE	Adjust		185					53,580											(Pisgah State Road) over tributary to Shermans Creek in Carroll Township, Perry
				Adjust		581		238,920														County.
				After		185		150,000			53,580											
	Perry			After		581		238,920														
	Highway Reserve Line Item			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									
46		88061	COM	Adjust	NHPP	581		-238,920														
40		88001	CON	Adjust	STP																	
				After	NHPP	581		70,334		3,284,313	55,873		3,189,627	1,450,796								
	Dauphin			After	STP		400,000	, 0,500		332,475	20,072		1,702,203	1,100,770								1
	HATS Bridge Reserve Line Item			Before	BOF	185	,				53,580		-,, -,-,-	2,610,771		1,000						This is a reserve line item.
	2			Before	BRIP						33,300			2,010,771		3,000						
				Adjust	BOF	185					-53,580					3,000						
47		84324	CON	Adjust	BRIP						-33,360											
				After	BOF	185								2 (10 771		1 000						
	Dauphin			After	BRIP									2,610,771		1,000 3,000						1
																3,000						
	US-11 NB over Conodoguinet Creek			Before	NHPP	185				1,469,937	880,661		203,405	50,851								Increasing, cashflowing, and changing the funding source of the construction phase to
				Before	STU					2,933,369												better utilize the funds, align with the let date, and match the most recent estimate.
48	11/115	99678	CON	Adjust	NHPP	185				2,034,917	-880,661		-203,405	-50,851								This project consists of a bridge rehabilitation on US Route 11 over
70		<i>77</i> 076	CON	Adjust	STU																	Conodoguinet Creek in Wormleysburg Borough and East Pennsboro Township,
				After	NHPP	185				3,504,854												Cumberland County. The current estimated let date is July 11, 2024.
	Cumberland			After	STU					2,933,369												
	Highway Reserve Line Item			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]
		0000	COST	Adjust	NHPP	581				-2,034,917	880,661		203,405	50,851								
49		88061	CON	Adjust	STP]
				After	NHPP	581		70,334		12,065,689	936,534		6,813,143	1,501,647]
	Dauphin			After	STP		400,000			1,938,892	, '		1,702,203	, , , ,								

Adr	ninistrative Modifications	s - High	way		Func	ds		FFY 2023]	FFY 2024			FFY 2025			FFY 2026		I	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Powells Valley Rd ov			Before	BRIP																	Increasing the preliminary engineering phase
	Rattling Creek			Before	CTD		200,000															of Powells Valley Rd ov Rattling Creek to match the most recent estimate. This project
				Before	STP																	may consist of a bridge rehabilitation/replacement on SR 4013
50	4013/016	90849	PE	Adjust	BRIP																	(Powells Valley Road) over Rattling Creek in Jackson Township, Dauphin County. This is
				Adjust	STP		200,402															currently estimated to be let in 2028.
				After	BRIP																	1
	Perry			After	STP		200,000															1
	Highway Reserve Line						200,402															This is a reserve line item.
	Item			Before	NHPP	581		70,334		12,065,689	936,534		6,813,143	1,501,647								
				Before	STP		400,000			1,938,892			1,702,203									
				Adjust	NHPP	581																
51		88061	CON	Adjust	STP																	
					NHPP	501	-200,402															
				After	NHPP	381		70,334		12,065,689	936,534		6,813,143	1,501,647								
Ш	Dauphin			After	STP		199,598			1,938,892			1,702,203									
	US-209 over Wiconisco			Before	BRIP												Π			l l		Increasing the preliminary engineering phase
	Creek						250,000															of US-209 over Wiconisco Creek to match the most recent estimate. This project may
				Before	STP																	consist of a bridge rehabilitation/replacement on US-209 over Wiconisco Creek in
52	209/018	99870	PE	Adjust	BRIP																	Wiconisco Township, Dauphin County. This
				Adjust	STP		199,598			5,154												is currently estimated to be let in 2026.
				After	BRIP		250,000															
	Perry			After	STP		199,598			5,154												
	Highway Reserve Line Item			Before	NHPP	581		70,334		12,065,689	936,534		6,813,143	1,501,647								This is a reserve line item.
	20022			Before	STP		199,598	, 0,00		1,938,892	, , , , ,		1,702,203	2,000,000								1
				Adjust	NHPP	581	199,396			1,936,692			1,702,203									
53		88061	CON	Adjust	STP																	
				After	NHPP	501	-199,598			-5,154												
	F 1:					301		70,334		12,065,689	936,534		6,813,143	1,501,647								-
	Dauphin			After	STP					1,933,738			1,702,203									

Adı	ministrative Modifications	s - High	way		Func	ds		FFY 2023]	FFY 2024			FFY 2025			FFY 2026		I	FFY 2027-2030		
	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Market St ov Rattling Cr			Before	BRIP		150,000															Increasing the preliminary engineering phase
			-	Before	BOF		130,000															of Market St ov Rattling Cr to match the most recent estimate. This project may
	4013/017			Adjust	BRIP																	consist of a bridge rehabilitation/replacement on SR 4013 (Market Street) over Rattling
54		99980	PE	Adjust	BOF					274 (40												Creek in Lykens Borough, Dauphin County. This is currently estimated to be let in 2027.
				After	BRIP		150,000			274,648												
	Dauphin		-	After	BOF		150,000			274,648												1
	HATS Bridge Reserve Line Item			Before	BOF	185				2,180,890			1,776,265	2,610,771		1,000						This is a reserve line item.
	Line item		-	Before	BRIP					2,180,890			1,770,203	2,010,771		3,000						1
				Adjust	BOF	185				-274,648						3,000						
55		84324	CON	Adjust	BRIP					-274,040												
			ľ	After	BOF	185				1,906,242			1,776,265	2,610,771		1,000						
	Dauphin		ŀ	After	BRIP					1,700,242			1,770,203	2,010,771		3,000						1
	US 322 & Chambers Hill Rd			Before	NHPP		32,949,740			3,930,990												Changing the funding source of US 322 & Chambers Hill Rd to better utilize the funds.
			•	Before	STP		1,588,561			2,378,120												This project consists of reconstructing the primary signalized intersection of US 322
			-	Before	STU					2,376,120												(Paxton Street) with SR 2019 (Grayson Road), and SR 3006 (Chambers Hill Road)
	322/050			Adjust	NHPP		384,820															from 6 to 4 leg approaches, widening US 322 approaches to 6 lanes and eliminating its
	322,030	00045	G0.1							2,378,120												direct eastbound and westbound left turns, in Swatara Township, Dauphin County. Work
56		92945	CON	Adjust	STP					-2,378,120												also includes adding a new signalized jug handle on US 322 across from Witmer Drive
			-	Adjust	STU																	as replacement for eastbound left turns and a single lane roundabout at the SR 2019
				After	NHPP		32,949,740			6,309,110												Milroy/Grayson intersection as replacement for US 322 westbound left turns. This project
				After	STP		1,588,561															was let on April 13, 2023.
	Dauphin			After	STU		384,820															
	Highway Reserve Line Item			Before	NHPP	581	201,020			12.065.600	026 524		6 012 142	1.501.647								This is a reserve line item.
	item		-	Before	STP			70,334		12,065,689	-		6,813,143	1,501,647								1
					NHPP	£01				1,933,738			1,702,203									
57		88061	CON	Adjust		381				-2,378,120												-
			-	Adjust	STP					2,378,120												_
			_	After	NHPP	581		70,334		9,687,569	936,534		6,813,143	1,501,647								1
	Dauphin			After	STP					4,311,858			1,702,203									

nistrative Modifications	s - High	way		Func	ds		FFY 2023		F	FY 2024		-	FFY 2025			FFY 2026		F	FY 2027-2030		
oject Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
Market St Bridge East			Before	BRIP		132,725			655,275												Changing the funding source of the final design phase of Market St Bridge East to
			Before	NHPP																	match the most recent estimate. This project
			Before	STP		110,770															consists of a bridge rehabilitation on SR 3012 (Market Street) East Bridge over the
			Before	STU																	Susquehanna River in the City of Harrisburg, Dauphin County. The current estimated let
			Adjust	BRIP					212,000												date is March 27, 2025.
			Adjust	NHPP					748,035												
3012/029	93177	FD -	Adjust	STP																	
			Adjust	STU																	
			After	BRIP		132,725			655,275												
			After	NHPP		415,798			958,592												
			After	STP																	
Dauphin			After	STU					212,000												
Highway Reserve Line Item			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									
	88061	CON	Adjust	NHPP	581				-748,035												
	88001	CON	Adjust	STP					748,035												
			After	NHPP	581		70,334		8,939,534	936,534		6,813,143	1,501,647								
Dauphin			After	STP					5,059,893			1,702,203									
I	Market St Bridge East 3012/029 Dauphin Highway Reserve Line Item	Market St Bridge East 93177 Dauphin Highway Reserve Line Item 88061	Market St Bridge East 93177 FD 3012/029 Dauphin Highway Reserve Line Item 88061 CON	Market St Bridge East Before Before Before Adjust Adjust Adjust After After Dauphin Highway Reserve Line Item Before Before Adjust Adjust After After	Market St Bridge East Market St Bridge East Before BRIP Before STP Before STU Adjust BRIP Adjust STP Adjust STU After BRIP After STP After STU Before STU Adjust STP Adjust STU After STP After STU Before STU After STP After STU Before STP After STP After STP Adjust ST	Market St Bridge East	Market St Bridge East	Before BRIP 132,725	Before BRIP 132,725	Before BRIP 132,725 655,275	Before BRIP 132,725 655,275	Market St Bridge East Before BRIP 132,725 655,275 Before NHPP 415,798 210,557 Before STP 748,035 Before STU 212,000 Adjust BRIP 748,035 Adjust STP 748,035 Adjust STU 748,035 Adjust STP 748,035 Adjust STP 748,035 Adjust STP 70,334 9,687,569 936,534 Adjust STP 748,035 Adjust	Market St Bridge East Before BRIP 132,725 655,275	Market St Bridge East Pacfore BRIP	Market St Bridge East Part	Market St Bridge East Part	Market St Bridge East Pactor Name Nam	Market St Bridge East A	Markel SI Bridge East April 100	Market St Bridge East Believ NitP	Market St Bridge East Market St Bridge East

Ad	ninistrative Modification	ns - High	way		Fun	ds		FFY 2023]	FFY 2024			FFY 2025			FFY 2026		F	FY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Clarks Ferry Interim Repairs			Before		185		113,166			014.210											Increasing the construction phase of Clarks Ferry Interim Repairs by \$995,620 to match
	Repairs			Before		581		113,100			814,319											the bid amount. This project consists of an
								193,648														early action bridge preservation on the Clarks Ferry bridge Susquehanna River in Reed
60	22/104	119484	CON	Adjust		185																Township, in Dauphin County. This project consists of a bridge preservation (Clarks
				Adjust		581		70,334			925,286											Ferry Bridge) on US Route 22 over the
				After		185		113,166			814,319											Susquehanna River in Reed Township, Dauphin County. This project was let on
	Dauphin			After		581																September 14, 2023.
\vdash	Highway Reserve Line			Before	NHPP	581		263,982			925,286						<u> </u>					This is a reserve line item.
	Item			Before	NHPP	381		70,334		8,939,534	936,534		6,813,143	1,501,647								
				Before	STP					5,059,893			1,702,203									
(1		88061	CON	Adjust	NHPP	581		-70,334			-925,286											
61		88001	CON	Adjust	STP																	
				After	NHPP	581																
	D 1:									8,939,534	11,248		6,813,143	1,501,647								
	Dauphin			After	STP					5,059,893			1,702,203									
	Walnut Bottom Resurf			Before	NHPP	501											I					Cashflowing the construction phase of
	Walliut Bottolii Kesuri					301					2,110,796			549,204								Walnut Bottom Resurf from FFY 2024 to 2025 and 2029, to better align with the let
				Before	STP																	date. This project consists of resurfacing
62	174/017	116120	CON	Adjust	NHPP	581					-2,110,796			1,501,647						609,149		Walnut Bottom Rd (PA 174) from I-81 to Maple Ave in Shippensburg, Southampton,
				Adjust	STP																	and South Newton Townships, Cumberland County. The current estimated let date is
				After	NHPP	581								2,050,851						609,149		January 30, 2025.
	Cumberland			After	STP																	
	Highway Reserve Line Item			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.
	item			Before	STP						11,240			1,501,047						0,507,540		
				Adjust	NHPP	581				5,059,893			1,702,203						10,407,754			
63		88061	CON	Adjust	STP						2,110,796			-1,501,647						-609,149		
						-0:																
				After	NHPP	581				8,939,534	2,122,044		6,813,143						11,143,383	5,978,397		
	Dauphin			After	STP					5,059,893			1,702,203						10,407,754			

Adr	ninistrative Modification	s - High	way		Func	ds		FFY 2023			FFY 2024			FFY 2025			FFY 2026		I	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	I-81 & US 11/15 Lighting			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
64	11/139	119708	CON	Adjust	CRPU		-2,338,199						1,228,374			1,109,825						lighting fixtures with new LEDs and the removal of 30 poles as part of the new full interchange lighting system at the
	Cumberland			After	CRPU		2,330,177			356,185			1,228,374			1,109,825						interchange of I-81 & US 11/15 in East Pennsboro Township, Cumberland County. The current estimated let date is January 16, 2025.
	Carbon Reduction Program			Before	CRP		530,000			598,000			616,000			634,000						This is a reserve line item.
	(CRP) HATS MPO RLI			Before	CRPU		330,000															1
				Adjust	CRP					848,103			1,228,374			1,252,941						
65		119283	CON	Adjust	CRPU																	
				After	CRP		2,338,199						-1,228,374			-1,109,825						
	Dauphin			After	CRPU		530,000			598,000			616,000			634,000						1
	Бацрин			Titter	cia c		2,338,199			848,103						143,116						
	Cameron/Maclay Intersec			Before	CAQ		1,652,410			553,548			535,691									Cashflowing the construction phase of Cameron/Maclay Intersec to better align with
				Before	CRPU																	the let date. This project consists of
				Before	NHPP		212,851															intersection, traffic signal, and pedestrian facilities improvements on Cameron Street
				Before	STP		41,574															(SR 230) from Paxton Street (SR 3009) to Elmerton Avenue (SR 3026). These
				Adjust	CAQ		112,320			-553,548			-535,691									improvements will also help to reduce congestion and improve pedestrian safety in
66	22/320	114316	CON	Adjust	CRPU		1,147,665															the City of Harrisburg, Dauphin County. This
				Adjust	NHPP																	project was let on April 27, 2023.
				Adjust	STP																	
				After	CAQ		1,764,730															-
				After	CRPU		1,147,665															1
				After	NHPP		212,851															
	Dauphin			After	STP		41,574															This is a reserve line item.
	CMP Implementation	100150	gov	Before	CAQ		112,320			112,320			1,406,284			890,521						This is a reserve line remi.
67	Develor	102173	CON	, and the second	CAQ		-112,320			553,548			535,691									-
	Dauphin Carbon Reduction Program			After	CAQ CRP					665,868			1,941,975			890,521						This is a reserve line item.
	(CRP) HATS MPO RLI			Before Before	CRPU		530,000			598,000			616,000			634,000						-
				Adjust	CRP		2,338,199			848,103						143,116						
68		119283	CON	Adjust	CRPU		-1,147,665															
				After	CRP		530,000			598,000			616,000			634,000						1
	Dauphin			After	CRPU		1,190,534			848,103			010,000			143,116						<u> </u>
							'									,						

Ad	ministrative Modification	s - High	way		Fun	ds		FFY 2023			FFY 2024			FFY 2025			FFY 2026		ı	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	York Rd over Yellow Breech			Before	STP																	Programming the utility phase of York Rd over Yellow Breech to match the most recent
69	74/071	99684	UTL	Adjust	STP					36,000												estimate. This project consists of a bridge replacement on PA 74 over Yellow Breeches Creek in Monroe Township, Cumberland
	Cumberland			After	STP					36,000												County. The current estimated let date is June 6, 2024.
	Highway Reserve Line Item			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									
70		99071	COM	Adjust	NHPP	581																
/0		88061	CON	Adjust	STP					-36,000												
				After	NHPP	581				8,939,534	2,122,044		6,813,143	2,110,796								
	Dauphin			After	STP					5,023,893			1,702,203									
	ı	Γ	I	ı	Γ					ı								ı	ı			
	Derry Street Improvements			Before	HSIP	581	440,000				820,388											Decreasing the construction phase of Derry Street Improvements by \$888,230 to match
				Before	STP					2,193,286												the bid amount. This project consists of corridor improvements including intersection
				Before	STU					648,266												improvements at Berryhill Street and Derry Street and the intersection of Brookwood
	3012/031			Adjust	HSIP	581					-177,646											Street and Derry Street. These intersections will be evaluated for signal improvements,
71		113390	CON	Adjust	STP					-710,584												reconfiguration and a potential roundabout. Improvements will also include resurfacing,
				Adjust	STU																	ADA, signing and pavement markings on Derry St (SR 3012) from 13th St to 40th St
				After	HSIP	581	440,000				642,742											(SR 3005) in Swatara Township, Paxtang Borough, and the City of Harrisburg,
				After	STP					1,482,702												Dauphin County. This project was let on October 5, 2023.
	Dauphin			After	STU					648,266												
	Highway Reserve Line Item			Before	NHPP	581				8,939,534	2,122,044		6,813,143									This is a reserve line item.
				Before	STP					5,023,893			1,702,203									
72		88061	CON	Adjust	NHPP	581					177,646											
				Adjust	STP					710,584												
				After	NHPP	581				8,939,534	2,299,690		6,813,143									
	Dauphin			After	STP					5,734,477			1,702,203									

Ad	ministrative Modification	s - High	way		Fun	ds		FFY 2023]	FFY 2024			FFY 2025			FFY 2026		I	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Waggoners Gap Rd over Bak			Before		185					1,663,491			324,213								Decreasing the construction phase of Waggoners Gap Rd over Bak by \$456,700 to match the bid amount. This project consists
73	74/070	100304	CON	Adjust		185					-132,487			-324,213								of a bridge replacement on PA 74 (Waggoners Gap Road) over Baker Creek in Spring Township, Perry County. This project
	Perry			After		185					1,531,004											was let on October 5, 2023.
	HATS Bridge Reserve Line Item			Before	BOF	185				1,906,242			1,776,265	2,610,771		1,000						This is a reserve line item.
				Before	BRIP											3,000						
74		84324	CON	Adjust	BOF	185					132,487			324,213								
				Adjust	BRIP																	
				After	BOF	185				1,906,242	132,487		1,776,265	2,934,984		1,000						
	Dauphin			After	BRIP											3,000						
Γ	Raccoon Val Rd over Juni			Before		185																Increasing the preliminary engineering phase of Raccoon Val Rd over Juni for railroad costs. This project consists of a bridge
75	17/016	100167	PE	Adjust		185					6,330											preservation on SR 17 over Juniata River in Tuscarora Township and Millerstown
	Perry			After		185					6,330											Borough, Perry County. This project was let on February 19, 2021.
	HATS Bridge Reserve Line Item			Before	BOF	185				1,906,242	132,487		1,776,265	2,934,984		1,000						This is a reserve line item.
				Before	BRIP											3,000						
76		84324	CON	Adjust	BOF	185					-6,330											
, 3				Adjust	BRIP																	
				After	BOF	185				1,906,242	126,157		1,776,265	2,934,984		1,000						
	Dauphin			After	BRIP											3,000						

Ad	ministrative Modifications	s - High	way		Fund	ds		FFY 2023]	FFY 2024			FFY 2025			FFY 2026		F	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Enders Road ov Armstrong Ck			Before		185		150,000														Increasing the preliminary engineering phase of Enders Road ov Armstrong Ck by
	CK			Before		581		130,000														\$337,217 to match the most recent estimate.
																						This project may consist of a bridge rehabilitation/replacement on State Route
77	4006/011	99885	PE -	Adjust		185					126,157											4006 (Enders Road) over Armstrong Creek in Jackson Township, Dauphin County. This is
				Adjust		581					211,060											estimated to be let in 2026.
				After		185		150,000			126,157											
	Dauphin			After		581		150,000														
	Highway Reserve Line			Before	NHPP	501					211,060											This is a reserve line item.
	Item		-	Before	NHPP	361				8,939,534	2,299,690		6,813,143									
				Before	STP					5,023,893			1,702,203									
78		88061	COM	Adjust	NHPP	581					-211,060											
/8		88061	CON	Adjust	STP																	
				After	NHPP	581																
	Downkin			A 6						8,939,534	2,088,630		6,813,143									1
-	Dauphin HATS Bridge Reserve			After	STP					5,023,893			1,702,203									This is a reserve line item.
	Line Item			Before	BOF	185				1,906,242	126,157		1,776,265			1,000						This is a reserve fine item.
				Before	BRIP								2,610,771			3,000						
				Adjust	BOF	185					-126,157											
79		84324	CON	Adjust	BRIP						-120,137											
				After	BOF	185																
			-	Alter		103				1,906,242			1,776,265			1,000						
	Dauphin			After	BRIP								2,610,771			3,000						
	Sycamore/Paxton																					Increasing the final design phase of
	Intersection Imp			Before		581					259,005											Sycamore/Paxton Intersection Imp to refine the right-of-way plans. This project consist
80	3010/014	113384	FD	Adjust		581																of improvements at the intersection of Paxton St (3010) and Sycamore St (SR 441) in the
											19,550											City of Harrisburg and Swatara Township,
	Dauphin			After		581					278,555											Dauphin County. The current estimated let date is March 13, 2025.
	Highway Reserve Line			D 0	MIND	501					270,333											This is a reserve line item.
	Item			Before	NHPP	581				8,939,534	2,088,630		6,813,143									
				Before	STP																	
			_							5,023,893			1,702,203									
				Adjust	NHPP	581					-19,550											
81		88061	CON	. 1	CED						-19,330											
				Adjust	STP																	
				After	NHPP	581																
										8,939,534	2,069,080		6,813,143									
	Dauphin			After	STP					5,023,893			1,702,203									
						1				2,323,073			1,, 02,203				ı			ı	ı	

Ad	ministrative Modification	s - High	way		Func	ds		FFY 2023]	FFY 2024			FFY 2025			FFY 2026]	FFY 2027-2030		
Iten	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Juniata Parkway over			Before		185		4.50.000														Increasing the preliminary engineering phase
	Tributary to Juniata Rvr			Defens		581		150,000														of Juniata Parkway over Tributary to Juniata Rvr by \$296,000 to match the most recent
				Before		381																estimate. This project may consist of a bridge
82	1015/020	87479	PE	Adjust		185																rehabilitation/replacement on SR 1015 (Juniata Parkway) over tributary to Juniata
02		07.77	12	Adjust		581					296,000											River in Howe Township, Perry County. This is currently estimated to be let in 2029.
				After		185					290,000											is currently estimated to be let in 2029.
	Dawer			A G		581		150,000														1
	Perry Highway Reserve Line			After		381					296,000											This is a reserve line item.
	Item			Before	NHPP	581				8,939,534	2,069,080		6,813,143									This is a reserve fine item.
				Before	STP					5,023,893			1,702,203									
				Adjust	NHPP	581				0,020,000			1,7 02,2 00									
83		88061	CON	A 11							-296,000											
				Adjust	STP																	
				After	NHPP	581				8,939,534	1,773,080		6,813,143									
	Dauphin			After	STP					5,023,893			1,702,203									
										0,000,000			-,,,,,,,,,,				1			1	l I	
	Juniata over Howe Run			Before		185		150,000														Increasing the preliminary engineering phase of Juniata over Howe Run to match the most
				Before		581																recent estimate. This project may consist of a
84	1015/023	117251	PE	Adjust		185																bridge rehabilitation/replacement on Juniata Parkway over Howe Run in Howe Township,
				Adjust		581					234,735											Perry County. This is estimated to be let in 2026.
	_			After		185		150,000														2020.
	Perry Highway Reserve Line			After		581					234,735											This is a reserve line item.
	Item			Before	NHPP	581				8,939,534	1,773,080		6,813,143									This is a reserve fine item.
				Before	STP					5,023,893			1,702,203									
85		88061	CON	Adjust	NHPP	581					-234,735											
				Adjust	STP																	
				After	NHPP	581				8,939,534	1,538,345		6,813,143									
	Dauphin			After	STP					5,023,893			1,702,203									

A	lministrative Modification	s - High	way		Fun	ıds		FFY 2023]	FFY 2024]	FFY 2025			FFY 2026	_	I	FFY 2027-2030		
Ite	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Juniata Py ov Trib to Juniata Rvr			Before		185		150,000														Increasing the preliminary engineering phase of Juniata Py ov Trib to Juniata Rvr to match
	Juliata IXVI			Before		581		120,000														the most recent estimate. This project
	1015/021			Adjust		185																consists of a bridge rehabilitation/replacement on the Juniata
80	5	90332	PE	Adjust		581					222.069											Parkway over a Tributary to the Juniata River in Howe Township, Perry County. This is
				After		185		150,000			323,068											estimated to be let in 2029.
	Perry			After		581		150,000			222.070											
\vdash	Highway Reserve Line			Before	NHPP						323,068						 					This is a reserve line item.
	Item			Before	STP	301				8,939,534	1,538,345		6,813,143									-
				Adjust	NHPP	501				5,734,477			1,702,203									
8'	7	88061	CON		STP	361					-323,068											-
				Adjust		501																-
	5 11			After	NHPP	581				8,939,534	1,215,277		6,813,143									-
	Dauphin			After	STP					5,734,477			1,702,203									
Г	Juniata Pkwy ov Trb			Before		185																Increasing the preliminary engineering phase
	Juniata River							150,000														of Juniata Pkwy ov Trb Juniata River to match the most recent estimate. This project
				Before		581																consists of a bridge rehabilitation/replacement on SR 1015
	1015/022			Adjust		185																(Juniata Parkway) over Tributary to the Juniata River in Howe Township, Perry
8	3	90907	PE	Adjust		581																County. This is estimated to be let in 2026.
				4.0		105					223,937											1
				After		185		150,000														_
	Perry			After		581					223,937											
	Highway Reserve Line Item			Before	NHPP	581				8,939,534	1,215,277		6,813,143									This is a reserve line item.
	Trem			Before	STP					6,939,334	1,213,277		0,613,143									1
				Bolore						5,023,893			1,702,203									_
89		88061	CON	Adjust	NHPP	581					-223,937											
				Adjust	STP																	
				After	NHPP	581																1
										8,939,534	991,340		6,813,143									
	Dauphin			After	STP					5,023,893			1,702,203									

Adı	ministrative Modification	s - High	way		Func	ds		FFY 2023			FFY 2024			FFY 2025			FFY 2026		F	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Enders Road ov Armstrong Ck			Before	BOF	185		150,000			126,157											Changing the funding source of the preliminary engineering phase of Enders
				Before		581					211,060											Road ov Armstrong Ck to better utilize the funds. This project may consist of a bridge
	4006/011			Adjust	BOF	185		-137,626		474,843	-											rehabilitation/replacement on State Route 4006 (Enders Road) over Armstrong Creek in
90		99885	PE	Adjust		581		-137,020		777,073	-211,060											Jackson Township, Dauphin County. This is estimated to be let in 2026.
				After	BOF	185		12,374		474,843	-											
	Dauphin			After		581		,		1, 1,0												
	Highway Reserve Line Item			Before	NHPP	581				8,939,534	991,340		6,813,143									This is a reserve line item.
				Before	STP					5,023,893	,		1,702,203									
		20261	go.,	Adjust	NHPP	581				, ,	211,060											
91		88061	CON	Adjust	STP						,											
				After	NHPP	581				8,939,534	1,202,400		6,813,143									
	Dauphin			After	STP					5,023,893	, ,		1,702,203									
	HATS Bridge Reserve Line Item			Before	BOF	185				1,906,242			1,776,265			1,000						This is a reserve line item.
				Before	BRIP								2,610,771			3,000						
92		84324	CON	Adjust	BOF	185		137,626		-474,843	126,157											
92		04324	CON	Adjust	BRIP																	
				After	BOF	185		137,626		1,431,399	126,157		1,776,265			1,000						
L	Dauphin			After	BRIP								2,610,771			3,000						
	Mountain House Rd ov N	Ī															Π	l .	Π	Г	Г	Increasing the preliminary engineering phase
	Brch of Armstrong Ck			Before		185		150,000														of Mountain House Rd ov N Brch of Armstrong Ck by \$147,233 to match the
	1003/027			Before		581 185																most recent estimate. This project may consist of a bridge rehabilitation/replacement
93	1003/02/	87653	PE	Adjust Adjust		581		137,626			9,607											on SR 1003 (Mountain House Road) over North Branch of Armstrong Creek in Jackson
				After		185		207.526			2.62											Township, Dauphin County. This is estimated to be let in 2026.
	Dauphin			After		581		287,626			9,607											
	HATS Bridge Reserve Line Item			Before	BOF	185		137,626		1,431,399	126,157		1,776,265			1,000						This is a reserve line item.
				Before	BRIP					2, 10 2,000			2,610,771			3,000						
94		84324	CON	Adjust	BOF	185		-137,626			-9,607											
		01321	COIV	Adjust	BRIP																	
				After	BOF	185				1,431,399	116,550		1,776,265			1,000						
	Dauphin			After	BRIP								2,610,771			3,000						

Adı	ninistrative Modifications	s - High	way		Func	ds		FFY 2023			FFY 2024			FFY 2025		-	FFY 2026		I	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Straws Church ov Trib to Armstrong			Before		185		150,000														Increasing the preliminary engineering phase of Straws Church ov Trib to Armstrong by
				Before		581																\$124,222 to match the most recent estimate. This project may consist of a bridge
	4004/017			Adjust		185					116,550											rehabilitation/replacement on Straws Church Road over Tributary to Armstrong Creek in
95		117469	PE	Adjust		581					7,672											Jackson Township, Dauphin County. The current estimated let date is December 14,
				After		185		150,000			116,550											2025.
	Dauphin			After		581					7,672											1
	HATS Bridge Reserve Line Item			Before	BOF	185				1,431,399			1,776,265	2,934,984		1,000						This is a reserve line item.
				Before	BRIP					1, 10 1,000	110,000		1,770,200	2,201,501		3,000						1
				Adjust	BOF	185					-116,550					2,000						
96		84324	CON	Adjust	BRIP						110,550											
				After	BOF	185				1,431,399			1,776,265	2,934,984		1,000						
	Dauphin			After	BRIP					1,431,397			1,770,203	2,754,764		3,000						1
	Highway Reserve Line Item			Before	NHPP	581				8,939,534	1,202,400		6,813,143			3,000						This is a reserve line item.
	item			Before	STP					5,734,477	1,202,400		1,702,203									1
				Adjust	NHPP	581				3,734,477	-7,672		1,702,203									
97		88061	CON	Adjust	STP						-7,072											
				After	NHPP	581				8,939,534	1,194,728		6,813,143									1
	Dauphin			After	STP					5,734,477	1,194,720		1,702,203									1
										3,734,477			1,702,203									
	Walnut Bottom Resurf			Before		581		349,633														Increasing the preliminary engineering phase of Walnut Bottom Resurf to match the most recent estimate. This project consists of
98	174/017	116120	PE	Adjust		581		2 13,000														resurfacing Walnut Bottom Rd (PA 174) from I-81 to Maple Ave in Shippensburg,
											77,255											Southampton, and South Newton Townships, Cumberland County. The current estimated
	Dauphin			After		581		349,633			77,255											let date is January 30, 2025.
	Highway Reserve Line			Before	NHPP	581		347,033														This is a reserve line item.
	Item			Before	STP					8,939,534	1,194,728		6,813,143									-
										5,734,477			1,702,203									
99		88061	CON	Adjust	NHPP	581					-77,255											
				Adjust	STP																	
				After	NHPP	581				8,939,534	1,117,473		6,813,143									
	Dauphin			After	STP					5,734,477			1,702,203									

Adı	ministrative Modifications	s - High	way		Func	ds		FFY 2023			FFY 2024			FFY 2025			FFY 2026	_	F	FY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Rutter Rd ov Armstrong Creek			Before	BRIP		200,000															Increasing the preliminary engineering phase of Rutter Rd ov Armstrong Creek to match
	Creek			Before	BOF		200,000															the most recent estimate. This project may
100	4001/023	78706	PE	Adjust	BRIP																	consist of the bridge rehabilitation/replacement on SR 4001
100		78700	PE .	Adjust	BOF					92,202												(Rutter Road) over Armstrong Creek in
				After	BRIP		200,000															Jackson Township, Dauphin County. The current estimated let year is 2026.
	Dauphin			After	BOF					92,202												
	HATS Bridge Reserve Line Item			Before	BOF	185				1,431,399			1,776,265	2,934,984		1,000			1,000			This is a reserve line item.
				Before	BRIP					, - ,			, ,	<i>y y</i>		3,000			3,000			
101		84324	CON	Adjust	BOF	185				-92,202						Í			,			
101		04324	CON	Adjust	BRIP																	
				After	BOF	185				1,339,197			1,776,265	2,934,984		1,000			1,000			
	Dauphin			After	BRIP											3,000			3,000			
	Roundtop Road over Iron		Π			 																Increasing the preliminary engineering phase
	M		-	Before	BRIP		150,000															of Roundtop Road over Iron M to match the
				Before	STP																	most recent estimate. This project may consist of a bridge rehabilitation/replacement
102	2005/019	100083	PE	Adjust	BRIP																	on State Route 2005 (Roundtop Road) over Iron Mine Run in Londonderry Township,
				Adjust	STP					239,000												Dauphin County.
				After	BRIP		150,000															
	Dauphin			After	STP					239,000												
	Highway Reserve Line Item			Before	NHPP	581				0.020.524	1 117 472		(012 142									This is a reserve line item.
	item			Before	STP					8,939,534	1,117,473		6,813,143									
				Adjust	NHPP	581				5,734,477			1,702,203									
103		88061	CON	Adjust	STP	331																
						581				-239,000												
	D 1:			After	NHPP	381				8,939,534	1,117,473		6,813,143									
	Dauphin			After	STP					5,495,477			1,702,203									

Adı	ninistrative Modifications	s - High	way		Func	ds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-2030		1
	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Hillsdale Rd ov Trib			Before		185																Increasing the preliminary engineering phase
	Conewago Cr			Before		581		150,000														Hillsdale Rd ov Trib Conewago Cr to match the most recent estimate. This project
	2001/010																					consists of a bridge rehabilitation/replacement on Hillsdale Road
104	2001/018	117216	PE	Adjust		185																over Tributary to Conewago Creek in
				Adjust		581					215,000											Londonderry Township, Dauphin County. The current estimated let year is 2026.
				After		185		150,000														
	Dauphin			After		581					215,000											
	Highway Reserve Line Item			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									
105		00061	gov	Adjust	NHPP	581					-215,000											
105		88061	CON	Adjust	STP																	
				After	NHPP	581				8,939,534	902,473		6,813,143									
	Dauphin			After	STP						902,473											1
	1									5,495,477			1,702,203									
	Elizabethtown Rd over Trib to Conewago Ck			Before		185		150,000														Increasing the preliminary engineering phase of Elizabethtown Rd over Trib to Conewago
	The te cent mage en			Before		581		120,000														Ck to match the most recent estimate. This
	743/038			Adjust		185																project may consist of a bridge rehabilitation/replacement on SR 743
106		90328	PE	Adjust		581					155,000											(Elizabethtown Road) Bridge over tributary to Conewago Creek in Conewago Township,
				After		185		150,000			133,000											York County. The current estimated let year
	Dauphin			After		581		130,000			155,000											is 2026.
	Highway Reserve Line			Before	NHPP	581																This is a reserve line item.
	Item			Before	STP					8,939,534	902,473		6,813,143									-
					NHPP	501				5,495,477			1,702,203									
107		88061	CON	Adjust		361					-155,000											
				Adjust	STP	501																-
	5 1:			After		581				8,939,534	747,473		6,813,143									-
	Dauphin			After	STP					5,495,477			1,702,203									
	Enders Road ov Armstrong			Before	BOF	185																Increasing the preliminary engineering phase
	Ck			Before	ьог	100		12,374		474,843												of Enders Road ov Armstrong Ck to match the most recent estimate. This project may
100	4006/011	00005	DE.	Adjust	BOF	185																consist of a bridge rehabilitation/replacement on State Route 4006 (Enders Road) over
108		99885	PE							14,668												Armstrong Creek in Jackson Township,
	Dauphin			After	BOF	185																Dauphin County. This is estimated to be let in 2026.
								12,374		489,511												
	HATS Bridge Reserve Line Item			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						-,000						1
109		84324	CON	Adjust	BRIP					-14,008												1
				After	BOF	185																1
	Danahir					100				1,324,529			1,776,265	2,934,984		1,000						
	Dauphin			After	BRIP											3,000						

Adı	ministrative Modifications	s - High	way		Fun	ds		FFY 2023]	FFY 2024]	FFY 2025			FFY 2026		F	FFY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	Buckwheat Val Rd over			Before	BOF		051 271															Increasing the construction phase of
	Bck			Before	BRIP		851,371															Buckwheat Val Rd over Bck for construction services. This project consists of a bridge
	4006/008				BOF		181,449															replacement on State Route 4006 (Buckwheat Valley Road) over Buckwheat
110	4006/008	100449	CON	Adjust						28,187												Run in Tuscarora Township, Perry County.
				Adjust	BRIP																	This project was let on March 23, 2023.
				After	BOF		851,371			28,187												
	Perry			After	BRIP		181,449															
	HATS Bridge Reserve Line Item			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				20 107						3,000						
111		84324	CON	Adjust	BRIP					-28,187												
				After	BOF	185																-
	Donalia					103				1,296,342			1,776,265	2,934,984		1,000						-
	Dauphin			After	BRIP											3,000						
	Systemic Low-Cost					П												I				Increasing the construction phase of Systemic
	Improvements for Stop Controlled			Before	HSIP	581	102,556															Low-Cost Improvements for Stop Controlled for additional pavement markings and
	0011201104			Before	STP		- ,															flashing warning devices. This project
	944/023			Adjust	HSIP	581																consists of safety improvements on SR 944 (Wertzville Road) between US 11/15 and SR
						301					50,000											34 in Cumberland County, SR 116 (Fairfield Road) between Bullfrog Road and SR 16
112		114559	CON	Adjust	STP					15,921												Waynesboro Pike) in Adams County, SR
				After	HSIP	581	102,556				50,000											3054 (Richland Avenue) at the intersection of Richland Road and Kings Mill Road in
																						York County. This project was let on October 6, 2022.
	Cumberland			After	STP																	0, 2022.
										15,921												
	Highway Reserve Line Item			Before	NHPP	581				5,787,138	747,473		6,813,143									This is a reserve line item.
				Before	STP						Ź											1
				Adjust	NHPP	581				5,495,477			1,702,203									
113		88061	CON			301					-50,000											-
				Adjust	STP					-15,921												_
				After	NHPP	581				5,787,138	697,473		6,813,143]
	Dauphin			After	STP					5,479,556			1,702,203									

Conodoguinet Creek Conodoguinet Creek Conodoguinet Creek Conodoguinet Creek It It It It It It It I	Remarks easing the final design phase of US-11 over Conodoguinet Creek to cover non- cipating costs. This project consists of a ge rehabilitation on US Route 11 over odoguinet Creek in Wormleysburg ough and East Pennsboro Township, aberland County. The current estimated ate is July 11, 2024.
Condoquinet Creek Conodoquinet Creek Conodoquinet Creek 11/115 99678 FD MilPP 581 450,000 MilPP 581 MilP	over Conodoguinet Creek to cover non- cipating costs. This project consists of a ge rehabilitation on US Route 11 over odoguinet Creek in Wormleysburg ough and East Pennsboro Township, aberland County. The current estimated ate is July 11, 2024.
Cumberland FD Adjust NHPP 581 Conodog Borough Cumberland Highway Reserve Line Item Before STP State	odoguinet Creek in Wormleysburg ough and East Pennsboro Township, aberland County. The current estimated ate is July 11, 2024.
Cumberland	aberland County. The current estimated ate is July 11, 2024.
Item Before NHPP 581 4,317,201 697,473 6,813,143	s is a reserve line item.
5,479,556 1,702,203	
115 88061 CON 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	
Clarks Ferry Bridge PM Before 581 of Clarks	easing the preliminary engineering phase larks Ferry Bridge PM for additional rt due to design changes. This project
116 22/059 93178 PE Adjust 581 consists Ferry Br	sists of a bridge preservation (Clarks y Bridge) on US Route 22 over the quehanna River in Reed Township,
Cumberland After 581 Dauphin year is 2	phin County. The current estimated let
Highway Reserve Line	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	

Adı	ministrative Modification	s - High	way		Fun	ds		FFY 2023]	FFY 2024			FFY 2025			FFY 2026		F	FY 2027-2030		
Item	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks
	US-11 NB over Conodoguinet Creek			Before	NHPP																	Programming the right-of-way phase of US- 11 NB over Conodoguinet Creek to match the most recent estimate. This project
118	11/115	99678	ROW	Adjust	NHPP					14,300												consists of a bridge rehabilitation on US Route 11 over Conodoguinet Creek in Wormleysburg Borough and East Pennsboro
	Cumberland			After	NHPP					14,300												Township, Cumberland County. The current estimated let date is July 11, 2024.
	Highway Reserve Line Item			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									
119		88061	CON	Adjust	NHPP	581				-14,300												
119		88001	CON	Adjust	STP																	
				After	NHPP	581				4,302,901	503,906		6,813,143									
L	Dauphin			After	STP					5,479,556			1,702,203									
																						Programming the preliminary engineering
	American Ex-POW Mem Hwy			Before		581																phase of American Ex-POW Mem Hwy to match the most recent estimate. This project may consist of concrete patching, diamond
120	581/009	88314	PE	Adjust		581					50,000											grinding and replacement of two CAVC locations on PA 581 from I-81 to US 11/15 in East Pennsboro, Hampden and Lower Allen
	Cumberland			After		581					50,000											Townships, Camp Hill and Lemoyne Boroughs, Cumberland County. The current estimated let date is June 13, 2024.
F	Highway Reserve Line Item			Before	NHPP	581				4,302,901	503,906		6,813,143									This is a reserve line item.
	itelli			Before	STP					5,479,556			1,702,203									
121		88061	CON	Adjust	NHPP	581				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-50,000		-,,,,-									
121		88001	CON	Adjust	STP																	
				After	NHPP	581				4,302,901	453,906		6,813,143									
	Dauphin			After	STP					5,479,556			1,702,203									
				FFY Tota	als		35,115,157	5,681,634		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	C	
	Program Summary - Net Cha	inges	Adjust After l	ments FFY Total	s		0 35,115,157	5,681,634	250,000 250,000	432,691,850	54,096,024	0	300,898,411	81,150,915	0	7,038,578	1,471,303	0	0 60,584,443	26,803,933	0	250,000

						-	TT 4 TP C						Informed Coord							
An	nendment - Highway				Func		HATS	FFY 2023			FFY 2024		Informed Techi	FFY 2025	ttee:		FFY 2026			
	Project Title	MPMS	Ph	Prog		Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	FFY 2027 & >	Remarks
	Spring Road over Little J			Before	BRIP	185														Changing the funding source and increasing the construction phase of Spring Road over
				Before	STP						848,720									Little J to match the most recent estimate and better utilize the funds. This project consists of
	34/047			Adjust	BRIP	185														a bridge replacement on PA 34 (Spring Road) over Little Juniata Creek in Centre Township,
1		101093	CON	Adjust	STP					1,469,937	-848,720									Perry County. The current estimated let date is July 11, 2024.
						105				949,596										
				After	BRIP	185				1,469,937										
	Perry HATS Bridge Reserve Line			After	STP					949,596										This is a reserve line item.
	Item			Before	BOF	185				1,296,342			1,776,265	2,934,984		1,000				
				Before	BRIP	105				1,469,937						3,000				
2	2	84324	CON	Adjust	BOF	185					848,720									
				Adjust After	BRIP BOF	185				-1,469,937										
	Dauphin			After	BRIP	163				1,296,342	848,720		1,776,265	2,934,984		1,000				
	Highway Reserve Line Item			Before	NHPP	581										3,000				This is a reserve line item.
İ	Thighway Reserve Line Rem			Before	STP	301				4,302,901	453,906		6,813,143							
İ					NHPP	501				4,302,901			1,702,203							
3		88061	CON	Adjust		361														
				Adjust	STP					-949,596										
				After	NHPP	581				4,302,901	453,906		6,813,143							
	Dauphin			After	STP					3,353,305			1,702,203							
				FFY Tot	als		(0	0	11,372,081	1,302,626	0	10,291,611	2,934,984	0	4,000	0	(0	
	Program Summary - Net Ch	anges	Adjusti After F	ments FY Total	s		(0 0	0 0	0 11,372,081	1,302,626	0	10,291,611	2,934,984	0	4,000	0	(0 0	0

													Informed Coo							
Aı	nendment - Highway				Fun		HATS	FFY 2023			FFY 2024		Informed Tecl	hnical Comm FFY 2025	ittee:		FFY 2026			
	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	FFY 2027 & >	Remarks
Г	Emaus Streetscape Project			Before	STU					868,650										Removing the construction phase of Emaus Streetscape Project to better utilize the funds.
1		119310	CON	Adjust	STU					-868,650										The construction phase is programed on the 2025 Draft TIP. This project consists of pedestrian improvements on Emaus Street
	Dauphin			After	STU															between Wood Street and Union Street intersections in Middletown Borough, Dauphin County
	STU Reserve Line Item			Before	STU															This is a reserve line item.
2		88068	CON	Adjust	STU					868,650										
L	Dauphin			After	STU					868,650										
				FFY Tot	als		0	0	0	868,650	0	C	0	0	0	0	0	0	0	
	Program Summary - Net Ch	_	Adjusti After F	ments FY Tota	ls		0	0	0	868,650	0	0	0	0	0	0	0	0	0	0

													Informed Coo	rdinating Co	mmittee:					
							HATS						Informed Tecl							
Aı	nendment - Highway				Fun	ıds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			
Itei	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	FFY 2027 & >	Remarks
Г	Hummelstown Ped Impr			Before	STU					732,504										Removing the construction phase of Hummelstown Ped Impr to better utilize the
1	2018/0	119305	CON	Adjust	STU					-732,504										funds. The construction phase is programed on the 2025 Draft TIP. This project consists of pedestrian improvements in downtown
	Dauphin			After	STU															Hummelstown Borough, Dauphin County.
	STU Reserve Line Item			Before	STU					868,650										This is a reserve line item.
2		88068	CON	Adjust	STU					732,504										
	Dauphin			After	STU					1,601,154										
			Before	FFY To	tals		0	0	0	1,601,154	0	0	0	0	0	0	0	0	0	
	Program Summary - Net Cha	anges	Adjust	ments			0	0	0	0	0	0	0	0	0	0	0	0	0	0
			After I	FFY Tota	ls		0	0	0	1,601,154	0	0	0	0	0	0	0	0	0	

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

													Informed Coo								
A ==	endment - Highway				Fun		HATS	FFY 2023			FFY 2024		Informed Tecl	hnical Comm FFY 2025	ittee:		FFY 2026		Ī		
			l		Ful				1						T			I	FFY 2027	Remarks	
Iten	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	l. Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	& >		
	Carlisle Connectivity RTP			Before	STU	П	1,000,000		250,000										П	Increasing the construction phase of Carlisle Connectivity RTP to match the low bid	
	11/127			Adjust	STU					1,700,000										amount. This project consists of the reconstruction/realignment/installation of a roundabout at the intersection of N. Hanover	
1	Cumberland	115783	CON	After	STU		1,000,000		250,000	1,700,000										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.	
	STU Reserve Line Item			Before	STU					2,164,492										This is a reserve line item.	
2		88068	CON	Adjust	STU					-1,700,000											
	Dauphin			After	STU					464,492											
	Before FFY Totals						1,000,000	0	250,000	2,164,492	0		0	0	0	0	0	0	0		
	Program Summary - Net Changes		Adjust	ments			0	0 0 0		0	0 0 (0 0 0 0		0 0 0		0	0			
	, ,			FFY Tota	ls		1,000,000	0	250,000	2,164,492	0		0	C	0	0	0	0	0		

FISCAL CONSTRAINT CHART FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID HATS TIP	: 132069)			Fund	Туре		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			Before	HSIP	581				440,000	820,388									
3012/031	113390	CON	Adjust	HSIP	581	440,000			(440,000)									Estimated let date: 10/5/2023 - Advance for obligation	
Dauphin			After	HSIP	581	440,000				820,388								vavanee ier eznganen	
Derry Street Improvements			Before	STP					2,193,286										
3012/031	113390	CON	Adjust	STP														Estimated let date: 10/5/2023	
Dauphin			After	STP					2,193,286									7	
Derry Street Improvements			Before	STU					648,266										
3012/031	113390	CON	Adjust	STU														Estimated let date: 10/5/2023	
Dauphin			After	STU					648,266										
Capital Gateway			Before	HVRU		762,940													
3016/013	115784	CON	Adjust	HVRU		(762,940)			762,940									Estimated let date: 1/25/2024	
Dauphin			After	HVRU					762,940										
D-8 Ped Countdown Signals Safe Project for VRU			Before	HVRU														Increase and advance fixeds for	
11/VRU	119233	CON	Adjust	HVRU		322,940												Increase and advance funds for obligation.	
Cumberland			After	HVRU		322,940													
HSIP Reserve Line Item			Before	HSIP					386,030			445,544							
/	88060	CON	Adjust	HSIP					(322,940)									HATS HSIP Reserve line item	
Dauphin			After	HSIP					63,090			445,544							
Administrative Action (MA ID 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			Before			322,940												Increase and advance funds for	
11/VRU	119233	CON	Adjust	HVRU														obligation.	
Cumberland			After	HVRU		322,940													
D-8 Ped Countdown Signals Safe Project for VRU			Before	sHVRU					870,810			3,000,000						Increase and advance funds for	
11/VRU	119233	CON	Adjust	sHVRU		796,210						(796,210)						obligation.	
Cumberland			After	sHVRU		796,210			870,810			2,203,790							
HSIP Set Aside Reserve			Before	sHSIP		8,074,010			1,660,463			9,492,504			30,904,396				
1	101969	CON	Adjust	sHSIP		(796,210)						796,210						HSIP Set Aside Reserve line item	
Central Office			After	sHSIP		7,277,800			1,660,463			10,288,714			30,904,396				
Before T		\$9,159,890	\$0		\$6,198,855	\$820,388		\$12,938,048	\$0		\$30,904,396			 Actions do not affect air quality 					
Adjustmen			\$0 \$0.450.800	\$0		\$0	\$0		\$0	\$0	\$0 \$0	·	\$0 \$0		conformity				
After To	otais					\$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 Harrisburg and STWD Items T				Fund	Туре		FFY 2023		ı	FY 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			Before	HVRU		322,940													
D-6 Fed Countdown Signals Sale Projection VKO			Before	sHVRU		796,210			870,810			2,203,790							
11/VRU	119233	CON	Adjust	HVRU														Advance funds for AC conversion	
TIVNO	119233	CON	Adjust	sHVRU		2,751,660			(570,810)			(2,203,790)							
Cumberland			After	HVRU		322,940													
Cumbenand			After	sHVRU		3,547,870			300,000										
HSIP Set Aside Reserve			Before	sHSIP		7,277,800			1,660,463			10,288,714			30,904,396				
HSIP Set Aside Reserve			Before															HSIP Set Aside Reserve line item	
,	101060	CON	Adjust	sHSIP		(2,751,660)			570,810			2,203,790							
1	101969	CON	Adjust															source of funds.	
Control Office			After	sHSIP		4,526,140			2,231,273			12,492,504			30,904,396				
Central Office			After																
Before 1		\$8,396,950	\$0	\$0	\$2,531,273	\$0	\$0	\$12,492,504	\$0	\$0	\$30,904,396	\$0	\$0	A sticks alone to effect at all acceptant					
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		Actions do not affect air quality conformity.	
After To	otals					\$8,396,950	\$0	\$0	\$2,531,273	\$0	\$0	\$12,492,504	\$0	\$0	\$30,904,396	\$0	\$0	d	

NOTES



Carlisle Connectivity Project

Memorandum

Date:	November 16, 2023
То:	Andrew Bomberger, AICP
From:	Jeff Bergsten, PE
Subject:	US Route 11 Corridor Safety Project (Project 1): Final Phase Funding Request
Distribution:	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.
- Extending C Street from Factory Street to N. College St. through the former T&W footprint.

Carlisle Connectivity Project

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,

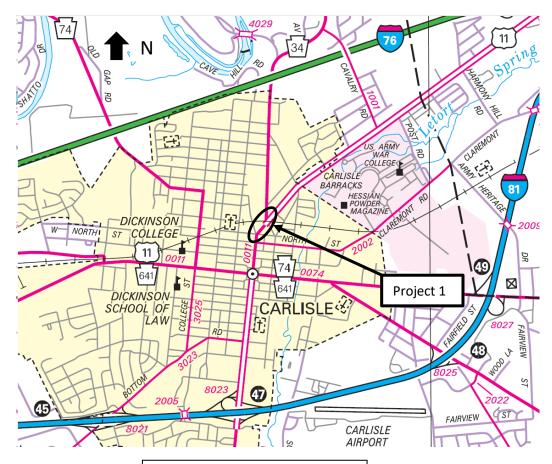


Figure 1: Project Location Map





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 Estima	te	October 2023 Estimate							
\$10,434,000		\$12,150,000							
Borough Commitme	ents	Partner Commitments							
Preconstruction	\$2,680,000	PennE	\$3,521,950						
Water Main Replacement	\$1,100,000								
Additional Commitment	\$1,000,000	Federa	al RTP (HATS)	\$1,000,000					
Total Borough Commitment	\$4,780,000	Total Partner Commitment \$4,521,9							
	GRAND	TOTA	\L						
Total Curre	ent Cost		\$12,150,000						
Total Com	bined Commitm	ent	\$9,301,950						
Total Cur	rent Shortfall		\$2,848,050						

Figure 2: Project Costs



Carlisle Connectivity Project

Memorandum

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.

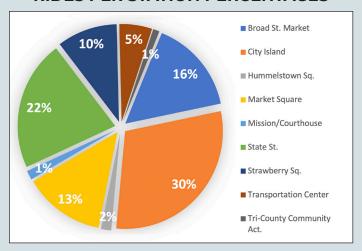
Launched in fall 2022, it provides an efficient, affordable, healthy and environmentally friendly mobility option for people who live, work and visit the area.

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.

SUSQUECICO CONTRACTOR OF THE SHARE

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



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.

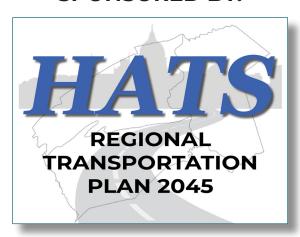


Two of our happy SusqueCycle cyclists riding in Riverfront Park, Harrisburg





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

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 rescoped 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.

Th 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 <u>online interactive mapping application</u>, 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 rounds' applicants. As it stands now, the TASA line item contains \$427,900 in FFY 2026, \$1,1076,000 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
Cumberiand	RTP Proje	ct Pipeline Subr	nitted Need -I	ntersection of	York Rd, Peter	sburg Road,	and Carlton	Ave (54)
Cumberland	11	770	264	810	1013	17930	3.39	9.04
Cumberiand	Camp Hill	Borough Study	underway alo	ng corridor				
Cumberland	944	574	887	660	800	2309	4.36	8.93
Cumberiand	RTP Proje	ct Pipeline Subr	nitted Needs -	Wertzille Roa	d in Hampden	(64) and Eas	st Penn Twps	(71)
Cumberland	1013	10	0	100	1592	8569	1.62	3.25
Cumberiand	RTP Proje	ct Pipeline Subr	nitted Need - (Good Hope Ro	ad, study unde	erway along	corridor (55)	
Cumberland	233	350	0	400	1043	3643.2	0.69	1.38
Cumberiand	RTP Proje	ct Pipeline Subr	nitted Need - :	SR 0233 (S Hig	h St) (46)			
Cumberland	533	170	0	200	1926	3326.4	0.63	1.26
Cumberiand	RTP Proje	ct Pipeline Subr	nitted Need - :	SR 0533 (S Hig	h St) (43)			
Cumberland	114	10	0	40	15	6937	1.31	2.91
Cumberiand	RTP Proje	ct Pipeline Subr	nitted Need - '	Wertzville Roa	d and Route 1	14 Intersect	ion (42)	
Dauphin	3009	110	0	160	2786	12511	2.37	4.74
Dauphin	RTP Proje	ct Pipeline Subr	nitted Need - I	Riverfront Parl	k 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 as 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.

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			Project Information					FFY 2	025 Costs					FFY 20	026 Costs					FFY 20	027 Costs					FFY 2	28 Costs			
County	S.R.	Sec.	Project Project Title	Phase	e 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
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			117479 US 11 ov Letort Spring	+F	BRDG							STP	400,000				400,000													
Cumberland			117479 US 11 ov Letort Spring	C																185	1,511,772		1,511,772			185	1,411,984		1,411,984	1/1/2027 E
Cumberland			119708 I-81 & US 11/15 Lighting	+C								STU	8,235				8,235													1/16/2025 E
Cumberland			119708 I-81 & US 11/15 Lighting	+C			866,619				866,619	CRPU	1,118,978				1,118,978													1/16/2025 E
Cumberland			119708 I-81 & US 11/15 Lighting 119233 D-8 Ped Countdown Signals Safe	+C			224,640				224,640	CRP	640,000				640,000													1/16/2025 E
Cumberland	11	VRU	Project for VRU	C	SAMI	sHVRU	3,000,000				3,000,000																			10/19/2023 A
Cumberland	15	060	116119 Blue-Gray Resurf	С	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			116120 Walnut Bottom Resurf	С	HRST	STU	760,627				760,627		1,306,300				1,306,300													1/30/2025 E
Cumberland			116120 Walnut Bottom Resurf	С		STP	1,636,104				1,636,104	STP	1,257,449				1,257,449													1/30/2025 E
Cumberland			88314 American Ex-POW Mem Hwy	С				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	U	SAMI	HSIP	77,074				77,074																			
Cumberland	641	029	Intersection HSM 117594 SR 641 and Locust Point Rd	R	SAMI	HSIP	303,200				303,200																			
Cumberland			Intersection HSM	K	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	С	HCON																			HSIP	1,912,500				1,912,500	1/1/2026 E
			Intersection HSM SR 641 and Locust Point Rd	-														*****	4.550.000				4.550.000		, , ,				, , , , , ,	
Cumberland	"		Intersection HSM	C	SAMI													HSIP	1,550,393				1,550,393							1/1/2026 E
Cumberland	641	039	117596 SR 641 and Middlesex Rd	F	SAMI	HSIP	342,000				342,000																			
Cumberland	641	039	Intersection HSM 117596 SR 641 and Middlesex Rd	U	SAMI	HSIP	100,000				100,000																			
Cumberiand			Intersection HSM		S/ tivii						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	С	SAMI	HSIP	485,176				485,176	HSIP	1,077,102				1,077,102	HSIP	1,137,870				1,137,870							1/1/2026 E
0 1 1 1	007	044	Intersection HSM	Г	DDDC			105	200,000		200.000																			
Cumberland Cumberland		_	90346 Roxbury Road ov Whiskey Run 90346 Roxbury Road ov Whiskey Run	C	BRDG BRDG			185	300,000		300,000									185	603,185		603,185							1/1/2027 E
Cumberland			114319 Center/21st Intersection	+C		CRPU	1,100,360				1,100,360	STP	40,000				40,000			183	003,183		003,183							2/13/2025 E
Cumberland			114319 Center/21st Intersection	+C			617,000				617,000		233,022				233,022													2/13/2025 E
Cumberland			114319 Center/21st Intersection	_	HCON		204,640				204,640		245,048				245,048													2/13/2025 E
Cumberland			114202 Lemoyne Bottleneck	+C		CAQ	1,645,348				1,645,348		2,156,984				2,156,984													9/25/2025 E
			Improvements				,, ,, ,,				,,.		, , -				, , .													
Cumberland			114315 Sporting Hill Turn Lane		HCON													CAQ	2,318,675	581	579,668		2,898,343		2,473,884	581	633,471			1/1/2027 E
Cumberland			114315 Sporting Hill Turn Lane	C								o.mm					215000							STP	60,000				60,000	1/1/2027 E
Cumberland			110474 Simpson Ferry Rd/ Sheely Ln Im	-								STP	245,000				245,000							CTT I	005.530				005.520	1/1/2020 E
Cumberland			110474 Simpson Ferry Rd/ Sheely Ln Im	_	HCON		20,000				20.000													STU	895,539				895,539	1/1/2028 E
Cumberland			115788 Ped Safety Impr 99813 Old Forge Rd over Yellow		TENH	_	20,000		260,000		20,000																			9/12/2024 E
Cumberland			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	+C	BRDG							STU	4,998				4,998													1/1/2026 E
			Breeches Ck										.,,,,,				.,,,,,							_						
Cumberland			117646 Lisburn Rd over Cedar Run	F				185	100,000		100,000																			4 14 1
Cumberland			117646 Lisburn Rd over Cedar Run 119304 Phase II Streetscape	+C														STP	1,141,930				1,141,930							1/1/2027 E
Cumberland	2035		Improvements - 3rd St	С	TENH	TAU	1,054,000				1,054,000	TAU	648,100				648,100													
Cumberland	3006	023	87421 Pine Road ov Irishtown Gap Hol	F	BRDG			185	300,000		300,000																			
Cumberland	3006	023	Crk 87421 Pine Road ov Irishtown Gap Hol	С	BRDG																					185	224,751		224 751	1/1/2027 E
			Crk																							100	22.,731		221,731	
Cumberland			90741 Big Spring Rd ov Big Spring Ck		BRDG		300,000				300,000																			
Cumberland			90741 Big Spring Rd ov Big Spring Ck	_				4			207.77							BOF	1,187,521				1,187,521							1/1/2027 E
Cumberland			90749 Hays Grove Rd over Yellow Breeches Ck	F	BRDG			185	300,000		300,000																			
Cumberland	3011	010	90749 Hays Grove Rd over Yellow	С	BRDG															185	527,787		527,787							1/1/2027 E
Cumberland	3023	014	Breeches Ck 117675 Walnut Bottom Road/West	+F	HCON							STP	175,000				175,000													
Cambonana	3023	017	Street/Willow Street	'1	11001							511	175,000				1,5,000													
Cumberland			117675 Walnut Bottom Road/West		HCON																			STP	1,074,647					1/1/2028 E

Obligations have occurred

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		Proj	ect Information					FFY 20	025 Costs					FFY 20	026 Costs					FFY 20	027 Costs					FFY 20	028 Costs		
County	S.R.		ct 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
Cumberland	7201	12030	Quarry Road over Mountain Creek	F	BRDG	BOF	180,000	183	33,750	11,250.00	225,000															1			
Cumberland	7201	12030	08 Quarry Road over Mountain Creek	U	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																		
Cumberland	7201	12030	08 Quarry Road over Mountain Creek	R	BRDG	BOF	12,000	183	2,250	750.00	15,000																		
Cumberland	7201	12030	08 Quarry Road over Mountain	С	BRDG							BOF	552,686	183	103,629	34,543	690,858												
Cumberland	7213	12027	Creek Cumberland County Bridge	F	BRDG	BOF	454,000	183	85,125	28,375.00	567,500																		
Cumberland	7213	12027	Bundle Cumberland County Bridge	U	BRDG	BOF	56,000	183	10,500	3,500.00	70,000																		
Cumberland	7213	12027	Bundle Cumberland County Bridge	R	BRDG	BOF	28,000	183	5,250	1,750.00	35,000																		
Cumberland	7213	12027	Bundle Cumberland County Bridge	С	BRDG							BOF	767,525	183	143,911	47,970	959,406	BOF	767,525	183	143,911	47,970	959,406	BOF	767,527	183	143,911	47,971 959,4	109
		Totals	Bundle for: Cumberland				14,290,188		11,310,663	46 875	25,647,726		15,594,015		10,499,156	82 513	26,175,684		9,801,937		9,119,149	47 970	18,969,056		7,184,097		5,254,339	47,971 12,486,4	83,278,87
Dauphin			9 Delivery/ Consult Assist	P	PRA		14,270,100	581	1,500,000	40,073	1,500,000		13,374,013	581	1,500,000	02,313	1,500,000		7,001,757	581	1,500,000	47,570	1,500,000		7,104,077	581	1,500,000	1,500,0	
Dauphin			9 Delivery/ Consult Assist	С	PRA			581	480,000		480,000			581	480,000		480,000			581	480,000		480,000			581	480,000	480,0	
Dauphin			6 Rolling Stock Replacement	+fd C	PT	CAQ	2,527,500	501	100,000		2,527,500		2,527,500	501	100,000		2,527,500		2,527,500	201	100,000		2,527,500		2,527,500		100,000	2,527,5	
Dauphin			64 HATS Bikeshare	С	IMOD	CAQ	120,000				120,000		120,000				120,000		160,000				160,000		160,000				000 1/1/2023 E
Dauphin			74 CAT Employment Access	fC	IMOD		,,,,,,,,				,	CAQ	112,320				112,320	,	100,000				,						4/5/2019 E
Dauphin			74 CAT Employment Access	fC	PT	CAQ	224,640				224,640		112,520				112,520												4/5/2019 E
Dauphin			07 SRTP Rideshare Program	A	SAMI	CAQ	400,821				400,821		407,148				407,148	CAQ	403,580				403,580	CAQ	407,616		+	407,6	
Dauphin Dauphin			00 HATS RTP Implementation	+C	TENH	STU	3,000,000				3,000,000		3,000,000				3,000,000	_ `	3,000,000				3,000,000	`	3,000,000			3,000,0	
Бацынн		11420	Program	10	TENT	310	3,000,000				3,000,000	510	3,000,000				3,000,000	310	3,000,000				3,000,000	510	3,000,000			3,000,0	
Dauphin		11931	10 Emaus Streetscape Project	+P	TENH	STU	119,310				119,310																		
Dauphin		11931	10 Emaus Streetscape Project	+F	TENH	STU	38,150				38,150																		
Dauphin		11931	10 Emaus Streetscape Project	+U	TENH	STU	2,800				2,800																		
Dauphin		11931	10 Emaus Streetscape Project	+C	TENH							STU	942,731				942,731												
Dauphin	22	059 9317	8 Clarks Ferry Bridge PM	С	BRDG																			STP	228,026			228,0	26 1/1/2027 E
Dauphin	22	059 9317	8 Clarks Ferry Bridge PM	С	BRDG																			NHPP	2,060,000			2,060,0	00 1/1/2027 E
Dauphin	22	059 9317	8 Clarks Ferry Bridge PM	С	HCON													STP	3,666,074				3,666,074						1/1/2027 E
Dauphin	22	059 9317	8 Clarks Ferry Bridge PM	С	BRDG													BRIP	175,816	185	960,473		1,136,289	BRIP	5,478,389	185	1,941,604	7,419,5	93 1/1/2027 E
 Dauphin			54 Riverlands Safety Implementation	n +F	HCON	NHPP	5,000,000				5,000,000																		
Dauphin	22	075 10655	54 Riverlands Safety Implementation	n +U	HCON	NHPP	600,000				600,000																		
Dauphin			54 Riverlands Safety Implementation		HCON		2,000,000				2,000,000																		
Dauphin			54 Riverlands Safety Implementation		HCON		_,,,,,,,,				_,,,,,,,,									581	5,368,369		5,368,369			581	4,782,201	4 782 1	201 1/1/2027 E
Dauphin			83 22 Concrete Patching & Diamond		HCON			581	150,000		150,000										-,,		-,,		_		1,102,200	1,7,02,	
			Grinding					501	150,000		120,000																		
Dauphin	22	105 11978	22 Concrete Patching & Diamond Grinding	C	HCON															581	2,300,065		2,300,065			581	2,300,065	2,300,0	
Dauphin	22	320 11431	16 Cameron/Maclay Intersec	+C	HRST	CAQ	311,051				311,051																		4/27/2023 A
Dauphin	147	022 9077	1 South River Rd ov Powells Ck	F	BRDG			185	200,000		200,000																		
Dauphin			1 South River Rd ov Powells Ck	+C	BRDG																			STP	2,365,377			2,365,3	77 1/1/2028 E
Dauphin	209	017 9034	SR 209 ov Tributary to Wisconisco Ck	F	BRDG			185	100,000		100,000																		
Dauphin	209	017 9034	SR 209 ov Tributary to Wisconisco Ck	С	BRDG									185	500,000		500,000									-			1/1/2025 E
Dauphin	209	018 9987	US-209 over Wiconisco Creek	F	BRDG			185	150,000		150,000																		
Dauphin	209	018 9987	US-209 over Wiconisco Creek	С	BRDG							STU	1,663,491				1,663,491												1/1/2026 E
Dauphin	209	019 10020	02 US 209 Resurfacing	С	HRST			581	962,962		962,962			581	1,612,038		1,612,038												7/10/2025 E
Dauphin			4 Cameron St ovr Asylum Run	F	BRDG			185	400,000		400,000																		
Dauphin			4 Cameron St ovr Asylum Run	С	BRDG															581	1,003,072		1,003,072			185	2,000,000	2,000,0	000 11/11/2027 H
Dauphin			25 I-283 ITS Fiber Inter	+C	SAMI	sSTP	176,900				176,900																		5/23/2024 E
Dauphin	441		76 Eisenhower Bl Safety Improv	+C	SAMI	STP	1,276,828				1,276,828																		1/30/2025 E
Dauphin	441		76 Eisenhower Bl Safety Improv	+C	SAMI	HVRU	148,000				148,000																		1/30/2025 E
Dauphin			8 Elizabethtown Rd over Trib to	F	BRDG		1.5,000	185	100,000		100,000																		2 3020 E
			Conewago Ck 8 Elizabethtown Rd over Trib to	C	BRDG			103	100,000		100,000			185	106,090		106,090												1/1/2026 E
Dauphin	/43	030 9032	Conewago Ck		DKDG									103	100,090		100,090												1/1/2026 E
Dauphin	743	039 11328	83 Elizabethtown Rd Resurfacing	+C	HRST	STP	1,215,236				1,215,236																		1/9/2025 E
Dauphin			83 Elizabethtown Rd Resurfacing	+C	HRST	STU	2,817,224				2,817,224																		1/9/2025 E
Dauphin			PA 743 and PA 341 Intersection HSM	F	SAMI	HSIP	150,000				150,000																		
Dauphin	743	040 11761	PA 743 and PA 341 Intersection HSM	U	SAMI	HSIP	50,000				50,000																		
Dauphin	743	040 11761	PA 743 and PA 341 Intersection	R	SAMI	HSIP	100,000				100,000																		
			HSM																										

Obligations have occurred

d Discretionary

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

RPT# TIP200																													
	- 10	Project Information	4		4			2025 Costs	4	4		4	1	2026 Costs			4			2027 Costs				4		2028 Costs	4	4-2.1	-
County		Project Project Title 117612 PA 743 and PA 341 Intersection	Phase			Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local		^ Milestones
Dauphin		HSM		SAMI							STP	449,130		[]	11	449,130			I	'			·	ļ				!'	12/11/2025 E
Dauphin	743 040	117612 PA 743 and PA 341 Intersection HSM	С	SAMI							HSIP	2,251,018			4	2,251,018													12/11/2025 E
Dauphin	849 020	18977 Market St ov Juniata River	_	BRDG			185	400,000	ا ا	400,000	'						'				·		·						
Dauphin		18977 Market St ov Juniata River		BRDG											4		STP	1,078,358				1,078,358							1/1/2027 E
Dauphin		18977 Market St ov Juniata River		BRDG							'						BRIP	3,057,459				3,057,459	BRIP	1,000,000	J			1,000,000	0 1/1/2027 E
Dauphin	1003 027	87653 Mountain House Rd ov N Brch of Armstrong Ck	f F	BRDG			185	150,000	.0	150,000					4								4						· '
Dauphin	1003 027	87653 Mountain House Rd ov N Brch of	of C	BRDG	,	+							185	315,334		315,334	1						1						1/1/2026 E
Dauphin		Armstrong Ck 99912 Wilhour Rd over Wiconisco		BRDG		189,975	_			189,975	'			+			'	+		 '									
Dauphin		99912 Wilhour Rd over Wiconisco 99912 Wilhour Rd over Wiconisco		BRDG		107,775	+	4	4	189,973		+		+		+	STU	41,308	.——	4		41,308		4	4	4	4		1/1/2026 E
Dauphin		99912 Wilhour Rd over Wiconisco		BRDG	_			+	+		STP	107,843		+		107,843		31,920				31,920		+					1/1/2026 E 1/1/2026 E
Dauphin		99912 Wilhour Rd over Wiconisco		BRDG		+			+		BOF	1,583,224				1,583,224		2,512,075				2,512,075							1/1/2026 E
Dauphin		87459 Honeymoon Trail ov Trib to Pine		BRDG		100,000	ı			100,000		1,			4	1,000,						2,,	4						1,1,201
		Ck 87459 Honeymoon Trail ov Trib to Pine					4	4	4	4		4		4				4		4	4	4	POF	2 279 25		4	4	2 279 250	1 /2 /2029 E
Dauphin		Ck		BRDG			1						11		11		I '		I		'		BOF	2,278,252	-			2,278,232	2 1/1/2028 E
Dauphin	2001 018	117216 Hillsdale Rd ov Trib Conewago	F	BRDG	4		185	175,000	,0	175,000					4								4	4	4	4 7	4		·
Dauphin	2001 018	Cr 117216 Hillsdale Rd ov Trib Conewago	С	BRDG	,				+			+	185	530,450	,I	530,450	,						1					+	1/1/2026 E
Dauphin		Cr 116786 Middletown Rd Safety and		HCON		820,000	<u></u>		+	820,000							'			 '				<u> </u>					
		Congestion Impr				020,00	4	4		020,000		4	4	4	- V	4	—			4	4	4	~~~	1 222 72	501	1 220 02	4	122466	
Dauphin	2003 033	116786 Middletown Rd Safety and Congestion Impr	C ,	HCON	_ '	_ 1	1	_	_ '		1		1 _ 1		1 _ 1		_ '		1 _ 1	_ '	_ '		STP	4,803,735	581	1,200,933	1_	6,004,668	8 1/1/2028 E
Dauphin	2005 019	100083 Roundtop Road over Iron M	F	BRDG	4		185	200,000	,0	200,000					4								4		4	4			4
Dauphin		100083 Roundtop Road over Iron M	+C	BRDG							STP	848,720				848,720													1/1/2026 E
Dauphin		119305 Hummelstown Ped Impr		TENH		98,000				98,000																			,
Dauphin		119305 Hummelstown Ped Impr		TENH		63,819				63,819		<u> </u>	<u> </u>		<u> </u>		<u> </u>		<u> </u>	'	<u> </u>		<u> </u>						
Dauphin		119305 Hummelstown Ped Impr		TENH		30,000	4	4	4	30,000		1 722.50	4	4	4	=32.504				4	4	4			4	4	4	4	,
Dauphin		119305 Hummelstown Ped Impr		TENH		122,000	4				STU	732,504	+		I	732,504	<u>+</u> '			'	1'	4					4		+
Dauphin		117189 Nyes Rd ovr Beaver Creek		BRDG		139,000	4	4	4	139,000		2 200 000		4		2 222 200	2200	1 222 227		4	4	1 222 227			4	4	4	4	- 11/2025 E
Dauphin		117189 Nyes Rd ovr Beaver Creek		BRDG						1	BRIP	2,000,000				2,000,000	BRIP	1,303,337		200.00	1	1,303,337							12/11/2025 E
Dauphin		117698 Paxton St ov NS 117698 Paxton St ov NS		BRDG BRDG		4	+	4	4	4		4		+				4	581 185	800,000 500,000		800,000 500,000		4	4	4	4	4	
Dauphin		117698 Paxton St ov NS 113384 Sycamore/Paxton Intersection Imp			_	1,138,150	<u></u>		+	1,138,150				+		+	'	+	185	500,000		500,000							3/13/2025 E
Dauphin Dauphin		113384 Sycamore/Paxton Intersection Imp	1	SAMI		1,130,130		4	4	1 1	STU	368,813	,			368,813	,—	1		-				4	1	4	1		3/13/2025 E 3/13/2025 E
Dauphin		113384 Sycamore/Paxton Intersection Imp	1	_	_	630,485	<u> </u>		+	630,485		300,013				300,013		+					4				_		3/13/2025 E 3/13/2025 E
Dauphin		93176 Market St Bridge West	1	BRDG		050,	185	425,000	00	425,000		1									 '		1						3/13/2020
Dauphin		93176 Market St Bridge West		BRDG			4	4	4		STU	74,069	,			74,069													3/27/2025 E
Dauphin		93176 Market St Bridge West		BRDG		3,972,951						4,601,412				-		2,764,959	/			2,764,959		1					3/27/2025 E
Dauphin		93176 Market St Bridge West		BRDG				4				633,412			4	633,412		10,952,412				10,952,412		8,952,413	3	4			3 3/27/2025 E
Dauphin		93177 Market St Bridge East		BRDG											1				1	,			STU	6,385,653					3 3/27/2025 E
Dauphin		93177 Market St Bridge East		BRDG		5,290,941	4			5,290,941	NHPP	8,586,166	4		4	8,586,166	STU	3,396,405				3,396,405	NHPP	4,697,587					7 3/27/2025 E
Dauphin	3012 029	93177 Market St Bridge East	+C	BRDG	BRIP	2,160,074	4		1	2,160,074	BRIP	2,351,000						6,433,588				6,433,588	BRIP						1 3/27/2025 E
Dauphin		117663 Derry Street over Spring Creek		BRDG		400,000				400,000					4														
Dauphin		117663 Derry Street over Spring Creek		BRDG					<u> </u>		STU	169,623			'	169,623			<u> </u>	'						<u> </u>			6/25/2026 E
Dauphin		117663 Derry Street over Spring Creek		BRDG							STP	1,850,331				1,850,331													6/25/2026 E
Dauphin		119307 Union Deposit Corridor Impr		TENH	_	64,000				64,000		<u> </u>	<u> </u>		<u> </u>				<u> </u>	'	'	<u></u>	<u> </u>						
Dauphin		119307 Union Deposit Corridor Impr		TENH		72,000		4	4	72,000		4	4		4	4				4	4	4		4	4	4	4		4
Dauphin		119307 Union Deposit Corridor Impr	_	TENH		40,000				40,000			 '				<u> </u>		 '	'	'								+
Dauphin		119307 Union Deposit Corridor Impr		TENH		40,000	4	4	4	40,000		761.42/		4		761 426	—			4	4	4		4	4	4	4	4	- 12 /2004 E
Dauphin		119307 Union Deposit Corridor Impr	_	TENH		2.420.00/	4				STU	761,426				761,426	<u> </u>			'	1								8/8/2024 E
Dauphin		74521 Maclay Street Bridge 74521 Maclay Street Bridge		BRDG		2,430,004 5,492,266		1,980,567	· '	2,430,004 7,472,833		6,450,422	. 195	1,612,605	-	8,063,027	BRIP	6,978,575	185	1,744,644	4	8,723,219	BRIP	4,000,000	00 185	1,000,000			6/5/2025 E 0 6/5/2025 E
Dauphin Dauphin		74521 Maclay Street Bridge 78706 Rutter Rd ov Armstrong Creek		BRDG BRDG		200,000		1,500,507	4	200,000		0,450,422	2 185	1,012,003	4	8,003,027	BKIr	0,910,010	185	1,/44,077		8,723,219	BKIF	4,000,000	100	1,000,000	_	5,000,000	6/5/2023 E
Dauphin		78706 Rutter Rd ov Armstrong Creek 78706 Rutter Rd ov Armstrong Creek		BRDG		1,109,171		4	+	1,109,171		+		+		+		+		-	+	+				4	1	1	1/1/2026 E
Dauphin		117469 Straws Church ov Trib to		BRDG		1,102,17.	185	150,000	00	1,109,171													4						1/1/2020 L
		Armstrong					105	150,0	4	150,000			-	4	4	1 110				4	4				4	4			4
Dauphin		117469 Straws Church ov Trib to Armstrong	C ,	BRDG		_	1		_ '		1		581	449,318	1 _ 1	449,318	I _ '		1	_ '	_ '		ı				_	_ ['	12/14/2025 E
Dauphin	4004 017	117469 Straws Church ov Trib to	С	BRDG	4		185	211,387	57	211,387			185	166,797	4	166,797							4		4	4		4	12/14/2025 E
Dauphin	4006 011	99885 Enders Road ov Armstrong Ck	F	BRDG	BOF	100,000	1	4	4	100,000		+		+				+		+				4	+	4	+	1	
Dauphin		99885 Enders Road ov Armstrong Ck		BRDG		100,	4			100,000		+	185	696,286	.	696,286		+			+		4						1/1/2026 E
Dung	,,,,,	77000 2																						4		4		1	1/1/202

Obligations have occurred e Economic Development f Flex fd Flexed + Indicates phase qualifies for TOLL funds * Includes Conversion Amount

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			Project Information					FFY 2	025 Costs					FFY 20	026 Costs					FFY 20	027 Costs					FFY 20	028 Costs			
County			Project Title	Phase	e 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																			
auphin	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		017	99980 Market St ov Rattling Cr	+C														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		142,500																			
Dauphin	7101		120307 Kohn Road over Paxton Creek	U	BRDG	BOF BOF	16,000	183	3,000	1,000.00	20,000 5,000																			-
Dauphin Dauphin	7101		120307 Kohn Road over Paxton Creek 120307 Kohn Road over Paxton Creek	R	BRDG BRDG	BUF	4,000	183	750	250.00	5,000	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	С	BRDG							BOF	48,264	183	164,058	54,686		STU	396,405	183	74,326	24,775	495,506							
Dauphin	7206	BRG	106563 West Cross Rd Bridge	С	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		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	DOE	400,000	102	75.000	25 000 00	500,000							BOF	600,000	183	112,500	37,500	750,000							
Dauphin Dauphin	7301 7301		117667 Market Street over Paxton Creek 117667 Market Street over Paxton Creek		BRDG BRDG	BOF	400,000	183	/5,000	25,000.00	500,000													BOF	320,000	183	60,000	20,000	400,000	
Daupiiiii	7301		Totals for: Dauphin	F	BKDG		50,872,649		8,077,608	114,231 5	9.064.488		44,255,529		8,280,772	103.951	52,640,252		51,819,841		14,892,714	210.071	85,891,682	ВОГ	53,526,900	103	15,412,599		69,008,764	
Perry		Ī	115791 S Main St Bridge Imp	С	BRDG		30,072,015	185	1,395,631		1,395,631		11,233,327		0,200,772	100,731	32,010,232		31,017,011		11,072,711	210,071	03,071,002		35,320,700		13,112,377	07,203	07,000,701	7/10/2025 E
Perry	11	131	87462 State Road ov Fishing Ck					185	100,000		100,000																			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Perry	11	131	87462 State Road ov Fishing Ck	С	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			119784 Susquehanna Trail Restoration	P	HRST			581	350,000		350,000																			
Perry			119784 Susquehanna Trail Restoration	C	HCON																					581	2,059,918		2,059,918	
Perry			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	С	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 Cocolamus Cr	F	BRDG			185	250,000		250,000																			
Perry	22	101	117225 US 22 ov Cocolamus Cr	С	BRDG															185	1,581,739		1,581,739			581	3,141,190		3,141,190	1/1/2027 E
Perry			90708 Spring Road Bridge 1	С	BRDG			185	663,491		663,491			185	1,000,000		1,000,000													2/19/2026 E
Perry	34	060	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	С	SAMI													HSIP	1,136,737				1,136,737	HSIP	1,912,500				1,912,500	2/19/2026 E
Perry	34	060	Resurfacing 114321 PA 34 Safety Improvements and	С	HRST							STP	1,634,683				1,634,683													2/19/2026 E
			Resurfacing																											
Perry	34	060	PA 34 Safety Improvements and Resurfacing	С	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			20579 PA 34 over Little Buffalo	+C		BRIP	124,073				124,073	BRIP	3,000,000				3,000,000	STP	440,551				440,551							1/1/2026 E
Perry			117545 PA 34 over Juniata River	F																						581	550,000		550,000	
Perry			108605 Scheaffers Valley Rd Resf	+C		STP	4,752,832				4,752,832			501	1 221 020		1 221 020													1/16/2025 E
Perry			113299 Big Spring Road Resurface 2 113299 Big Spring Road Resurface 2	C	HCON HRST			581	1,000,000		1,000,000			581	1,331,028		1,331,028													12/12/2024 E
Perry Perry	849		119313 Sidewalks and Curbs	+C		STU	520,000	361	1,000,000		520,000																			12/12/2024 E
City			Reconstruction Phase 2								·																			
Perry			100368 Pfoutz Valley Rd ov Cocolamus Ck	+F	BRDG	BOF	100,000				100,000																			
Perry	1008	004	100368 Pfoutz Valley Rd ov Cocolamus	+C	BRDG							STP	753,641				753,641													1/1/2026 E
Perry	1015	009	20576 Juniata Parkway ov Cocolamus	+F	BRDG	BOF	150,000				150,000																			
			Ck 20576 Juniata Parkway ov Cocolamus	10							,	DOE	1.764.572				1.764.572													1/1/2026 E
Perry			Ck		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			<u> </u>				<u> </u>								<u> </u>				<u> </u>		185	100,000		100,000	
Perry	1015	021	90332 Juniata Py ov Trib to Juniata Rvr	F	BRDG			185	100,000		100,000																			
Perry			90907 Juniata Pkwy ov Trb Juniata River		BRDG			185	100,000		100,000																			
Perry	1015	022	90907 Juniata Pkwy ov Trb Juniata River	С	BRDG									581	235,000		235,000													1/1/2026 E
Ciry																														

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

Date: 11/9/2023 2:06:56PM

FFY 2025 Harrisburg TIP RPT# TIP200

73,901,812

		Project Information					FFY 20	025 Costs					FFY 20	26 Costs					FFY 20	027 Costs					FFY 20	28 Costs			
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
Perry	1015 023	117251 Juniata over Howe Run	С	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	С	BRDG			185	1,229,318		1,229,318																			1/1/2026 E
Perry		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 Buffald 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		63084 Middle Ridge Road ov Big Buffalo Ck	F	BRDG																					185	165,000		165,000	
Perry	4008 032	115794 Market Street Improvements (Newport)	С	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	С	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

27,029,755

70,884,292

29,504,714 325,696 95,660,357

64,310,192

31,371,000

Page 5 of 5

184,891 95,866,083 389,865,206

Overall Totals:

25,923,911 344,877 100,170,600

254,119 98,168,166

65,829,947

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
1	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
1	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
1	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
1	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
1	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
1	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
1	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

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RP1# 11P200	D!	- 4 T C 4:					EEV 202	35 C4-				EEV 2	2026 Ct-		1		EEV 2	027 C4-					EEV 1	010 C4-			
G 4		ect Information	DI.	T .	E	F 1 1	FFY 202		I T. 4			_	2026 Costs		T () F 1			027 Costs	T 1	T 4 1	Б.1	F.1.1	1	028 Costs	T 1	T () A 3/5	
County	S.R. Sec. Project	-	Phase		Fed.	Federal	St.	State L	ocal Tota		. Federal	St.	State	Local	Total Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local		lilestones
Allegheny		6 ITS Maintenance 2023 (NHPP)	C		NHPP	250,000			250																		1/2023 A
Allegheny		I-79, Campbell's-Moon Run I-376, Fort Pitt Br to Squirrel	+C		NHPP	10,539,024			10,539	,024													501	2 000 000			4/2023 E
Allegheny	376 87754	Hill-Br Pres & Pav	P	IMAN																			581	3,000,000		3,000,000	
Allegheny	376 87754	I-376, Fort Pitt Br to Squirrel	P	IMAN																			185	3,000,000		3,000,000	
	250 150 1051	Hill-Br Pres & Pav		73.6.137																							
Allegheny		8 I-376, Commercial Street Bridge		IMAN				100000	1.056	NHI	PP 5,000,00	0			5,000,000												
Allegheny		I-376/Greentree Interchange	R				581	1,060,900	1,060																		
Allegheny		I-376/Greentree Interchange	+C	IMAN						NHI	P 25,000,00	0			25,000,000 NHPP	25,000,000				25,000,000	NHPP	25,000,000)			25,000,000 5/21/	/2026 E
Allegheny		7 I-376/Carnegie Interchange	R	IMAN			581	1,060,900	1,060	,900																	
Allegheny	376 A69 11224	9 I-376, Bath Tub Flooding	P	IMAN			581	3,213,150	3,213	,150																	
Allegheny	376 A72 87778	I-376, Churchill to Monroeville	+C	IMAN	NHPP	25,000,000			25,000	,000 NHI	PP 28,200,00	0			28,200,000											12/7/	7/2023 E
Allegheny	376 A74 8776	I-376, Edgewood to Churchill	+C	IMAN	NHPP	12,500,000			12,500	,000 NHI	PP 12,500,00	0			12,500,000 NHPP	12,500,000				12,500,000						8/21/	1/2025 E
Allegheny	376 A77 11336	2 Frazier Street Bridge	P	IMAN			185	4,500,000	4,500	,000																	
Allegheny	376 A77 11336	2 Frazier Street Bridge	F	IMAN								185	6,500,000		6,500,000												
Allegheny	376 A77 11336	2 Frazier Street Bridge	С	IMAN																			185	25,000,000		25,000,000 3/15/	5/2028 E
	Totals	for: Allegheny				48,289,024		9,834,950	58,123	,974	70,700,00	0	6,500,000		77,200,000	37,500,000				37,500,000		25,000,000		31,000,000		56,000,000 22	28,823,974
Berks	78 22M 7280	I-78 Shrtlesville to Hamb -	+C	IMAN	NHPP	9,200,603			9,200	,603																7/25/	5/2024 E
		Resurface																									
		for: Berks				9,200,603			9,200											37,500,000							9,200,603
Blair	99 021 11224	I-99 Newry Pulloff to Plank Rd Intchg	+C	IMAN	NHPP	3,000,000			3,000	,000																2/15/	5/2024 E
Blair	99 022 11223	9 I-99 Plank Rd Intchg to Tyrone	+C	IMAN	NHPP	4,000,000			4,000	000																2/15/	5/2024 E
Blair		8 I-99 - Bald Eagle Intchg to Co	P			1,000,000			,,,,,	,,,,,		581	120,000		120,000												
Biun		Line		11412111								301	120,000		120,000												
Blair	99 027 11223	8 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 1	15,120,000
Butler		4 I-79 Southern Section	р	IMAN		7,000,000	581	4,502,036	4,502	·			120,000		120,000	2,000,000				10,500,000		3,000,000				3,000,000	,120,000
Butter		Reconstruction		11/11/11			301	1,502,050	1,502	,030																	
Butler	79 24C 10627	4 I-79 Southern Section Reconstruction	F	IMAN						NHI	P 4,000,00	0			4,000,000 NHPP	1,627,544				1,627,544							
Butler	79 24C 10627	4 I-79 Southern Section	II	IMAN								581	2,898,186		2,898,186												
Builer		Reconstruction		1111111									2,000,100		2,000,100												
Butler	79 24C 10627	4 I-79 Southern Section Reconstruction	R	IMAN								581	2,000,000		2,000,000		581	2,057,459	·	2,057,459							
Butler	79 24C 10627	4 I-79 Southern Section	+C	IMAN											NHPP	40,000,000				40,000,000	NHPP	40,000,000)			40,000,000 10/1/	/2026 E
Build	,, 2.6 10027	Reconstruction		1												10,000,000				10,000,000	1,111	10,000,000				10,000,000	2020 E
	Totals	for: Butler						4,502,036	4,502		4,000,00	0	4,898,186		8,898,186	41,627,544		2,057,459		84,185,003		40,000,000				40,000,000 9	97,085,225
Centre		EXIT 161 Bellefonte Interchang		IMAN	APD	29,250,000			29,250	,000 AP	23,750,00	0			23,750,000												1/2024 E
Centre	80 B18 3142	EXIT 161 Bellefonte Interchang	ge C	IMAN	NHPP	10,000,000			10,000	,000																4/11/	1/2024 E
Centre	80 B38 74912	I-80 Bridge Replacements	C	IMAN			185	6,127,285	6,127	,285																3/2/2	/2023 A
	Totals :	for: Centre				39,250,000		6,127,285	45,377	,285	23,750,00	0			23,750,000					84,185,003						6	69,127,285
Clarion	80 34B 10603	0 I-80 Strattanville Reconstruction	n P	IMAN								581	2,076,352		2,076,352												
Clarion	80 34B 10603	0 I-80 Strattanville Reconstruction	ı F	IMAN													581	4,703,708		4,703,708							
Clarion	80 34B 10603	0 I-80 Strattanville Reconstruction	ı U	IMAN																			581	2,138,641		2,138,641	
Clarion	80 34B 10603	0 I-80 Strattanville Reconstruction	ı R	IMAN																			581	2,851,522		2,851,522	
Clarion		2 Boyd Run Culvert Rehab		IMAN			185	424,360	424	,360																	
Clarion		2 Boyd Run Culvert Rehab		IMAN								185	131,127		131,127												
Clarion		2 Boyd Run Culvert Rehab		IMAN								185	109,273		109,273												
Clarion		2 Boyd Run Culvert Rehab		IMAN								135	107,273		,=		185	2,898,185		2,898,185						10/1/	1/2026 E
513115H		For: Clarion						424,360	12/	,360			2,316,752		2,316,752		103	7,601,893		91,786,896				4,990,163			15,333,168
Clearfield		I-80 Preservation MM 96 to MM	1 C	IMAN	BRIP	5,023,000		727,300		,000 NHI	P 15,000,00	0	2,310,732		15,000,000 NHPP	8,377,000		7,001,093		8,377,000				4,770,103			3/2024 E
Cicarificia	00 D42 003/5	119		INIAIN	DIXIE	3,023,000			3,023	,ooo Mili	15,000,00				15,000,000 NIIPP	0,577,000				0,577,000						3/20/	2027 E
	Totals	or: Clearfield				5,023,000			5,023	,000	15,000,00	0			15,000,000	8,377,000				100,163,896						2	28,400,000
Columbia	80 131 9756	I-80 from Creek Road to SR 487	7 +C	IMAN	NHPP	19,000,000			19,000	,000 NHI	PP 19,000,00	0			19,000,000 NHPP	18,385,426				18,385,426						1/9/2	/2025 E
Columbia		7 I-80 from SR 487 to SR 11		IMAN													581	4,114,919		4,114,919			581	4,000,000		4,000,000	
Columbia	80 161 10552	8 I-80 East from Montour County	tc +C	IMAN	NHPP	5,000,000			5,000	,000																1/11/	1/2024 E
		Fishing Creek				24.000.00				000	40.000	0			10 000 000	10.205.12		444.00		122 (() 2 ()				4.000.000		4 000 000	(0.500.5)
G 2 1		for: Columbia	170	l n.c.	\	24,000,000			24,000		19,000,00	U			19,000,000	18,385,426		4,114,919	1	122,664,241				4,000,000			69,500,345
Crawford	79 A09 76858	I-79: Mercer Co Ln to the Genev Swamp Br	va +C	IMAN	NHPP	5,000,000			5,000	,000																2/1/2	/2024 E
	Totals	for: Crawford		1		5,000,000			5,000	,000										122,664,241							5,000,000
Cumberland	81 096 11647	1	С	IMAN			185	5,000,000	5,000																	1/1/2	/2026 E
Cumberland		1 I-81 over Stone House Rd		IMAN	BRIP	3,000,000			3,000																		/2026 E
		for: Cumberland				3,000,000		5,000,000	8,000											122,664,241							8,000,000
Dauphin		5 ITS Maintenance Contract 24-27	7 C	IMAN	NHPP	250,000		5,000,000		,000										,001,241							/2024 E
Dauphin		8 Interstate DMS and CCTV TSM				1,829,700			1,829																		3/2024 E
Daupiiiii	01 100 11/90	interstate Divis and CCT v TSIVI	19 10	SAIVII	MITTE	1,029,700			1,025	,700																31231	/2024 E

d Discretionary e Economic Development fd Flexed s Spike + Indicates phase qualifies for TOLL funds * Includes Conversion Amount

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RPT# TIP200														I state I II													
		t Information					FFY 2	025 Costs		1			FFY 20	026 Costs				FFY	2027 Costs					FFY 20	028 Costs		
County	S.R. Sec. Project		Phase		Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total F	ed. Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total ^ Milestones
Dauphin		I-83 South Bridge Replacement	C															185	14,631,615		14,631,615	NHPP	1,316,458	185	14,631,615		15,948,073 5/23/2024 E
Dauphin		I-83 East Shore Section 3B	С	IMAN	NFP	59,177,000				59,177,000																	8/21/2025 E
		r: Dauphin		1		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		I95/US322 Intrchng Imp		IMAN																		NHPP	35,000,000				35,000,000 4/13/2028 E
Delaware		I-476 Travel Management		IMAN			581	5,500,000		5,500,000			*04	200.000		200,000											
Delaware		I-476 Travel Management		IMAN									581	200,000		200,000											
Delaware		I-476 Travel Management		IMAN									581	300,000		300,000					• • • • • • • • •	n	******				24.000.000 40/22/2025
Delaware		I-476 Travel Management		IMAN			501	1 022 500		1 000 500						NI	IPP 24,000,00	0			24,000,000	NHPP	24,000,000				24,000,000 10/22/2026 E
Delaware	4/6 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	r: Delaware						7,422,500		7,422,500				500,000		500,000	24,000,00	0			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	С	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		185	12,642,000		12,642,000			185	10,000,000		10,000,000 1/1/2025 E
Erie		I-79 Bridges over NS & CSX RR		IMAN																				581	1,600,000		1,600,000 1/1/2025 E
Erie	90 A32 102041	I-90: MP 10.5 to 14.5 Reconstruct	t 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	t U	IMAN														581	77,899		77,899						
Г.	00 422 102041	- #6	t D	DAAN																				501	240.707		240 707
Erie		I-90: MP 10.5 to 14.5 Reconstruct - #6																						581	240,707		240,707
Erie	90 A32 102041	I-90: MP 10.5 to 14.5 Reconstruct	t +C	IMAN																		NHPP	30,000,000				30,000,000 1/1/2028 E
Erie	90 A33 102044	I-90: MP 14.5 - 18, Reconstruct -	U	IMAN			581	77,899		77,899																	
2.1.0		#6						77,022		77,055																	
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 -	+C	SPFED																		NHPP	25,000,000				25,000,000 1/1/2028 E
	Totals for	#6						11 077 900		11 077 900				20.719.110		20.719.110			12 010 900		174 215 755		62,000,000		12,610,707		74,610,707 119,426,624
Franklin	Totals for	I-81 Maryland to Mile 6	I C	IMAN	NHPP	12,554,777		11,077,899		11,077,899 12,554,777		3,399,037		20,718,119		20,718,119 3,399,037			13,019,899		174,315,755		62,000,000		12,010,707		74,610,707 119,426,624 11/7/2024 E
Piankiii		r: Franklin	10	IIVIAIN	MIIFF	12,554,777				12,554,777	MHFF	3,399,037				3,399,037					174,315,755						15,953,814
Jefferson	80 54A 106029		+C	IMAN	NHPP	21,000,000				21,000,000	NHPP	21,000,000				21,000,000 NI	IPP 21,000,00	0			21,000,000	NHPP	21,000,000				21,000,000 7/24/2025 E
		Reconstruction										21,000,000				21,000,000	21,000,00	<u> </u>			21,000,000	MILI	21,000,000				21,000,000 7/24/2023 E
Jefferson	80 54B 106223	Reconstruction	R	IMAN	NHPP	370,800	581	41,200		412,000																	
Jefferson	80 54B 106223	I-80 Brookville East	С	IMAN							NHPP	27,000,000	581	3,000,000		30,000,000 NI	IPP 36,000,00	0 581	4,000,000		40,000,000	NHPP	36,000,000	581	4,000,000		40,000,000 7/10/2025 E
		Reconstruction				21,370,800		41,200		21,412,000		48,000,000		3,000,000		51,000,000	57,000,00	0	4,000,000	,	225 215 755		57,000,000		4,000,000		61,000,000 194,412,000
Lackawanna		r: Jefferson I-81 NB/SB Moosic-Scranton	F	IMAN	NHPP	7,161,075	581	795,675		7,956,750	NHPP	7,161,075	581	795,675		7,956,750	57,000,00	U	4,000,000	•	235,315,755		57,000,000		4,000,000		61,000,000 194,412,000
Lackawamia		I-4R Lacka	1	IIVIZ CI V	MILI	7,101,073	301	173,013		7,730,730	141111			773,073		7,730,730											
Lackawanna	81 87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	U	IMAN							NHPP	101,296	581	11,255		112,551											
Lackawanna		I-81 NB/SB Moosic-Scranton	R	IMAN							NHPP	4,173,387	581	463,710		4,637,097											
Laskayyamas	81 87736	I-4R Lacka I-81 NB/SB Moosic-Scranton	I.C.	IMAN																		NHPP	40,000,000				40,000,000 12/9/2027 E
Lackawanna		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	+C	IMAN	NHPP	25,020,352				25,020,352	NHPP	20,000,000				20,000,000											8/21/2025 E
		Pavement Replacement Lacka				- 7 7						.,,															
Lackawanna		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		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		I-84 EB/WB I-4R Lacka	-	IMAN									581	4,504,070		4,504,070		581	4,500,000		4,500,000						
Lackawanna		I-84 EB/WB I-4R Lacka	F	IMAN		22 101 427		11 042 (20		42 224 047		21 425 750		15 227 120		46 762 997		581	7,164,313		7,164,313 250,980,068		40,000,000				40,000,000 145,651,247
Labiah		r: Lackawanna I-78 Recon-Berks County Line to	Б	IMAN		32,181,427	581	11,042,620 6,033,151		43,224,047 6,033,151		31,435,758	581	15,327,129 6,000,000		46,762,887 6,000,000			15,664,313		250,960,006		40,000,000				40,000,000 145,051,247
Lehigh		SR 100					361	0,033,131		0,055,151			361	0,000,000		6,000,000											
Lehigh	78 19M 92780	I-78 Recon-Berks County Line to SR 100	U	IMAN														581	3,095,690		3,095,690						
Lehigh		I-78 Recon-Berks County Line to	R	IMAN																				581	6,000,000		6,000,000
Tablah		SR 100 I-78 Recon-Berks County Line to	1.0	DAAN																		NHPP	30,000,000				30,000,000 6/9/2033 E
Lehigh	/8 19W 92/80	SR 100	-C	IMAN																		МПРР	30,000,000				30,000,000 0/9/2033 E
	Totals for	r: 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		I-80 Eastbound Reconstruction		IMAN	NHPP	30,000,000				30,000,000		30,000,000				30,000,000 NI	IPP 21,444,23	2			21,444,232						1/9/2025 E
Luzerne		I-80 EB over I-81 NB/SB		IMAN	BRIP	7,100,000				7,100,000		7,000,000				7,000,000											1/23/2025 E
Luzerne		I-80 EB/WB over SR 93		IMAN							BRIP	10,000,000					RIP 8,499,00	_			8,499,000						12/11/2025 E
Luzerne	81 313 81910	I-81 Luzerne County I-80 to Dorrance I-4R	+C	IMAN												NI	IPP 40,000,00	0			40,000,000	NHPP	40,000,000				40,000,000 10/15/2026 E
Luzerne	81 316 115097	I-81 Luzerne County Ashley to	С	IMAN							NHPP	36,000,000	185	4,000,000		40,000,000 NI	HPP 36,000,00	0 185	4,000,000		40,000,000	NHPP	36,000,000	185	4,000,000		40,000,000 8/5/2027 E
		Arena I4R																									

Obligations have occurred ^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let Date: 11/8/2023 12:51:29PM Page 3 of 4 FFY 2025 Interstate TIP RPT# TIP200

RPT# TIP200																											
			t Information					FFY 202						026 Costs						027 Costs		4		1	028 Costs		
County		Sec. Project		Phase		Fed.	Federal	St.	State	Local Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local Total	Fed.	Federal	St.	State	Local Tota	
Luzerne	81	317 117834	I-81 Luzerne County Hazleton to I-80 I-4R	P	IMAN								1		1									581	2,200,000	2,200	0,000
Luzerne			Interstate 81 over Railroad	С	IMAN						BRIP	13,711,811				13,711,811											5/7/2026 E
Luzerne	81	362 111613	Interstate 81 over West Foothills	+C	IMAN	BRIP	5,958,544			5,958,54	4																9/11/2025 E
Luzerne	81	363 112307	Drive I-81 NB over I-80 WB Bridge	С	IMAN	BRIP	8,700,000			8,700,00	0																2/6/2025 E
Luzerne			I-81 Dorrance Bridges	+C	IMAN	BRIP	9,100,000			9,100,00		+										+	+		+		3/14/2024 E
Luzerne			SR 424 over I-81	+C	IMAN	BKII	2,100,000			3,100,00	NHPP	4,000,000				4,000,000						NHPP	17,737,458			17.73	7,458 1/8/2026 E
Luzerne	727		r: Luzerne		IIVIZEI		60,858,544			60,858,54		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	
Lycoming	180		Market St to Warrensville Rd EB	С	IMAN	NHPP	1,600,000			1,600,00		100,711,011		4,000,000	-	104,711,011		103,743,232		4,000,000	304,010,770	9	75,757,436		0,200,000	77,757	12/12/2024 E
Lycoming			Market St to Warrensville Rd WB		IMAN	NHPP	1,450,000				0 NHPP	1,450,000				1,450,000							_				12/12/2024 E
Lycoming	100		r: Lycoming		IIIII		3,050,000			3,050,00		1,450,000				1,450,000					364,018,990	0			\vdash		4,500,00
Mercer	79		I-79 MM 110 - 117 Priority - #15	P	IMAN		2,020,000	581	220,000	220,00		1,130,000				1,130,000					001,010,00		+				1,000,00
Mercer			I-79 MM 110 - 117 Priority - #15		IMAN			501	220,000	220,00			581	280,000		280,000							_				
Mercer			I-79 MM 110 - 117 Priority - #15		IMAN							+	501	200,000		200,000	NHPP	16,577,619			16,577,619	9	+				1/1/2027 E
Mercer			I-80: MM0 to MM5 Reconstruct -		IMAN	NHPP	15,000,000			15 000 00	0 NHPP	20,000,000				20,000,000		35,322,853			35,322,853						12/12/2024 E
1/10/1001			#3		11/11/11		15,000,000			12,000,00		20,000,000				20,000,000	1,1111	35,522,655			35,322,655						12,12,202.12
Mercer			I-80 MM11 to MM15 - #5	P	IMAN								581	1,000,000		1,000,000											
Mercer			I-80 MM11 to MM15 - #5	F	IMAN														581	1,800,000	1,800,000						
Mercer			I-80 MM11 to MM15 - #5	С	SPFED																	NHPP	30,000,000			30,000	0,000 1/1/2028 E
Mercer	80	A23 81476	I80: MM 6 to MM 10 Reconstruction - #4	P	IMAN			581	1,800,000	1,800,00	0																
Mercer	80	A23 81476	I80: MM 6 to MM 10	+C	IMAN						NHPP	27,762,092				27,762,092	NHPP	20,000,000			20,000,000	0	+				1/1/2026 E
			Reconstruction - #4															, ,									
			r: Mercer				15,000,000		2,020,000	17,020,00		47,762,092		1,280,000		49,042,092		71,900,472		1,800,000	437,719,462		30,000,000		4	30,000	,
Monroe			I-80 Reconstruction-Monroe		IMAN			581	10,000,000	10,000,00			581	10,000,000		10,000,000			581	9,000,000	9,000,000		4	581	5,000,000	5,000	,
Monroe			I-80 Reconstruction-Monroe	+C	IMAN	NHPP	30,000,000				0 NHPP	30,000,000			<u> </u>	30,000,000	NHPP	30,000,000			30,000,000	00 NHPP	30,000,000			30,000	0,000 12/14/2028 E
Monroe			I-80 Bridge Improvements	R	IMAN			185	496,620	496,62	0				-							4	4		4		
Monroe			I-80 Bridge Improvements	С	IMAN										\vdash				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	8,390,903	5					
Monroe	80	26M 112351	I 80 Phase 2 - Reconstruction	U	IMAN														581	3,376,526	3,376,520	.6					
Manne	90	201 112251	(Bartonsville) I 80 Phase 2 - Reconstruction	D	TMANT																			581	12.011.200	12.01	280
Monroe	80	20M 112331	(Bartonsville)	R	IMAN																			381	13,911,289	13,911	,289
Monroe	380	07B 112355	I-380 Bridge Improvements	R	IMAN			185	204,180	204,18	0																
Monroe	380	07B 112355	I-380 Bridge Improvements	С	IMAN			185	5,444,800	5,444,80	0																1/9/2025 E
			r: Monroe				30,000,000		16,145,600	46,145,60	0	30,000,000		18,000,000		48,000,000		30,000,000		34,767,431	502,486,893	3	30,000,000		18,911,289	48,911	,289 207,824,32
Montgomery	76	ICM 106662	I-76 Integrated Corridor	+U	SAMI	NHPP	9,548,100			9,548,10	0																
Montgomery	76	ICM 106662	Management I-76 Integrated Corridor	+R	SAMI	NHPP	13,659,088			13,659,08	8																
Weingemery			Management				15,055,000			15,055,00																	
Montgomery	76	ICM 106662	I-76 Integrated Corridor Management	+C	SAMI						NHPP	35,000,000	1		ı l'	35,000,000	NHPP	35,000,000			35,000,000	00 NHPP	35,000,000			35,000	0,000
		Totals fo	r: Montgomery				23,207,188			23,207,18	8	35,000,000				35,000,000		35,000,000			537,486,893	3	35,000,000			35,000	0,000 128,207,18
Northampton	78		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	С	IMAN			185	10,609,000	10,609,00		+											+				9/26/2024 E
1			r: Northampton						10,609,000	10,609,00		9,000,000				9,000,000		7,319,878			544,806,77	1					26,928,87
Philadelphia	95		I-95: Tioga St to Wheatsheaf Ln	+C	IMAN	NHPP	35,000,000		, ,		0 NHPP	35,000,000				35,000,000		35,000,000			35,000,000		35,000,000			35,000	0,000 6/26/2025 E
Philadelphia			I-95: Allegheny Ave to Tioga St	U	IMAN		, ,				-	1,				,,		,,	581	600,000	600,000		+				,
Philadelphia			I-95: Allegheny Ave to Tioga St	R	IMAN															, ,	223,000			581	600,000	60	0,000
Philadelphia			I-95: Ann St - Wheatsheaf	F	IMAN			581	2,000,000	2,000,00	0		581	2,000,000		2,000,000							+				
Philadelphia			I-95: Ann St - Wheatsheaf	F	IMAN			185	6,000,000	6,000,00			185	6,000,000		6,000,000											
Philadelphia			I-95: Betsy RossMainln NB	+C	SPFED				, ,	2,223,00	NHPP	10,000,000		,,		10,000,000							1				8/22/2024 E
Philadelphia			I-95: Betsy RossMainln NB	+C	IMAN	NHPP	22,104,811			22,104,81		1,100,000				.,,											8/22/2024 E
Philadelphia			I-95: Betsy RossMainln NB	+C	IMAN	BRIP	7,895,189			7,895,18		20,000,000				20,000,000	NHPP	30,000.000			30,000,000	0 NHPP	30,000,000	,	+ +	30.000	0,000 8/22/2024 E
Philadelphia			I-95 Btsy Rss Mainln SB	U	IMAN		,,,,,,,,,,			,,025,10		1,223,000	581	600,000		600,000		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			2 3,3 3 3,0 0		1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			23,300	,
Philadelphia			I-95 Btsy Rss Mainln SB	C	IMAN									230,000		223,000		30,000,000			30,000,000	0 NFP	60,360,000			60 36/	0,000 1/28/2027 E
Philadelphia			I-95 Betsy Ross Conrail Brdgs	U	IMAN			581	1,500,000	1,500,00	0							23,000,000			5 3,000,000	11.1	12,200,000			00,500	, 1.20.2027 B
Philadelphia			I-95 Betsy Ross Conrail Brdgs	R	IMAN			301	1,500,000	1,500,00	-	+	581	2,200,000		2,200,000						+	+				
Philadelphia			I-95: BetsyRoss DESIGN	F	IMAN	NHPP	5,600,000	581	1,400,000	7,000,00	0		331	2,200,000		2,200,000											
Philadelphia			I-95: Margaret-Carver (C)	+C	IMAN	NHPP	40,000,000	301	1, 700,000		0 NHPP	40,000,000				40,000,000	NHPP	31,681,786			31,681,786	6	+		+		6/30/2022 A
Philadelphia			I-95: Bridge St DESIGN	F	IMAN	NHPP	10,170,000	581	1,130,000	11,300,00		.5,555,000				.0,000,000	.,,,,,,	51,001,700			51,001,700						5/30/2022 A
. imadeipina			I-95 Congestion Managemnt	fd A	SAMI	NHPP	12,200,000	301	1,130,000	12,200,00												+					
Philadelphia	47		1 - > Congestion managemen	, ru A	DI MIVII	1 1111 1	12,200,000	1								ļ	1							1	1		
Philadelphia Philadelphia					IMAN	NHDD	1 600 000	581	400,000	2,000,00	() NHDD	1,600,000	581	400,000		2 000 000	NHpp	1 600 000	581	400,000	2,000,000) NHDD	1,600,000	581	400,000	2.000	000
Philadelphia Philadelphia Philadelphia	95	DSM 46959	I-95 Design Support Serv I-95: Shackamaxon - Ann	P P	IMAN IMAN	NHPP	1,600,000	581	400,000	2,000,00	0 NHPP	1,600,000	581	400,000		2,000,000	NHPP NHPP	1,600,000 800,000	581 581	400,000 200,000	2,000,000 1,000,000		1,600,000	581	400,000	2,000	8/22/2006 A

d Discretionary e Economic Development

fd Flexed

+ 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

RPT# TIP200																														
		Proje	ct Information					FFY 2	2025 Costs					FFY 2	2026 Costs					FFY 2	027 Costs					FFY	Y 2028 Costs			
County	S.R. Se	c. Projec	Project Title	Phas	e Area	Fed.	Federal	St.	State	Local T	tal	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Philadelphia	95 GI	R 17821	I-95: Shackamaxon - Ann	F	IMAN	NHPP	14,400,000	581	3,600,000	18,0	00,000													NHPP	2,400,00	0 581	600,000		3,000,000	
Philadelphia	95 GF	79828	I-95: Race - Shackamaxon	U	IMAN			185	8,441,316	8,4	11,316																			
Philadelphia	95 GF	25 79828	I-95: Race - Shackamaxon	+C	IMAN							BRIP	34,931,000				34,931,000	NFP	60,360,000				60,360,000	NHPP	40,000,00	0			40,000,000	1/15/2026 E
Philadelphia	95 GF	25 79828	I-95: Race - Shackamaxon	+C	IMAN							NHPP	5,069,000				5,069,000													1/15/2026 E
Philadelphia	95 GF	26 103553	I-95: Race-Shackamaxon 2	+C	IMAN	NHPP	30,000,000			30,0	00,000	NHPP	30,000,000				30,000,000	NHPP	30,000,000				30,000,000	NHPP	30,000,00	0			30,000,000	2/15/2024 E
		Totals f	or: Philadelphia				178,970,000		24,471,316	203,4	11,316		176,600,000		11,200,000		187,800,000		219,441,786		1,200,000		765,448,557		199,360,00	0	1,600,000		200,960,000	812,843,102
Pike	84 49	4 85766	I-84 E&W I-4R MP 40 - E46	+C	IMAN	NHPP	20,000,000			20,0	00,000																			12/9/2021 A
Pike	84 49	5 87795	I-84 E&W I-4R E26 to E34	+C	IMAN	NHPP	6,000,000			6,0	00,000																			5/12/2022 A
		Totals f	or: Pike				26,000,000			26,0	00,000												765,448,557							26,000,000
Susquehanna	81 59	0 75976	I-81 Exit 219	+C	IMAN	NHPP	20,311,340			20,3	11,340	NHPP	11,000,000				11,000,000													6/5/2025 E
		Totals f	or: Susquehanna				20,311,340			20,3	11,340		11,000,000				11,000,000						765,448,557							31,311,340
Washington	70 10	K 106919	I70: Belle Vernon Bridge to Bentlevville	F	IMAN	NHPP	2,700,000	581	300,000	3,0	00,000	NHPP	2,700,000	581	300,000		3,000,000													
Washington	70 10	K 106919	9 I70: Belle Vernon Bridge to Bentlevville	U	IMAN															581	4,051,500		4,051,500							
Washington	70 10	K 106919	o I70: Belle Vernon Bridge to Bentlevville	U	SPFED									581	4,051,500		4,051,500													
Washington	70 10	K 106919	170: Belle Vernon Bridge to Bentlevville	R	IMAN															581	3,477,822		3,477,822			581	3,477,822		3,477,822	
Washington	70 K3	75945	I-70 over SR 3009 Reconstruction & Realignment	ion F	IMAN															185	5,796,370		5,796,370							
		Totals f	or: Washington				2,700,000		300,000	3,0	00,000		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 D1	0 88508	I-70 Arnold City Interch	+C	IMAN	NHPP	20,000,000			20,0	00,000	NHPP	20,000,000				20,000,000	NHPP	12,420,161				12,420,161							6/13/2024 E
		Totals f	or: Westmoreland				20,000,000			20,0	00,000		20,000,000				20,000,000		12,420,161				791,194,410							52,420,161
York	83	106531	I I-83 Newberrytown South Resu	ırf +C	IMAN	NHPP	3,399,037			3,3	99,037																			1/1/2026 E
York	83 07	0 92924	North York Widening #3 (Exit 2 & 22)	21 C	SPFED							NFP	60,360,000				60,360,000													10/5/2025 E
York	83 10	3 116480	I-83 over Springwood Rd	F	IMAN			185	300,000	3	00,000																			
York	83 10	3 116480	I-83 over Springwood Rd	С	IMAN							_		185	6,610,000		6,610,000													1/1/2026 E
		Totals f	or: York				3,399,037		300,000	3,6	99,037		60,360,000		6,610,000		66,970,000						791,194,410							70,669,037
		Overall	Totals:				651,622,440		115,351,917	766,9	74,357		709,868,698		104,821,686		814,690,384		671,915,499		119,278,911		791,194,410		707,413,91	6	107,421,596		814,835,512	3,187,694,663

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		Project Information						First Fo	ur Years					Second I	Four Years				Third	Four Years			
County	Distric	rict S.R. Section Project Project Title	ase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local Tota	Fed.	Federal	St.	State	Local	Total	Totals ^Milestones
Cumberland	8	11 VRU 119233 D-8 Ped Countdown Signals Safe Project for VRU	С	SAMI	2025	HVRU	3,000,000				3,000,000												3,000,000 10/19/2023 A
Cumberland	8	3 11 0 100100 North Enola Road Bridge	-P	BRDG	2033												NHPP	150,000				150,000	150,000
Cumberland	8	3 11 114 99674 HBG Pike SB over Bypass -	-P	BRDG	2033												BRIP	150,000				150,000	150,000
Cumberland	8	11 128 117464 US 11 over Burd Run	F-F	BRDG	2025			185	300,000		300,000												300,000
Cumberland	8	- 11 128 117464 US 11 over Burd Run	-C	BRDG	2026	BRIP	1,604,081				1,604,081												1,604,081 1/1/2026 E
Cumberland	8	11 129 117479 US 11 ov Letort Spring	F-F	BRDG	2026	STP	400,000				400,000												400,000
Cumberland	8	11 129 117479 US 11 ov Letort Spring	С	BRDG	2030									185	1,309,903	1,309	903						1,309,903 1/1/2027 E
Cumberland	8	11 129 117479 US 11 ov Letort Spring	С	BRDG	2030			185	2,923,756		2,923,756			581	1,776,340	1,776	340						4,700,096 1/1/2027 E
Cumberland	8	11 139 119708 I-81 & US 11/15 Lighting	-C	TENH	2026	STU	8,235				8,235												8,235 1/16/2025 E
Cumberland	8	5 5	-C	TENH	2026	CRPU	1,343,618				1,343,618												1,343,618 1/16/2025 E
Cumberland	8	11 139 119708 I-81 & US 11/15 Lighting -	-C	TENH	2026	NHPP	866,619				866,619												866,619 1/16/2025 E
Cumberland	8	11 139 119708 I-81 & US 11/15 Lighting -	-C	TENH	2026	CRP	640,000				640,000												640,000 1/16/2025 E
Cumberland	8	15 060 116119 Blue-Gray Resurf	С	HRST	2026			581	2,840,221		2,840,221												2,840,221 1/1/2026 E
Cumberland	8	3 15 060 116119 Blue-Gray Resurf	С	HCON	2028			581	5,680,443		5,680,443												5,680,443 1/1/2026 E
Cumberland	8	3 74 0 99663 Waggoners Gap Rd Bridge	⊦P	BRDG	2033												STP	150,000				150,000	150,000
Cumberland	8	3 74 0 99723 Waggoners Gap Rd Bridge 2	P	BRDG	2033												NHPP	150,000				150,000	150,000
Cumberland	8	74 0 100097 York Road Bridge	P		2033												NHPP	150,000				150,000	150,000
Cumberland					2033												BRIP	415,270				415,270	415,270
Cumberland					2033												STP	3,176,500	1			3,176,500	3,176,500 1/1/2034 E
Cumberland					2026			185	100,000		100,000												100,000
Cumberland					2027	STP	1,015,908				1,015,908												1,015,908 1/1/2027 E
Cumberland					2026	STP	2,893,553				2,893,553												2,893,553 1/30/2025 E
Cumberland				HRST	2026	STU	2,066,927				2,066,927												2,066,927 1/30/2025 E
Cumberland			_		2033												NHPP					150,000	150,000
Cumberland	8		\rightarrow		2033												NHPP					150,000	150,000
Cumberland			_		2033												NHPP		-			150,000	150,000
Cumberland	8				2033												NHPP					150,000	150,000
Cumberland	8	0			2033												STP	150,000				150,000	150,000
Cumberland	8				2033												BRIP	150,000				150,000	150,000
Cumberland	8				2033												STU	160,500				160,500	160,500 1/1/2034 E
Cumberland	8				2033												NHPP					150,000	150,000
Cumberland	8				2033												NHPP	150,000				150,000	150,000
Cumberland		-			2033												STU	150,000				150,000	150,000
Cumberland					2033												NHPP					150,000	150,000
Cumberland		·			2033												NHPP	150,000				150,000	150,000
Cumberland			_		2033												STP	150,000				150,000	150,000
Cumberland	_	1 -	_	BRDG													NHPP					150,000	150,000
Cumberland			_	BRDG				501	10.024.020		10.024.020						NHPP	150,000				150,000	150,000
Cumberland		·	_		2027			581	19,834,038		19,834,038						DOE	150.000				150,000	19,834,038 6/13/2024 E
Cumberland	_		_		2033												BOF	150,000				150,000	150,000 1/1/2024 F
Cumberland			_		2033												BOF	350,000				350,000	350,000 1/1/2034 E 150,000
Cumberland	_				2033												NHPP					150,000	722,250 1/1/2034 E
Cumberland	8		_		2033												NHPP	722,250 340,500		05 1	22	722,250	425,622
Cumberland Cumberland	8		_		2033												CAQ STU	1,634,336		85,12 408,58		425,622 2,042,920	2,042,920 1/1/2034 E
Cumberland			_		2033	HSIP	333,300				333,300						510	1,034,330	381	408,58	77	2,042,920	2,042,920 1/1/2034 E 333,300
			_		2025	HSIP	77,074				77,074												77,074
Cumberland Cumberland	8					HSIP	303,200				303,200												303,200
Cumberland	_		_		2025	HSIP					·												303,200 1,550,393 1/1/2026 E
Cumberland					2027	STU	1,550,393				1,550,393												1,550,393 1/1/2026 E 682,115 1/1/2026 E
						HSIP	682,115				682,115												1,912,500 1/1/2026 E
Cumberland	_				2028		1,912,500				1,912,500												
Cumberland			_		2025	HSIP	342,000				342,000												342,000
Cumberland			_		2025	HSIP	100,000				100,000												100,000
Cumberland			_		2025	HSIP	470,100				470,100												470,100
Cumberland			_		2027	HSIP	2,700,148				2,700,148						MILES	150.000				150,000	2,700,148 1/1/2026 E
Cumberland	_		_		2033												NHPP		-			150,000	150,000
Cumberland			_		2033												NHPP					417,250	417,250 1/1/2034 E
Cumberland	8	696 0 100041 Newburg Run Bridge	ľ	BRDG	2033												NHPP	150,000				150,000	150,000

Mary No. Mary No.						Project Information					First Fo	our Years					Second 1	Four Years					Third F	our Years				
Second S	County	Dist	rict S.F	. Section	Project Project Title		e Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal			Local	Total	Totals ^	^Milestones
Series Se	-		_									3											~					1/1/2034 E
		_																								·		
	Cumberland	8	94																									
1	Cumberland	8	94	4 0	100018 Wertzville R	Rd Bridge +C																					-	1/1/2034 E
Name	Cumberland	8																										
Section 1. Section 1.	Cumberland	8																										1/1/2034 E
Section Sect	Cumberland	8																										
		8				-																					-	1/1/2034 E
1		8																										
1	Cumberland	8				5																					722,250	1/1/2034 E
	Cumberland	8				9																						
		8	_																									
. September 1 9 19 19 19 19 19 19 19 19 19 19 19 19	Cumberland					<u> </u>																					· ·	
		8																				,		150,000		·		
1		8																									· ·	1/1/2034 E
1		8																			NHPP	150,000		,				
1	Cumberland				•	-																						1/1/2029 E
Number 10 10 10 10 10 10 10 1	Cumberland				-	-																				·		
Section Sect	Cumberland	8				9																2 0,0 30	185	150.000				1/1/2031 E
Marken M	Cumberland	8									185	300.000		300.000										120,000		,000		
Section Sect	Cumberland	8			,	•																						1/1/2027 E
Section Sect	Cumberland	8				-								,							STP	150,000				150,000		
Mathematical Math	Cumberland	_				5																					642,000	1/1/2034 E
Section Sect	Cumberland																											
Marie Mari	Cumberland		_																								995,000	1/1/2034 E
Minchale S 10 10 10 10 10 10 10									STP	40,000				40,000)							,				,		
Same based of the property of	Cumberland	_	_	_						· ·																		
New Personal S Unit Un	Cumberland	_		_										1,333,382	2													
Designation of the Section of Teners of the Section of Teners of T		_	_				_																					
Section Sect	Cumberland		_																									
State Stat										-,,				- / /							STU	150,000				150,000		
Signal Section (S. 1973) (1974	Cumberland		_	_																								1/1/2034 E
Camber C	Cumberland			_																								
Part Part	Cumberland																									·		1/1/2034 E
Section of the part of the p	Cumberland			_	-																	1					1	
Section Sect	Cumberland			_																								
Section Sect	Cumberland					9	BRDG	2033													BRIP	1,815,108				1,815,108	1,815,108	1/1/2034 E
Camberland S 1013 OR 14115 Specimy Hill Turn lane	Cumberland		_			· · · · · · · · · · · · · · · · · · ·			CAO	4,792,559				4,792,559)													
State Stat	Cumberland	_	_									1,213,139)			2,455,599	9 581	613,900		3,069,499								
State Stat	Cumberland		_	_										, ,	_			,			STU	150,000				150,000		
Part Part	Cumberland		_																									1/1/2034 E
Second S	Cumberland		_																									
Standard Standard	Cumberland	_																										1/1/2034 E
Camberland S 204 0.0 10037 Lisbum Road Bridge C BRDG 203 C SRDG C SRDG 203 C SRDG 203 C SRDG 203 C SRDG C	Cumberland	_		_																								
Cumberland S 201 0 0 9968 Winding Hill Rd over US15 C BRDG 2033 C C C C C C C C C	Cumberland					9																					· ·	1/1/2034 E
Cumberland Sa 201 Value Valu	Cumberland	_					_																					
State Stat	Cumberland	_																									· ·	1/1/2034 E
Strate S	Cumberland																											205 T E
State Stat	Cumberland																									· ·		1/1/2034 E
Cumberland 8 214 0.22 110474 Simpson Ferry Rd/ Sheely Ln Imp +C HCON 2028 STU 895,539 895,539 11/1/2028 Cumberland 8 2014 0.24 115788 Ped Safety Impr +C TENH 2025 STU 20,000	Cumberland								STP	245.000				245.000								555,750				,,,,,,,,		
Cumberland 8 2014 024 115788 Ped Safety Impr 4 C TENH 2025 STU 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000		_																										1/1/2028 F
Cumberland 8 2019 021 99813 Old Forge Rd over Yellow Breeches Ck F BRDG 2025 ISS 260,000 260,000 STOWN Free Rd over Yellow Breeches Ck STOWN Free Rd over Yellow Breeches Ck F BRDG 2025 STU 4,998 STU	Cumberland		_																									
Cumberland 8 2019 021 99813 Old Forge Rd over Yellow Breeches Ck +C BRDG 2026 STU 4,998 4,998		_	_						510	20,000		260 000																12/2027 E
Cumberland 8 2019 021 99813 Old Forge Rd over Yellow Breeches Ck +C BRDG 2026 BRIP 3,113,507 3,113,507 11/2026 Cumberland 8 2021 0 100025 Cedar Run Bridge P BRDG 2033 -			_	_					STII	4 908		200,000																1/1/2026 F
Cumberland 8 2021 0 100025 Cedar Run Bridge P BRDG 2033 STP 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 171/2034 Cumberland 8 2021 0 100025 Cedar Run Bridge Cedar Run Bridge Cedar Run Bridge STP 642,000 642,000 1/1/2034 Cumberland 8 2031 0 79535 Lisburn Rd ov Cedar Creek +P BRDG 2033 STP 642,000 Cedar Run Bridge Cedar Run Bridge Cedar Run Bridge STP 642,000 642,000 1/1/2034 Cumberland 8 2031 0 79535 Lisburn Rd ov Cedar Creek +P BRDG 2033 STP 642,000 BRIP 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000		_	_																									
Cumberland 8 2021 0 100025 Cedar Run Bridge C BRDG 2033 STP 642,000 642,000 642,000 642,000 1/1/2034 Cumberland 8 2031 0 79535 Lisburn Rd ov Cedar Creek +P BRDG 2033		_	_	_					DAII	3,113,307				5,115,507							STP	150,000				150,000		1/1/2020 E
Cumberland 8 2031 0 79535 Lisburn Rd ov Cedar Creek +P BRDG 2033 BRIP 150,000 150,000 150,000			_																									1/1/2034 E
				_																								1/1/4U34 E
	Cumochand					ov cedar creek	טמאם	2033			_																	

^{*} Includes Conversion Amount + Indicates phase qualifies for TOLL funds

Page 2 of 11

			_	Project Information					First Fo	ur Years					Second I	Four Years					Third Four Yea	rs		
County	Distri	ict S.R.	Section	Project Project Title	Phase Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St. Sta	te Local	Total	Totals ^Mileston
Cumberland	8	203	0	79535 Lisburn Rd ov Cedar Creek	+C BRDG	2033													STP	207,000			207,000	207,000 1/1/2034
Cumberland	8	203	016	117646 Lisburn Rd over Cedar Run	F BRDG	2025			185	100,000		100,000												100,000
Cumberland	8	203	016	117646 Lisburn Rd over Cedar Run	+C BRDG	2027	STP	1,141,930				1,141,930												1,141,930 1/1/2027
Cumberland	8	203:	5 0	99691 Third Street over NS	P BRDG	2033													STU	150,000			150,000	150,000
Cumberland	8	203:	5 0	99691 Third Street over NS	C BRDG	2033													STU	1,123,250			1,123,250	1,123,250 1/1/2034
Cumberland	8	203:	5 0	119304 Phase II Streetscape Improvements - 3rd St	C TENH	2026	TAU	1,702,100				1,702,100												1,702,100
Cumberland	8	300	0	99692 South Queen St over NS	P BRDG	2033													STU	150,000			150,000	150,000
Cumberland	8	300	0	99692 South Queen St over NS	C BRDG	2033													STU	401,250			401,250	401,250 1/1/2034
Cumberland	8	300	5 0	99841 Pine Road over Spruce Run	+P BRDG	2033													BOF	150,000			150,000	150,000
Cumberland	8	3000	5 0	99841 Pine Road over Spruce Run	C BRDG	2033													BOF	200,750			200,750	200,750 1/1/2034
Cumberland	8	300	6 023	87421 Pine Road ov Irishtown Gap Hol Crk	F BRDG	2025			185	300,000		300,000												300,000
Cumberland	8	3000	6 023	87421 Pine Road ov Irishtown Gap Hol Crk	C BRDG	2029			185	224,751		224,751			185	378,434		378,434						603,185 1/1/2027
Cumberland	8	300′	7 019	90741 Big Spring Rd ov Big Spring Ck	F BRDG	2025	BOF	300,000				300,000												300,000
Cumberland	8	300′	7 019	90741 Big Spring Rd ov Big Spring Ck	+C BRDG	2027	BOF	1,187,521				1,187,521												1,187,521 1/1/2027
Cumberland	8	301	010	90749 Hays Grove Rd over Yellow Breeches Ck	F BRDG	2025			185	300,000		300,000												300,000
Cumberland	8	301	010	90749 Hays Grove Rd over Yellow Breeches Ck	C BRDG	2027			185	527,787		527,787												527,787 1/1/2027
Cumberland	8	302	014	117675 Walnut Bottom Road/West Street/Willow Street	+F HCON	2026	STP	175,000				175,000												175,000
Cumberland	8	3023	014	117675 Walnut Bottom Road/West Street/Willow Street	+C HCON	2028	STP	1,074,647				1,074,647												1,074,647 1/1/2028
Cumberland	8	400	5 0	99695 Brandy Run Rd over Conodo	+P BRDG	2033													BOF	150,000			150,000	150,000
Cumberland	8	4000	5 0	99695 Brandy Run Rd over Conodo	+C BRDG	2033													BOF	1,248,300			1,248,300	1,248,300 1/1/2034
Cumberland	8	400	5 0	101270 Brandy Run Road 2	P BRDG	2033															581 1.	0,000	150,000	150,000
Cumberland	8	400	0	101274 Center Road Bridge 2	P BRDG	2033															581 1	0,000	150,000	150,000
Cumberland	8	401	0	100013 Brandy Run Road 3	P BRDG	2033															581 1:	0,000	150,000	150,000
Cumberland	8	402	0	99699 Bloserville Rd over Condo	+P BRDG	2033													BOF	150,000			150,000	150,000
Cumberland	8	402	0	99699 Bloserville Rd over Condo	+C BRDG	2033													BOF	1,203,530			1,203,530	1,203,530 1/1/2034
Cumberland	8	402:	5 0	99702 Old Mill Rd over Conodoguinet	P BRDG	2033													BOF	150,000			150,000	150,000
Cumberland	8	402:	5 0	99702 Old Mill Rd over Conodoguinet	F BRDG	2033													BOF	100,000			100,000	100,000
Cumberland	8	402:	5 0	99702 Old Mill Rd over Conodoguinet	C BRDG	2033													BOF	1,436,960			1,436,960	1,436,960 1/1/2034
Cumberland	8	720	0	120308 Quarry Road over Mountain Creek	F BRDG	2025	BOF	180,000	183	33,750	11,250	225,000												225,000
Cumberland	8	720	0	120308 Quarry Road over Mountain Creek	U BRDG	2025	BOF	20,000	183	3,750	1,250	25,000												25,000
Cumberland	8	720	0	120308 Quarry Road over Mountain Creek	R BRDG	2025	BOF	12,000	183	2,250	750	15,000												15,000
Cumberland	8	720	0	120308 Quarry Road over Mountain Creek	C BRDG	2026	BOF	552,686	183	103,629	34,543	690,858												690,858
Cumberland	8	7213	3 0	120270 Cumberland County Bridge Bundle	F BRDG	2025	BOF	454,000	183	85,125	28,375	567,500												567,500
Cumberland	8	7213	3 0	120270 Cumberland County Bridge Bundle	U BRDG	2025	BOF	56,000	183	10,500	3,500	70,000												70,000
Cumberland	8	7213	3 0	120270 Cumberland County Bridge Bundle	R BRDG	2025	BOF	28,000	183	5,250	1,750	35,000												35,000
Cumberland	8	7213	0	120270 Cumberland County Bridge Bundle	C BRDG	2028	BOF	2,302,577	183	431,733	143,911	2,878,221												2,878,221
		<u> </u>	Totals f	or: Cumberland				46,870,237		36,183,307	225,329	83,278,873		2,455,599		4,078,577		6,534,176		33,817,504	4,0	8,577	37,896,081	125,790,259
Dauphin	8	0		88069 Delivery/ Consult Assist	P PRA	2028			581	6,000,000		6,000,000												6,000,000
Dauphin	8	0		88069 Delivery/ Consult Assist	C PRA	2028			581	1,920,000		1,920,000												1,920,000
Dauphin	8	0		94636 Rolling Stock Replacement	+C PT	2029	CAQ	10,110,000				10,110,000	CAQ	2,527,500				2,527,500						12,637,500
Dauphin	8	0		111064 HATS Bikeshare	C IMOD	2028	CAQ	560,000				560,000												560,000 1/1/2023 1
Dauphin	8	0		112974 CAT Employment Access	C PT	2025	CAQ	224,640				224,640												224,640 4/5/2019 1
Dauphin	8	0		112974 CAT Employment Access	C IMOD	2026	CAQ	112,320				112,320												112,320 4/5/2019 1
Dauphin	8	0		114107 SRTP Rideshare Program	A SAMI	2029	CAQ	1,619,165				1,619,165	CAQ	411,692				411,692						2,030,857
Dauphin	8	0		114200 HATS RTP Implementation Program	+C TENH	2028	STU	12,000,000				12,000,000												12,000,000
Dauphin	8	0		117578 HATS Pipeline Priority Studies	S HCON	2033													NHPP	1,000,000			1,000,000	1,000,000
Dauphin	8	0		119216 HATS MPO TIP Funded Bridge Maintenance Contract	P BRDG	2030									185	100,000		100,000						100,000
Dauphin	8	0		119216 HATS MPO TIP Funded Bridge Maintenance Contract	C BRDG	2031									185	3,000,000		3,000,000						3,000,000 10/3/2030
Dauphin	8	0		119310 Emaus Streetscape Project	+P TENH	2025	STU	119,310				119,310												119,310
Dauphin	8	0		119310 Emaus Streetscape Project	+F TENH	2025	STU	38,150				38,150												38,150
Dauphin	8	0		119310 Emaus Streetscape Project	+U TENH	2025	STU	2,800				2,800												2,800
Dauphin	8	0		119310 Emaus Streetscape Project	+C TENH	2026	STU	942,731				942,731												942,731
Dauphin	8	0	BRG	102733 CAT Intermodal Bridge	F BRDG	2031							STP	500,000				500,000						500,000
Dauphin	8	0	BRG	102733 CAT Intermodal Bridge	+C BRDG	2032							CAQ	5,569,000				5,569,000						5,569,000 1/1/2032 1
Dauphin	8	0	BRG	102733 CAT Intermodal Bridge	+C BRDG	2032							STU	11,526,000				11,526,000						11,526,000 1/1/2032 1
Dauphin	8	0	BRG	102733 CAT Intermodal Bridge	+C BRDG	2032							BRIP	5,000,000				5,000,000						5,000,000 1/1/2032 1
Dauphin	8	11	092	99848 US-11 over Juniata River	+P BRDG	2033													STP	1,000,000			1,000,000	1,000,000
Dauphin		_		99848 US-11 over Juniata River	+C BRDG														NHPP	9,000,000			9,000,000	9,000,000 1/1/20341

County Dauphin	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22 22 22 22	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Project Project Title 99852 Wm Penn Hwy over Clarks R 99858 US-22 over Roberts Valley 99861 US-22 over NS 1 99863 US-22 over NS 2 99988 Allentn Blvd ov MandaTrib 99997 Allentn Blvd over Bow Cr 93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 1065554 Riverlands Safety Implementation 1065555 Riverlands Safety Implementation 106555 Riverlands Safety Implementation 106555 Riverlands Safety Implementation 106556 Riverlands Safety Implementation	Phase Arr P	OG 2033 OG 2033 OG 2033 OG 2033 OG 2033 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030	STP BRIP NHPP STP NHPP	228,026 5,654,205 2,060,000 3,666,074	St. 185	State	Local	Total 3,130,103	Fed.	Federal	St.	State	Local	Total	Fed. NHPP NHPP NHPP NHPP BRIP BRIP	Federal 150,000 150,000 150,000 150,000 150,000 150,000	St.	State Loo	150,000 150,000 150,000 150,000 150,000	Totals ^Milestones 150,000 150,000 150,000 150,000 150,000 150,000
Dauphin Dauphin	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22 22 22 22	0 0 0 0 0 059 059 059 059 075 075 075	99858 US-22 over Roberts Valley 99861 US-22 over NS 1 99863 US-22 over NS 2 99988 Allentn Blvd ov MandaTrib 99997 Allentn Blvd over Bow Cr 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	P BRI P BRI P BRI +P BRI	OG 2033 OG 2033 OG 2033 OG 2033 OG 2030	BRIP NHPP STP	5,654,205 2,060,000	185	2,902,077		3,130,103							NHPP NHPP NHPP BRIP	150,000 150,000 150,000 150,000			150,000 150,000 150,000	150,000 150,000 150,000 150,000
Dauphin Dauphin	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22 22 22 22	0 0 0 0 059 059 059 059 075 075 075	99861 US-22 over NS 1 99863 US-22 over NS 2 99988 Allentn Blvd ov MandaTrib 99997 Allentn Blvd over Bow Cr 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	P BRI P BRI +P BRI	OG 2033 OG 2033 OG 2033 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OO 2027 ON 2025 ON 2025	BRIP NHPP STP	5,654,205 2,060,000	185	2,902,077		3,130,103							NHPP NHPP BRIP	150,000 150,000 150,000			150,000 150,000	150,000 150,000 150,000
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22 22 22 22	0 0 0 059 059 059 059 075 075 075 075	99863 US-22 over NS 2 99988 Allentn Blvd ov MandaTrib 99997 Allentn Blvd over Bow Cr 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	P BRI +P BRI +P BRI C BRI C BRI C BRI C HCC +F HCC +R HCC	OG 2033 OG 2033 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OG 2030 OO 2027 ON 2025 ON 2025	BRIP NHPP STP	5,654,205 2,060,000	185	2,902,077		3,130,103							NHPP BRIP	150,000 150,000			150,000	150,000 150,000
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22 22 22 22	0 0 059 059 059 059 075 075 075 075	99988 Allentn Blvd ov MandaTrib 99997 Allentn Blvd over Bow Cr 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	+P BRI +P BRI C BRI C BRI C BRI C BRI C HCC +F HCC +R HCC	OG 2033 OG 2033 OG 2030 OG 2030 OG 2030 OG 2030 ON 2027 ON 2025	BRIP NHPP STP	5,654,205 2,060,000	185	2,902,077		3,130,103							BRIP	150,000				150,000
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8 8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22 22 22 22	0 059 059 059 059 075 075 075 075	99997 Allentn Blvd over Bow Cr 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	+P BRI C BRI C BRI C BRI C HCC +F HCC +R HCC	OG 2033 OG 2030 OG 2030 OG 2030 OO 2027 ON 2025 ON 2025	BRIP NHPP STP	5,654,205 2,060,000	185	2,902,077		3,130,103											150,000	
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22 22 22 22	059 059 059 059 075 075 075 075	93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	C BRI C BRI C BRI C HCC +F HCC +R HCC	OG 2030 OG 2030 OG 2030 ON 2027 ON 2025	BRIP NHPP STP	5,654,205 2,060,000	185	2,902,077		3,130,103	OWY I						BRIP	150,000				150,000
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22 22 22 22	059 059 059 075 075 075 075 105	93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	C BRI C BRI C HCC +F HCC +U HCC +R HCC	OG 2030 OG 2030 ON 2027 ON 2025 ON 2025	BRIP NHPP STP	5,654,205 2,060,000	185	2,902,077		3,130,103	orman r										150,000	120,000
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22 22 22	059 059 075 075 075 075 105	93178 Clarks Ferry Bridge PM 93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 1065554 Riverlands Safety Implementation	C BRI C HCC +F HCC +U HCC +R HCC	OG 2030 ON 2027 ON 2025 ON 2025	NHPP STP	2,060,000					STU	2,272,755	185	4,209,439		6,482,194						9,612,297 1/1/2027 E
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8 8 8 8	22 22 22 22 22 22 22 22 22 22	059 075 075 075 075 105	93178 Clarks Ferry Bridge PM 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	C HCC +F HCC +U HCC +R HCC	ON 2027 ON 2025 ON 2025	STP					5,654,205	BRIP	14,564,760				14,564,760						20,218,965 1/1/2027 E
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8 8 8	22 22 22 22 22 22 22 22	075 075 075 075 105	106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	+F HCC +U HCC +R HCC	ON 2025 ON 2025		3,666,074				2,060,000												2,060,000 1/1/2027 E
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8 8	22 22 22 22 22 22	075 075 075 105	106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	+U HCC +R HCC	N 2025	NHPP	- , ,				3,666,074												3,666,074 1/1/2027 E
Dauphin Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8	22 22 22 22 22	075 075 105	106554 Riverlands Safety Implementation 106554 Riverlands Safety Implementation	+R HCC			5,000,000				5,000,000												5,000,000
Dauphin Dauphin Dauphin Dauphin Dauphin	8 8 8 8 8	22 22 22	075 105	106554 Riverlands Safety Implementation			NHPP	600,000				600,000												600,000
Dauphin Dauphin Dauphin Dauphin	8 8 8 8	22 22	105		C HC	ON 2025	NHPP	2,000,000				2,000,000												2,000,000
Dauphin Dauphin Dauphin	8 8 8	22		119783 22 Concrete Patching & Diamond Grinding	C HCC	ON 2031			581	10,150,570		10,150,570			581	24,166,521		24,166,521						34,317,091 1/1/2027 E
Dauphin Dauphin	8 8		105	11/105 22 Concrete I atoming & Diamond Ormanig	P HCC	ON 2025			581	150,000		150,000												150,000
Dauphin	8	22	105	119783 22 Concrete Patching & Diamond Grinding	C HCC	N 2029			581	4,600,130		4,600,130			581	2,300,066		2,300,066						6,900,196
			320	114316 Cameron/Maclay Intersec	+C HRS	ST 2025	CAQ	311,051				311,051												311,051 4/27/2023 A
Dauphin	0	25	0	100001 Berrysburg Rd ov Little W	+P BRI	OG 2033													BRIP	150,000			150,000	150,000
	8	25	0	100008 Lykens Valley Rd ov Pine	P BRI	OG 2033															185	150,000	150,000	150,000
Dauphin	8	25		100024 Lykens Valley Road over T	P BRI	OG 2033															185	125,000	125,000	125,000
Dauphin	8	147	0	99865 S River Rd over NS	+P BRI	OG 2033													BRIP	150,000			150,000	150,000
Dauphin	8	147	0	99887 Mill Race Bridge	P BRI	OG 2033															581	150,000	150,000	150,000
Dauphin	8	147	020	106548 Upper Daupin Park-n- Ride	C HCC	N 2033													CAQ	300,000			300,000	300,000 1/1/2029 E
Dauphin	8	147	022	90771 South River Rd ov Powells Ck	F BRI	G 2025			185	200,000		200,000												200,000
Dauphin	8	147	022	90771 South River Rd ov Powells Ck	+C BRI	G 2029	STP	2,365,377				2,365,377	STP	3,692,377				3,692,377						6,057,754 1/1/2028 E
Dauphin	8	209	0	99868 Wiconisco Creek Bridge 1	P BRI	G 2033													NHPP	150,000			150,000	150,000
Dauphin	8	209	0	99882 Union Street Bridge	P BRI	OG 2033															581	150,000	150,000	150,000
Dauphin	8	209	0	100234 US 209 Bridge	P BRI	G 2033															185	150,000	150,000	150,000
Dauphin	8	209	0	100234 US 209 Bridge	C BRI	G 2033															581	882,750	882,750	882,750 1/1/2034 E
Dauphin	8	209	017	90341 SR 209 ov Tributary to Wisconisco Ck	F BRI	G 2025			185	100,000		100,000												100,000
Dauphin	8	209	017	90341 SR 209 ov Tributary to Wisconisco Ck	C BRI	G 2026			185	500,000		500,000												500,000 1/1/2025 E
Dauphin	8	209	018	99870 US-209 over Wiconisco Creek	F BRI	G 2025			185	150,000		150,000												150,000
Dauphin	8	209	018	99870 US-209 over Wiconisco Creek	C BRI	G 2026	STU	1,663,491				1,663,491												1,663,491 1/1/2026 E
Dauphin	8	209	019	100202 US 209 Resurfacing	C HRS	T 2026			581	2,575,000		2,575,000												2,575,000 7/10/2025 E
Dauphin	8	225	0	93583 Armstrong Valley Rd Brg	P BRI	OG 2033															581	150,000	150,000	150,000
Dauphin	8	225	0	93583 Armstrong Valley Rd Brg	C BRI	G 2033															581	802,500	802,500	802,500 1/1/2034 E
Dauphin	8	225	0	99875 N Market St ov Wiconisco	P BRI	OG 2033													NHPP	150,000			150,000	150,000
Dauphin	8	225	0	99875 N Market St ov Wiconisco	C BRI	G 2033													NHPP	626,000			626,000	626,000 1/1/2034 E
Dauphin	8	225	0	100036 Armstrong Street over Arm	+C BRI	OG 2033													BRIP	318,374			318,374	318,374 1/1/2034 E
Dauphin	8	225	0	100268 Armstrong Valley Rd Brdg	P BRI														STP	150,000			150,000	150,000
Dauphin	8			100268 Armstrong Valley Rd Brdg	+C BRI														BRIP	722,250			722,250	722,250 1/1/2034 E
Dauphin	8			99888 E Hbg Pike over Lynch Run		G 2033													STP	150,000			150,000	150,000
Dauphin	8			99891 E Main St over Mill Race		OG 2033															581	150,000	150,000	150,000
Dauphin	8			100050 Second Street over Buser		G 2033													STP	150,000			150,000	150,000
Dauphin	8			100053 Second Street over Bird R	P BRI																185	150,000	150,000	150,000
Dauphin	8			100247 Harrisburg Pike Bridge 2	P BRI														STP	150,000			150,000	150,000
Dauphin	8			100247 Harrisburg Pike Bridge 2	C BRI																185	963,000	963,000	963,000 1/1/2034 E
Dauphin				87454 Cameron St ovr Asylum Run	F BRI				185	400,000		400,000												400,000
Dauphin				87454 Cameron St ovr Asylum Run	C BRI				581	1,003,072		1,003,072			185	2,669,492		2,669,492						3,672,564 11/11/2027 E
Dauphin				87454 Cameron St ovr Asylum Run	C BRI				185	2,000,000		2,000,000												2,000,000 11/11/2027 E
Dauphin				117825 I-283 ITS Fiber Inter	+C SAN		STP	176,900		, ,,,,,,		176,900												176,900 5/23/2024 E
Dauphin	8			90778 PA 283 over Mill Road	P BRI														STU	150,000			150,000	150,000
Dauphin	8			99880 PA-283 over Conewago 1	P BRI														NHPP	150,000			150,000	150,000
Dauphin	8			99884 PA-283 over Conewago 2	P BRI	_													NHPP	150,000			150,000	150,000
Dauphin	8			99886 PA-283 Over Colebrook 1	P BRI														NHPP	150,000			150,000	150,000
Dauphin	8			99886 PA-283 Over Colebrook 1	C BRI														NHPP	963,000			963,000	963,000 1/1/2034 E
Dauphin	8			100056 PA 283 West over Old Hers	P BRI														NHPP	150,000			150,000	150,000
Dauphin	8			99890 Paxton St ov Penhar Rd 1	P BRI														NHPP	150,000			150,000	150,000

				Project Information					First Fou	ur Years					Second F	Four Years					Third Fou	r Years			
County	Distric	t 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	322	0	99892 Paxton St ov Penhar Rd 2	P BRDG	2033													NHPP	150,000			150,0	00 150,	,000
Dauphin	8	322	064	117672 US 322/422 and Hershey Park Drive Interchange	+P HCON	2033													NHPP	2,190,000			2,190,0	2,190,	,000
Dauphin	8	322	064	117672 US 322/422 and Hershey Park Drive Interchange	+F HCON	2033													NHPP	3,500,000			3,500,0	3,500,	,000
Dauphin	8	322	064	117672 US 322/422 and Hershey Park Drive Interchange	+C HCON	2033													NHPP	17,306,000			17,306,0	00 17,306,	,000 1/1/2030 E
Dauphin	8	325	000	74523 Clarks Valley Rd Brg	+P BRDG	2033													BRIP	610,000			610,0	00 610,	,000
Dauphin	8	325	000	74523 Clarks Valley Rd Brg	+C BRDG	2033													BRIP	1,626,250			1,626,2	50 1,626,	,250 1/1/2034 E
Dauphin	8	341	0	100272 Colebrook Road Bridge	+P BRDG	2033													BOF	150,000			150,0	00 150,	,000
Dauphin	8	341	0	100272 Colebrook Road Bridge	+C BRDG	2033													BOF	680,665			680,0	680,	,665 1/1/2034 E
Dauphin	8	422	0	99895 US-422 Bridge over US-322	+P BRDG	2033													BRIP	150,000			150,0	00 150,	,000
Dauphin	8	422	0	99895 US-422 Bridge over US-322	C BRDG	2033													NHPP	1,869,750			1,869,	50 1,869,	,750 1/1/2034 E
Dauphin	8	441	0	99900 Oberlin Rd over Ramp	+P BRDG	2033													BRIP	150,000			150,0	00 150,	,000
Dauphin	8	441	0	99900 Oberlin Rd over Ramp	+C BRDG	2033													BRIP	1,361,331			1,361,3	31 1,361,	,331 1/1/2034 E
Dauphin	8	441	0	118276 Eisenhower BI Safety Improv	+C SAMI	2025	STP	1,276,828				1,276,828												1,276,	,828 1/30/2025 E
Dauphin	8	441	0	118276 Eisenhower BI Safety Improv	+C SAMI	2025	HVRU	148,000				148,000												148,	,000 1/30/2025 E
Dauphin	8	443	0	80978 Fishing Creek Brg over NS	P BRDG	2033													STP	150,000			150,0	00 150,	,000
Dauphin	8	743	0	100059 Cocoa Avenue over Tributa	P BRDG	2033															581	150,000	150,0	00 150,	,000
Dauphin	8	743	038	90328 Elizabethtown Rd over Trib to Conewago Ck	F BRDG	2025			185	100,000		100,000												100,	,000
Dauphin	8				C BRDG	2026			185	106,090		106,090												106,	,090 1/1/2026 E
Dauphin	8			113283 Elizabethtown Rd Resurfacing	+C HRST	2025	STU	2,817,224				2,817,224												2,817,	,224 1/9/2025 E
Dauphin	8	_		113283 Elizabethtown Rd Resurfacing	+C HRST	2025	STP	1,215,236				1,215,236													,236 1/9/2025 E
Dauphin	8	_		117612 PA 743 and PA 341 Intersection HSM	F SAMI	2025	HSIP	150,000				150,000												150,	
Dauphin	8	743	040	117612 PA 743 and PA 341 Intersection HSM	U SAMI	2025	HSIP	50,000				50,000												50,	,000
Dauphin		_		117612 PA 743 and PA 341 Intersection HSM	R SAMI	2025	HSIP	100,000				100,000												100,	,000
Dauphin		_	040	117612 PA 743 and PA 341 Intersection HSM	C SAMI	2026	HSIP	2,251,018				2,251,018												2,251,	,018 12/11/2025 E
Dauphin			040	117612 PA 743 and PA 341 Intersection HSM	C SAMI	2026	STP	449,130				449,130													,130 12/11/2025 E
Dauphin	8			18977 Market St ov Juniata River	F BRDG	2025		· ·	185	400,000		400,000													.000
Dauphin	8		_	18977 Market St ov Juniata River	+C BRDG	2028	BRIP	4,057,459		,		4,057,459												4,057,	,459 1/1/2027 E
Dauphin	8	_	-	18977 Market St ov Juniata River	+C BRDG	2028	STP	1,078,358				1,078,358													,358 1/1/2027 E
Dauphin	_	1002		100060 Pottsville St over Bear C	P BRDG	2033		,,				,,							STU	150,000			150,0		
Dauphin		1002		100060 Pottsville St over Bear C	C BRDG	2033													STU	240,750			240,		,750 1/1/2034 E
Dauphin		1002	_	100063 Mountain House Rd over Cr	P BRDG	2033													STP	150,000			150,0		
Dauphin		1003		100063 Mountain House Rd over Cr	C BRDG	2033													STP	112,500			112,		,500 1/1/2034 E
Dauphin			027	87653 Mountain House Rd ov N Brch of Armstrong Ck	F BRDG	2025			185	150,000		150,000							511	112,300			112,		,000
Dauphin			027	87653 Mountain House Rd ov N Breh of Armstrong Ck	C BRDG	2026			185	315,334		315,334													,334 1/1/2026 E
Dauphin		1005	-	100068 Railroad Street over Wico	P BRDG	2033			103	313,334		313,334							STP	150,000			150,0		
Dauphin		_		100068 Railroad Street over Wico	C BRDG														STP	369,250			369,2		,250 1/1/2034 E
-			-	99912 Wilhour Rd over Wiconisco	F BRDG		BOF	189,975				189,975							311	307,230			307,2		,975
Dauphin Dauphin				99912 Wilhour Rd over Wiconisco	+C BRDG		STU	41,308				41,308													,308 1/1/2026 E
Dauphin		_		99912 Wilhour Rd over Wiconisco	+C BRDG		BOF	4,095,299				4,095,299													,299 1/1/2026 E
Dauphin		_	024		+C BRDG		STP	139,763				139,763													,763 1/1/2026 E
		1007		99913 Erdman Rd over Pine Creek	P BRDG		511	137,703				137,703							STP	150,000			150,0		,000
Dauphin Dauphin		1013		99913 Erdman Rd over Pine Creek	C BRDG														STP	786,500			786,		,500 1/1/2034 E
Dauphin		1013		100241 East Middle Road Bridge	P BRDG														211	700,500	581	150,000	150,0		,000 1/1/2034 E
		1016		100241 East Middle Road Bridge	C BRDG																581	882,750	882,		,750 1/1/2034 E
Dauphin Dauphin			007	87459 Honeymoon Trail ov Trib to Pine Ck	P BRDG														BOF	150,000	501	002,730	150,0		,000 1/1/2034 E
		_	007	87459 Honeymoon Trail ov Trib to Pine Ck 87459 Honeymoon Trail ov Trib to Pine Ck	+F BRDG		BOF	100,000				100,000							ВОГ	130,000			150,0		,000
Dauphin		1017		87459 Honeymoon Trail ov Trib to Pine Ck 87459 Honeymoon Trail ov Trib to Pine Ck	+F BRDG +C BRDG		BOF	2,278,252				2,278,252													,000 ,252 1/1/2028 E
Dauphin		1017		-			DUF	2,218,232				2,218,232							STU	150,000			150		
Dauphin		1020		99876 Valley Road Bridge 99876 Valley Road Bridge	P BRDG C BRDG														STU	150,000			150,0		,000 ,250 1/1/2034 E
Dauphin																				722,250			722,2		
Dauphin		1021		100253 North Church Street Brdg	P BRDG														STU	150,000			150,0		
Dauphin		1021		100253 North Church Street Brdg	C BRDG														STU	963,000	501	150.000	963,0		,000 1/1/2034 E
Dauphin		1023		100258 Small Valley Road Bridge	P BRDG																581	150,000	150,0		,000 1/1/2024 E
Dauphin		1023		100258 Small Valley Road Bridge	C BRDG																581	627,297	627,2		,297 1/1/2034 E
Dauphin		1023		100258 Small Valley Road Bridge	C BRDG				105	155.05		177.00									185	335,703	335,		,703 1/1/2034 E
Dauphin				117216 Hillsdale Rd ov Trib Conewago Cr	F BRDG				185	175,000		175,000												175,	
Dauphin		_			C BRDG				185	530,450		530,450	_						amp	422.22					,450 1/1/2026 E
Dauphin		2003		99915 Middletown Rd over US-322	P BRDG														STP	150,000			150,0		,000
Dauphin	8	2003	0	99915 Middletown Rd over US-322	C BRDG	2033													STP	1,364,000			1,364,0	JU 1,364,	,000 1/1/2034 E

				Project Information					First Fo	our Years					Second I	Four Years					Third Fo	our Years				
County	Distri	ct 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	3 028	80973 Vine St Bridge #2 PM	+P BRDG	2033													BRIP	416,000				416,000	416,000	
Dauphin	8	200	3 028	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	200	3 033	116786 Middletown Rd Safety and Congestion Impr	+F HCON	2025	STU	820,000				820,000													820,000	
Dauphin	8	200	3 033	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	200:	5 0	90781 Roundtop Road Bridge	P BRDG	2033													STP	150,000				150,000	150,000	
Dauphin	8	200:	5 0	90781 Roundtop Road Bridge	C BRDG	2033													STP	460,500				460,500	460,500	1/1/2034 E
Dauphin	8	200:	5 019	100083 Roundtop Road over Iron M	F BRDG	2025			185	200,000		200,000													200,000	
Dauphin	8	200:	5 019	100083 Roundtop Road over Iron M	+C BRDG	2026	STP	848,720				848,720													848,720	1/1/2026 E
Dauphin	8	200	7 0	99925 Deodate Rd Over PA-283	P BRDG	2033													STP	150,000				150,000	150,000	
Dauphin	8	200	7 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 0	100090 Union Deposit Road over K	+P BRDG	2033													BRIP	200,000				200,000	200,000	
Dauphin	8	2010	0 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	201	1 0	100095 Hockersville Road over Sp	P BRDG	2033													STP	150,000				150,000	150,000	
Dauphin	8	201	1 0	100095 Hockersville Road over Sp	C BRDG	2033													STP	272,800				272,800	272,800	1/1/2034 E
Dauphin	8	201	1 0	100208 Bachmanville Road Bridge	P BRDG	2033															581	150,000		150,000	150,000	
Dauphin	8	201	1 0	100208 Bachmanville Road Bridge	C BRDG	2033															581	722,250		722,250	722,250	1/1/2034 E
Dauphin	8	2012	2 007	47519 Laudermilch Road Bridge	+C BRDG	2033													BRIP	3,000				3,000	3,000	3/2/2023 A
Dauphin	8	201	2 007	47519 Laudermilch Road Bridge	+C BRDG	2033													BOF	1,776,265				1,776,265	1,776,265	3/2/2023 A
Dauphin	8	2013	3 0	100098 Schoolhouse Road over Hof	P BRDG	2033															185	214,000		214,000	214,000	
Dauphin	8	2013	3 0	100098 Schoolhouse Road over Hof	C BRDG	2033															185	882,750		882,750	882,750	1/1/2034 E
Dauphin	8	201:	5 0	80971 Sand Beach Rd over Swatar	P BRDG	2033													STP	150,000				150,000	150,000	
Dauphin	8	201:	5 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	201:	5 0	90783 Manada Gap Road Bridge	P BRDG	2033															581	150,000		150,000	150,000	4/1/2022 E
Dauphin	8	201:	5 0	90783 Manada Gap Road Bridge	C BRDG	2033															185	722,250		722,250	722,250	1/1/2034 E
Dauphin	8	201	8 0	119305 Hummelstown Ped Impr	+P TENH	2025	STU	98,000				98,000													98,000	
Dauphin	8	201	8 0	119305 Hummelstown Ped Impr	+F TENH	2025	STU	63,819				63,819													63,819	
Dauphin	8	201	8 0	119305 Hummelstown Ped Impr	+U TENH	2025	STU	30,000				30,000													30,000	
Dauphin	8	2013	8 0	119305 Hummelstown Ped Impr	+C TENH	2026	STU	732,504				732,504													732,504	
Dauphin	8	2019	9 0	100105 Nyes Road over Tributary	P BRDG	2033															581	150,000		150,000	150,000	
Dauphin		2019		100105 Nyes Road over Tributary	C BRDG	2033															185	722,250		722,250	722,250	1/1/2034 E
Dauphin		_	9 016		C HCON																581	33,316,897		33,316,897		1/1/2034 E
Dauphin		2019		99934 Nyes Rd over Beaver Creek	+P BRDG	2033													BRIP	150,000				150,000	150,000	
Dauphin			9 018	-	+C BRDG	2033													BRIP	907,750				907,750	907,750	1/1/2034 E
Dauphin			9 022	117189 Nyes Rd ovr Beaver Creek	+F BRDG	2025	BRIP	139,000				139,000													139,000	-
Dauphin	8	2019	9 022	-	+C BRDG	2027	BRIP	3,303,337				3,303,337													3,303,337 1	12/11/2025 E
Dauphin	8	2023	3 0	99939 Toll House Rd over PA-283	P BRDG	2033													STP	150,000				150,000	150,000	
Dauphin	8	2023		99939 Toll House Rd over PA-283	C BRDG														STP	1,604,750				1,604,750	1,604,750	1/1/2034 E
Dauphin		2020		19075 Green Hill Road Bridge	P BRDG																185	150,000		150,000	150,000	-
Dauphin		2020		19075 Green Hill Road Bridge	C BRDG																185	856,882		856,882	856,882	1/1/2034 E
Dauphin			3 011	99917 Fairville Ave overI-81	P BRDG														BOF	225,000				225,000	225,000	
Dauphin		_		99917 Fairville Ave overI-81	C BRDG														BOF	1,248,254				1,248,254		1/1/2034 E
Dauphin		2040		99920 Rosedale Ave over Airport	P BRDG														STP	150,000				150,000	150,000	
Dauphin		2040		99920 Rosedale Ave over Airport	C BRDG														STP	1,604,750				1,604,750	· ·	1/1/2034 E
Dauphin		2042		99945 Spring Garden Rd over Con	P BRDG														STP	150,000				150,000	150,000	
Dauphin		2042	_	99945 Spring Garden Rd over Con	C BRDG														STP	1,604,750				1,604,750		1/1/2034 E
Dauphin		2043		99844 Schoolhouse Rd ov PA-283	P BRDG														STP	150,000				150,000	150,000	
Dauphin		2043		99844 Schoolhouse Rd ov PA-283	C BRDG														STP	1,765,250				1,765,250		1/1/2034 E
Dauphin		300:		99957 40th Bridge St over NS	P BRDG														STU	150,000				150,000	150,000	
Dauphin		300:	_	99957 40th Bridge St over NS	C BRDG														STU	802,500				802,500		1/1/2034 E
Dauphin		300		90837 19th Street Bridge	P BRDG	_													STP	225,000				225,000	225,000	
Dauphin		300	_	90837 19th Street Bridge	C BRDG														STU	2,000,000				2,000,000		1/1/2034 E
Dauphin		3009		99879 North Front Street Bridge	P BRDG	_													STU	150,000				150,000	150,000	
Dauphin		3009	_	99879 North Front Street Bridge	C BRDG														STU	722,118				722,118		1/1/2034 E
Dauphin		3009	_	100108 North Front Street over F	P BRDG														STU	150,000				150,000	150,000	
Dauphin		3009		100108 North Front Street over F	C BRDG														STU	1,925,750				1,925,750		1/1/2034 E
Dauphin		300	_	100263 Front Street Bridge Repl	P BRDG														510	-,,25,,50	581	150,000		150,000	150,000	
Dauphin		_		74520 Paxton St over NS	+P BRDG														BRIP	610,000	501	150,000		610,000	610,000	
Dauphin		_		74520 Paxton St over NS 74520 Paxton St over NS	C BRDG														STU	12,373,296				12,373,296		1/1/2034 E
Daupiiiii	0	300	, 000	/ 1020 I axion of over 140	C BKDG	2033									1	1		1	310	12,3/3,270				. 4,0 / 3,470	12,313,470	1/1/2057 E

				Project Information					First Fou	ur Years					Second 1	Four Years					Third Four	Years			
County	Distri	ict 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	300	9 000	74520 Paxton St over NS	C BRDG	2033													STP	6,883,204			6,883,204	6,883,204	1/1/2034 E
Dauphin	8	300	9 023	117698 Paxton St ov NS	P BRDG	2027			185	500,000		500,000												500,000	
Dauphin	8	300	9 023	117698 Paxton St ov NS	P BRDG	2027			581	800,000		800,000												800,000	
Dauphin	8	300	9 023	117698 Paxton St ov NS	+F BRDG	2033													NHPP	650,000			650,000	650,000	
Dauphin	8	300	9 023	117698 Paxton St ov NS	+C BRDG	2033													NHPP	17,555,043			17,555,043	17,555,043	1/1/2031 E
Dauphin	8	301	0 0	100109 Paxton Street over Spring	P BRDG	2033													NHPP	150,000			150,000	150,000	
Dauphin	8	301	0 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	301	0 014	113384 Sycamore/Paxton Intersection Imp	+C HCON	2025	HVRU	1,138,150				1,138,150												1,138,150	3/13/2025 E
Dauphin	8	301	0 014	113384 Sycamore/Paxton Intersection Imp	+C SAMI	2026	STU	368,813				368,813												368,813	3/13/2025 E
Dauphin	8	301	0 014	113384 Sycamore/Paxton Intersection Imp	+C HCON	2025	NHPP	630,485				630,485												630,485	3/13/2025 E
Dauphin	8	301	2 026	93176 Market St Bridge West	R BRDG	2025			185	425,000		425,000												425,000	
Dauphin	8	301	2 026	93176 Market St Bridge West	+C BRDG	2030	STU	2,839,028				2,839,028	NHPP	7,192,134	1			7,192,134						10,031,162	3/27/2025 E
Dauphin	8	301	2 026	93176 Market St Bridge West	+C BRDG	2030	NHPP	28,479,188				28,479,188	BRIP	4,939,906	5			4,939,906						33,419,094	3/27/2025 E
Dauphin	8	301	2 026	93176 Market St Bridge West	+C BRDG	2030	BRIP	4,544,072				4,544,072	STP	828,908	3			828,908						5,372,980	3/27/2025 E
Dauphin	8	301	2 029	93177 Market St Bridge East	+C BRDG	2030	BRIP	6,734,685				6,734,685	BRIP	1,997,682	2			1,997,682						8,732,367	3/27/2025 E
Dauphin	_		2 029	-	+C BRDG		STU	9,782,058				9,782,058	STU	6,776,202	2			6,776,202							3/27/2025 E
Dauphin	_	_	2 029	93177 Market St Bridge East	+C BRDG		NHPP	25,008,282				25,008,282		16,175,712				16,175,712							3/27/2025 E
Dauphin			2 037	117663 Derry Street over Spring Creek	+F BRDG		BRIP	400,000				400,000												400,000	
Dauphin					+C BRDG		STP	1,850,331				1,850,331													6/25/2026 E
Dauphin				117663 Derry Street over Spring Creek	+C BRDG		STU	169,623				169,623													6/25/2026 E
Dauphin		301		90838 29th Street Bridge	P BRDG			, ,				, ,							STP	200,000			200,000	·	
Dauphin		301		90838 29th Street Bridge	C BRDG														STU	4,258,500			4,258,500	4,258,500	1/1/2034 E
Dauphin	_	301		90838 29th Street Bridge	C BRDG														STP	252,500			252,500	252,500	1/1/2034 E
Dauphin		301		99968 29th St Bridge over I-83	+P BRDG	_													BRIP	150,000			150,000		
Dauphin	_	301		99968 29th St Bridge over I-83	+C BRDG														BRIP	656,500			656,500	·	1/1/2034 E
Dauphin		_	6 014		+P BRDG														BRIP	150,000			150,000	·	
Dauphin			_	117708 Harvey Taylor	+F BRDG														BRIP	75,000			75,000	·	
Dauphin		_	6 014		+C BRDG														NHPP	306,048			306,048	·	1/1/2027 E
Dauphin	_	302		119307 Union Deposit Corridor Impr	+P TENH		STU	64,000				64,000								2.0,0.0			200,000	64,000	1,1,202,12
Dauphin		302		119307 Union Deposit Corridor Impr	+F TENH	_	STU	72,000				72,000												72,000	
Dauphin	_	302	_	119307 Union Deposit Corridor Impr	+U TENH		STU	40,000				40,000												40,000	
Dauphin		302		119307 Union Deposit Corridor Impr	+R TENH	2025	STU	40,000				40,000												40,000	
Dauphin		302		119307 Union Deposit Corridor Impr	+C TENH	_	STU	761,426				761,426												.,	8/8/2024 E
Dauphin		_	2 005	74521 Maclay Street Bridge	C BRDG		BRIP	16,470,841				16,470,841													6/5/2025 E
Dauphin		_	2 005	-	C BRDG		NHPP	8,880,426	185	6,337,816		15,218,242													6/5/2025 E
Dauphin				100117 Locust Lane over Tributar	+P BRDG	_	11111	0,000,120	105	0,557,010		13,210,242							BRIP	150,000			150,000		0/3/2023 E
Dauphin		302	_	100117 Locust Lane over Tributar	+C BRDG														BRIP	450,000			450,000		1/1/2034 E
Dauphin		302		99975 Elmerton Ave over I-83	P BRDG	_													Ditti	150,000	581	150,000	150,000		
Dauphin		303		100110 Airport Conn North Bound	P HRST																581	50,000	50,000	-	
Dauphin		_		100110 Airport Conn North Bound	C HRST																	3,781,475	3,781,475		1/1/2034 E
Dauphin		303		100184 Airport Conn South Bound		2033															581	50,000	50,000		
Dauphin		_	2 0	100184 Airport Conn South Bound		2033																3,781,475	3,781,475	-	1/1/2034 E
Dauphin				117196 Walnut St ov Susq		2029									185	300,000)	300,000			501	-,,,,,,,,	3,701,473	300,000	
Dauphin			4 004	1		2029									185	150,000		150,000						150,000	
Dauphin		_		117196 Walnut St ov Susq	C BRDG										185	4,031,749		4,031,749							1/1/2026 E
Dauphin				78706 Rutter Rd ov Armstrong Creek	+F BRDG		BOF	200,000				200,000			103	1,031,749		1,031,749						200,000	
Dauphin				78706 Rutter Rd ov Armstrong Creek 78706 Rutter Rd ov Armstrong Creek	+C BRDG		BOF	1,109,171				1,109,171													1/1/2026 E
Dauphin			2 0	19110 Luxemburg Road Bridge 2	+C BRDG		BOI	1,107,171				1,109,1/1							STP	441,500			441,500		
Dauphin		_		19110 Luxemburg Road Bridge 2 19110 Luxemburg Road Bridge 2	C BRDG														BOF	1,925,750			1,925,750	-	1/1/2034 E
Dauphin			2 0	90844 Shippen Dam Road Bridge	P BRDG	_													STP	1,925,750			1,925,750		
Dauphin		400	_	90844 Shippen Dam Road Bridge	C BRDG														STP	331,500			331,500		1/1/2034 E
		_		100119 Luxemburg Road over Tribu		_													STP	150,000			150,000		
Dauphin		_	_	-	P BRDG																			-	
Dauphin		400		100119 Luxemburg Road over Tribu	C BRDG														STP	192,750	105	150,000	192,750		1/1/2034 E
Dauphin		400		78741 Rutter Road Bridge 2	P BRDG																185		150,000		
Dauphin		400		78741 Rutter Road Bridge 2	C BRDG																185	802,500	802,500		1/1/2034 E
Dauphin		400		100121 Straws Church Road over T	P BRDG																185	150,000	150,000		
Dauphin		_		100121 Straws Church Road over T	C BRDG				107	4.50		4.50									185	250,000	250,000		1/1/2034 E
Dauphin	8	400	4 017	117469 Straws Church ov Trib to Armstrong	F BRDG	2025			185	150,000		150,000												150,000	

					Project Information					First Fo	our Years					Second I	Four Years					Third F	our Years				
County	Di	strict S.	R. Sect	tion P	Project Project Title	Phase Arc	a Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total		Ailestones
Dauphin		8 40	004 01	7 1	117469 Straws Church ov Trib to Armstrong	C BRI	G 2026			185	378,184		378,184													378,184 12/	14/2025 F
Dauphin			004 01	_	117469 Straws Church ov Trib to Armstrong	C BRI				581	449,318		449,318													449,318 12/	14/2025 F
Dauphin		8 40			99885 Enders Road ov Armstrong Ck	F BRI		BOF	100,000				100,000													100,000	
Dauphin		8 40		_	99885 Enders Road ov Armstrong Ck	+C BRI				185	696,286		696,286													696,286 1/	1/2026 E
Dauphin		8 40			100123 Phillips Road over Little	P BRI																185	150,000		150,000	150,000	
Dauphin		8 40		_	100123 Phillips Road over Little	C BRI																185	722,250		722,250	722,250 1/	1/2034 E
Dauphin		8 40			100233 Phillips Road Bridge	P BRI																581	150,000		150,000	150,000	
Dauphin		8 40	_	_	100233 Phillips Road Bridge	C BRI																185	802,500		802,500	802,500 1/	1/2034 E
Dauphin		8 40	013 () 1	100115 Powell's Valley Rd Brdg 2	P BRI	G 2033															581	150,000		150,000	150,000	
Dauphin		8 40	_	_	100115 Powell's Valley Rd Brdg 2	C BRI	G 2033															185	722,250		722,250	722,250 1/	1/2034 E
Dauphin		8 40	_	_	100129 Powell's Valley Rd ov Cr	P BRI																581	150,000		150,000	150,000	
Dauphin		8 40	_	_	100129 Powell's Valley Rd ov Cr	C BRI																185	642,000		642,000	642,000 1/	1/2034 E
Dauphin		8 40	013 () 1	100221 Powell's Valley Rd Brdg 1	P BRI	G 2033															581	150,000		150,000	150,000	
Dauphin	_	8 40	_	_	100221 Powell's Valley Rd Brdg 1	C BRI																185	802,500		802,500	802,500 1/	1/2034 E
Dauphin		8 40	013 01	_	74522 Powells Valley Rd Bridge	P BRI	G 2033													BOF	610,000				610,000	610,000	
Dauphin		8 40			74522 Powells Valley Rd Bridge	C BRI														BOF	1,986,750				1,986,750	1,986,750 1/	1/2034 E
Dauphin		8 40			90849 Powells Valley Rd ov Rattling Creek	+F BRI		BOF	175,000				175,000													175,000	
Dauphin		8 40			90849 Powells Valley Rd ov Rattling Creek	+C BRI		BOF	1,260,570				1,260,570													1,260,570 1/	1/2028 E
Dauphin				_	99980 Market St ov Rattling Cr	F BRI		BOF	100,000				100,000													100,000	
Dauphin				_	99980 Market St ov Rattling Cr	+C BRI		STP	215,858				215,858													215,858 1/	
Dauphin					99980 Market St ov Rattling Cr	+C BRI		BRIP	1,186,813				1,186,813													1,186,813 1/	
Dauphin			_	_	99980 Market St ov Rattling Cr	+C BRI	_	BOF	739,074				739,074													739,074 1/	1/2027 E
Dauphin		8 7		_	120307 Kohn Road over Paxton Creek	F BRI		BOF	114,000	183	21,375	7,125														142,500	
Dauphin		8 7		_	120307 Kohn Road over Paxton Creek	U BRI		BOF	16,000	183	3,000	1,000														20,000	
Dauphin		8 7		_	120307 Kohn Road over Paxton Creek	R BRI		BOF	4,000	183	750	250														5,000	
Dauphin		8 7	_	_	120307 Kohn Road over Paxton Creek	C BRI		BOF	48,264	183	238,384	79,461	366,109													366,109	
Dauphin		8 7		_	120307 Kohn Road over Paxton Creek	C BRI		STU	1,082,068				1,082,068													1,082,068	
Dauphin		8 7	_		120307 Kohn Road over Paxton Creek	C BRI		STP	141,051				141,051													141,051	
Dauphin				_	106563 West Cross Rd Bridge	C BRI		BOF	553,693	183	103,817	34,606	692,116													692,116 1/	1/2025 E
Dauphin		8 72	_		120271 Dauphin County Bridge Bundle	F BRI		BOF	560,000	183	105,000	35,000	700,000													700,000	
Dauphin		8 72			120271 Dauphin County Bridge Bundle	U BRI		BOF	120,000	183	22,500	7,500	150,000													150,000	
Dauphin			208 (120271 Dauphin County Bridge Bundle	R BRI		BOF	60,000	183	11,250	3,750	75,000			102										75,000	
Dauphin		8 72			120271 Dauphin County Bridge Bundle	C BRI		BOF	2,364,744	183	344,857	246,326	2,955,927	BOF	788,251	183	147,798	49,268	985,317							3,941,244	
Dauphin		8 73		_	117665 Thirteenth Street over NS	F BRI		BOF	600,000	183	112,500	37,500	750,000	DOE	6.000.000	102	1.151.001	200.055	######################################							750,000	1/2020 F
Dauphin		8 73			117665 Thirteenth Street over NS	C BRI		DOE	400,000	102	75.000	25 000	500.000	BOF	6,209,073	183	1,164,201	388,066	7,761,340							7,761,340 1/	1/2030 E
Dauphin		8 73		_	117667 Market Street over Paxton Creek	P BRI			400,000	183	75,000	25,000														500,000	
Dauphin		8 73 8 73			117667 Market Street over Paxton Creek	F BRI		BOF	320,000	183	60,000	20,000	400,000	BRIP	2.001.652	102	721.500	242.952	4,877,065							400,000 4,877,065 1/2	(1/2020 F
Dauphin				_	117667 Market Street over Paxton Creek		_							BRIP	3,901,652	183	731,560	243,853	4,8//,065	BRIP	150,000				150,000	150,000	1/2030 E
Dauphin					99984 Wm Penn Hwy EB ov US 11	+P BRI																				-	(1/2024 E
Dauphin		8 80		_	99984 Wm Penn Hwy EB ov US 11 99962 Paxton St Brg over I-83	+C BRI														BRIP	449,500	185	150,000		449,500 150,000	449,500 1/3 150,000	1/2034 E
Dauphin				_	99962 Paxton St Brg over I-83 99962 Paxton St Brg over I-83	C BRI																185	807,694		807,694	807,694 1/2	1/2024 E
Dauphin		0 92			:: Dauphin	C BRI	2033		200,474,919		46,663,693	407.519	247,636,130		101,453,188		49,550,410	681 197	151,684,785		133,086,222	103	49,550,410		182,636,632	591,278,060	1/2034 E
Perry		8			115791 S Main St Bridge Imp	C BRI	G 2025		200,474,919	185	1,395,631	+57,316	1,395,631		101,433,188		77,330,410	001,187	131,004,703		155,000,222		77,550,410		102,030,032	1,395,631 7/1	10/2025 E
Perry Perry			11 0	_	99950 Cove Creek Bridge	P BRI				103	1,373,031		1,575,031									185	150,000		150,000	1,393,031 //1	0/2023 E
Perry			11 0		99950 Cove Creek Bridge		G 2033															185	802,500		802,500	802,500 1/2	1/2034 F
Perry			11 0		100259 Susq Trail over Fisher		G 2033															185	150,000		150,000	150,000	2037 E
Perry			11 0		100266 Susq Trail over PA-274		G 2033															185	150,000		150,000	150,000	
Perry		8			100266 Susq Trail over PA-274	C BRI																185	1,012,150		1,012,150	1,012,150 1/3	1/2034 F
Perry		8 1		_	100277 Susq Trail over Butchers	P BRI																185	150,000		150,000	150,000	205 (E
Perry				_	110555 Rock Slope 11 Perry	P HRS																581	615,000		615,000	615,000	
Perry		_		_	110555 Rock Slope 11 Perry	+C HRS														STU	3,894,919	501	0.15,000		3,894,919	3,894,919 1/3	1/2034 F
Perry				_	100250 Susq Trail over Sherman C	P BRI														510	3,074,717	185	378,250		378,250	378,250	2054 E
_				_	100250 Susq Trail over Sherman C	F BRE																185	189,250		189,250	189,250	
Perry				_	87462 State Road ov Fishing Ck	F BRE				185	100,000		100,000									103	109,230		107,230	100,000	
Perry				_	87462 State Road ov Fishing Ck	C BRI		STP	1,239,152	103	100,000		1,239,152													1,239,152 1/1	1/2026 E
Perry				_	100271 Susq Trail over Li Juni C	F BRE		311	1,237,132	185	600,000		600,000													600,000	.72020 E
Perry					1002/1 Susq Trail over Li Juni C 1002/1 Susq Trail over Li Juni C	C BRI				185	13,063,074		13,063,074													13,063,074 1/1	1/2026 E
Perry		0	13	<u>د</u> ا	1002/1 Guay Hall Over El Julii C	C BKL	2028			103	13,003,074		15,005,074													13,003,074 17	172020 E

				Project Information					First Four	r Years					Second F	our Years					Third Fo	ur Years			
County	Distric	t S.R.	Section	n 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	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		F BRDG	2033			185	100,000		100,000									185	75,000		75,000	175,000
Perry	8	17	020		C BRDG										185	841,770		841,770							841,770 1/1/2029 E
Perry	8	_			F BRDG				185	250,000		250,000													250,000
Perry	8			117225 US 22 ov Cocolamus Cr	C BRDG				185	1,581,739		1,581,739													1,581,739 1/1/2027 E
Perry	8			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		90709 Spring Road Bridge 2	P BRDG	_															185	142,750		142,750	142,750
Perry		34		90709 Spring Road Bridge 2	C BRDG	_															185	300,000		300,000	300,000 1/1/2034 E
Perry		_		100011 Shermansdale Park-n-Ride	+C HCON														STU	954,810				954,810	954,810 1/1/2034 E
Perry				90708 Spring Road Bridge 1	C BRDG				185	1,663,491		1,663,491													1,663,491 2/19/2026 E
Perry		_	_	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		_		114321 PA 34 Safety Improvements and Resurfacing	C SAMI		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							6,527,215 2/19/2026 E
Perry	8	34	060		C HRST	2026	HSIP	496,880				496,880													496,880 2/19/2026 E
Perry	8	34	+	, ,	C HCON	2030							HSIP	7,145,189				7,145,189							7,145,189 2/19/2026 E
Perry	8			, ,	C HRST	2026	STP	1,634,683				1,634,683													1,634,683 2/19/2026 E
Perry	8				F BRDG				185	100,000		100,000													100,000
Perry	8	_	067		+C BRDG		STP	440,551				440,551													440,551 1/1/2026 E
Perry	8	_			+C BRDG		BRIP	3,124,073				3,124,073													3,124,073 1/1/2026 E
Perry	8			117545 PA 34 over Juniata River	F BRDG				581	550,000		550,000													550,000
Perry	8	_		117545 PA 34 over Juniata River	C BRDG	_									185	13,767,208		13,767,208							13,767,208 1/1/2029 E
Perry		74		90711 Waggoners Gap Rd Bridge	P BRDG																185	150,000		150,000	150,000
Perry		74	_	90711 Waggoners Gap Rd Bridge	C BRDG																185	808,750		808,750	808,750 1/1/2034 E
Perry				99896 Green Valley Run 1 Bridge	P BRDG																185	150,000		150,000	150,000
Perry			_	99896 Green Valley Run 1 Bridge	C BRDG																185	722,250		722,250	722,250 1/1/2034 E
Perry				99959 Tuscarora Road Bridge	P BRDG																581	150,000		150,000	150,000 803,000 1/1/203.4 F
Perry				99959 Tuscarora Road Bridge 100300 Waggoners Gap Rd over McC	C BRDG																581	803,000 150,000		803,000	803,000 1/1/2034 E 150,000
Perry		_		1	P BRDG C BRDG																185	750,000		150,000	750,000 1/1/2034 E
Perry		74		100300 Waggoners Gap Rd over McC																	185	150,000		750,000	
Perry		74		101094 Waggoners Gap Rd ov GV 2		2033															185	214,000		150,000 214,000	150,000 214,000
Perry		104 233		87466 PA 104 Bridge 99976 Greenpark Road Bridge		2033															185	150,000		150,000	150,000
Perry		_	022			2033	STP	4,752,832				4,752,832									185	130,000		130,000	4,752,832 1/16/2025 E
Perry		274	_	87478 PA 274 Bridge # 1	P BRDG		SIF	4,/32,832				4,/32,832									185	214,000		214 000	
Perry		_	_	87478 PA 274 Bridge # 1 87478 PA 274 Bridge # 1	C BRDG																185	850,750		214,000 850,750	214,000 850,750 1/1/2034 E
Perry		_		87488 PA 274 Bridge # 1	P BRDG																185	286,000		286,000	286,000
Perry		_																				214,000		214,000	214,000
Perry				87489 PA 274 Bridge # 3 90712 Big Spring Rd Bridge 1	P BRDG P BRDG																185 185	178,250		178,250	178,250
Perry				90712 Big Spring Rd Bridge 1 90712 Big Spring Rd Bridge 1	+C BRDG														NHPP	175,500	103	1/0,230		178,230	175,500 1/1/2034 E
Perry		274		90712 Big Spring Rd Bridge 1 90714 Big Spring Rd Bridge 3	P BRDG														MIFF	173,300	185	178,250		178,250	175,500 1/1/2034 E 178,250
Perry				90714 Big Spring Rd Bridge 3	C BRDG																185	250,000		250,000	250,000 1/1/2034 E
Perry				99963 Bowers Run Bridge	P BRDG																581	150,000		150,000	150,000 1/1/2034 E
Perry Perry				99979 Spring Run Bridge	P BRDG																185	150,000		150,000	150,000
2 011 3	O	2/4	J	Spring Run Dringe	1 DKDO	2033															105	150,000		150,500	150,000

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	Project Information					First Fo	ur Years					Second F	Four Years					Third F	our Years				
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		1/1/2034 E
Perry	8 274 030 113299 Big Spring Road Resurface 2 C	HCON	2026			581	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		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	·	BRDG	2033															581	150,000		150,000	150,000	
Perry		BRDG	2033													STU	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							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							1,558,064	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	1
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		BRDG				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		BRDG	2033													BOF	150,000				150,000	150,000	
Perry		BRDG														BOF	345,300				345,300	345,300	1/1/2034 E
Perry			2033															185	150,000		150,000	150,000	
Perry																		185	722,250		722,250	722,250	1/1/2034 E
Perry		BRDG																185	150,000		150,000	150,000	
Perry		BRDG																185	300,000		300,000	300,000	1/1/2034 E
Perry		BRDG																185	300,000		300,000	300,000	
Perry		BRDG														BOF	1,762,240				1,762,240	1,762,240	1/1/2033 E
Perry	_	BRDG														BOF	214,000				214,000	214,000	
Perry		BRDG														BOF	492,735				492,735	-	1/1/2034 E
Perry		BRDG				185	100,000		100,000													100,000	
Perry		BRDG				185	1,229,318		1,229,318														1/1/2026 E
Perry		BRDG				100	.,==>,510		,==,,,,,,									581	150,000		150,000	150,000	
Perry		BRDG																581	150,000		150,000	150,000	
	Total V Total Committee of Smilling	SKDO	2033															201	150,000		150,000	.50,000	

	Project Information					First Fo	ur Years					Second F	our Years					Third F	our Years				
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	

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	Adopted by the Harrisburg Area Transportation						
Organization this day of, 202	Study this day of, 202						
Richard Reisinger, PE	Jeff Haste						
Chair, YAMPO Coordinating Committee	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)

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Overview

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

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

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

Introduction

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

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

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

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:

	Number of Votes								
Entity/Agency	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

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.

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.

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;

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

- (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

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

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

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.

- (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.

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/rabbitttransit (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

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



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

- 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 nondiscriminatory 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

	Fed	eral	Ctata	Loc	Local	
Total	PL	MPP	State	PL	MPP	
174,187.50	123,150	16,200	16,650	14,137.50	4,050	

B. Congestion Management Process

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

incorporate public safety considerations into the Safe Streets For All Qualified Safety Plan, and any planning requirements of IIJA programs, including the PROTECT funds.

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

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

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

Products:

- Complete and begin implementation of a regional Congestion Management Process plan
- Complete and begin implementation of Safe Streets For All Qualified Safety Plan
- Maintain Waze partnership to provide real-time analysis and coordinate results on a regional basis
- In coordination with PennDOT, initiate or advocate safety studies based on data and local stakeholder input
- Maintain the HATS safety data dashboard and associated safety planning tools and promote their use among the municipalities in the region
- Provide educational materials regarding key safety issues in the region; coordinate educational outreach programs to disseminate information
- Monitor/update corridors and subareas for access management, future projects and implementation for congestion relief and safety improvement. When necessary, initiate corridor studies in coordination with PennDOT and impacted municipalities.
- Coordinate recommendations from County hazard mitigation plans, watershed implementation plans, and emergency management plans with ongoing project development and the *PennDOT Connects* process
- Support and coordination of the nine-county SRTP and its Commuter Services of Pennsylvania program
- Continue staff support and facilitation of HATS' Congestion Management Process and/or a regional approach covering the PennDOT District 8-0 area

- Coordinate with PennDOT in the planning, integration and implementation of a regional ITS system, as well as the potential deployment methods for connected vehicle technology (DSRC) and electric vehicles (EV)
- Ongoing municipal coordination specific to corridors of concern identified in regional studies
- Continue to promote the 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:

	Federal			Ctata	Loc	cal
Total	PL	MPP	State		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

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/rabbittransit (SRTA)

- Human Services groups
- Freight stakeholder group
- PennDOT Program Center
- PennDOT District 8-0
- Neighboring MPO/RPOs
- Federal Highway Administration
- Federal Transit Administration

Project Cost and Funding:

	Federal		Ctata	Loc	cal
Total	PL	MPP	State	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

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;
- o the project development process (including identifying environmental resources as part of *PennDOT Connects*);
- o the congestion management process;
- o 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;
- o the transportation improvement program (TIP); and,
- o 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

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 TCPRC 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 inhouse 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.

• Continue to work with PennDOT to ensure all regional problems are documented within the *PennDOT Connects* system.

Partnering Agencies:

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

	Federal		State	Loc	cal
Total	PL	MPP	State	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 IIJA, and CAAA of 1990.

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

Products:

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

Partnering Agencies:

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

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

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



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

<u>Partnering Agencies</u>:

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

	Fed	eral	Ctata	Loc	cal
Total	PL	MPP	State	PL	MPP
21,000	21,000	0	0	0	0

TASK V. SPECIAL PROJECTS

Susquehanna Regional Transportation Partnership (SRTP)

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

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

Products:

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

Partnering Agencies:

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

<u>Project Cost and Funding</u>: (costs are placeholders – contracted separately)

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

Budget Summary

	TOTAL	, ,	FEDERAL		OT ATE	LO	CAL
	PROGRAM	PL	MPP	STBG	STATE	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
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
2212	2,010,750.00	2, 2,	0.00	270,000.00	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



Exhibit B

Purchase Register List



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)

	Technical <u>Committee</u> (2 nd Friday)	Coordinating <u>Committee</u> (4 th Friday)	Tentative <u>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.