

HARRISBURG AREA TRANSPORTATION STUDY

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

HATS Coordinating Committee Meeting
Friday, April 26, 2024 - 9:00 A.M.

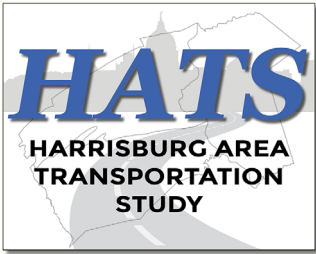
AGENDA

1. Welcome and Introductions
2. Meeting Minutes
 - a) Coordinating Committee – February 23, 2024 (*action*)
 - b) Technical Committee – April 12, 2024 (*info*)
3. TIP Modifications (FFY 2023-2026)
 - a) Administrative Modifications (*info*)
 - b) Amendments (*action*)
4. Program and Plan Updates
 - a) Bike-Ped Update (*info*)
 - b) Operations and Safety (*info*)
 - c) Status of Norfolk Southern Lemoyne Project (*action*)
 - d) Performance Measure Target Setting GHG (*info*)
 - e) FFY 2025-2028 TIP Development (*action*)
 - f) Letters of Support (*action*)
 - g) HATS 2050 Regional Transportation Plan (*info*)
 - h) Regional Studies (*info*)
5. Project Development Process
 - a) Project Pipeline (*info*)
 - b) Projects in Development (*info*)
6. Status Report
 - PADOT
 - STATE TRANSPORTATION COMMISSION
 - FHWA
 - REGIONAL PARTNERS
(SRTA, SARAA, Norfolk-Southern, Amtrak, PMTA,
PA Turnpike, SRTP, DCED, DCNR)
7. Other Business
8. Adjourn

LEGISLATORS REPORTS

LOCAL REPORTS
City of Harrisburg
Other Municipalities
Counties

Next meeting: June 28, 2024



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HATS Coordinating Committee Meeting
Friday, April 26, 2024 - 9:00 A.M.

ADDITIONAL INFORMATION ON SELECT AGENDA ITEMS

4) TIP Modifications (FFY 2023-2026)

a) Administrative Modifications

Full details on the administrative modifications made to the 2023-2026 Highway/Bridge & Interstate TIPs are available beginning on page 26 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 amendment proposed for the 2023-2026 Highway/Bridge TIP is available on page 44 of the meeting packet. The proposed amendment to the Highway/Bridge TIP is also included on the [interactive TIP modifications web map application](#).

5) Programs and Plan Updates

a) Bike-Ped Update

Development of the HATS Regional Active Transportation Plan continues, with HATS staff developing the website and interactive mapping that will serve as the body of plan. A formal presentation of the plan is anticipated in June.

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

SusqueCycle bikes returned to service in early March. HATS staff is coordinating with Tandem Mobility on the replacement of the entire fleet of bikes, which is anticipated to occur in May. In addition to the new fleet of bikes, additional rack locations are expected to be installed near the intersections of Market & 10th Streets and North & Commonwealth Streets in Harrisburg.

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 March 6 and discussed potential SS4A demonstration grant concepts. Development of the Safety Plan continues along with demonstration grant applications. Adoption of the Safety Plan is anticipated mid-year. Additionally, the proposed scope of work for the regional (District 8) Congestion Management Process is being reviewed by FHWA.

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

c) Status of Norfolk Southern Lemoyne Project

Discussions between HATS staff, Lemoyne Borough, Norfolk Southern, and Cumberland County have resulted in an MOU between the Borough and Norfolk Southern establishing multimodal accommodations and improvements associated with the Enola Rail Connection project. As an official party to the PUC application, a discussion will be held regarding any HATS future role in this project.

The Technical Committee recommended allowing the process to move forward as documented in the MOU. Formal action from the Coordinating Committee is being requested.

d) Greenhouse Gas Performance Measure Target Setting

New regulations require HATS to adopt performance measure targets for Greenhouse Gas emissions on the NHS system. Recent legal action has delayed the implementation of the requirements. HATS staff will provide an overview of the requirements and coordination moving forward.

For questions or comments, please contact [Andrew Bomberger](#).

e) FFY 2025-2028 TIP Development

HATS staff has continued working toward development of the FFY 2025-2028 TIP. With Air Quality Conformity Analysis ongoing, the next step in the process is to begin the required 30-day public comment period, which is currently scheduled May 1 – June 1. During that period, materials will be available online and in specified locations in each county. An in-person meeting is scheduled for May 15 at Strawberry Square in Harrisburg and virtual meetings (available through zoom) are scheduled on May 7 and May 23.

An interactive map of the draft FFY 2025-2028 TIP is available [here](#).

The following materials are included in the meeting packet:

- Draft FFY 2025-2028 HATS TIP Summary (page 46)
- Draft FFY 2025-2028 Highway & Bridge TIP (page 49)
- Draft FFY 2025-2028 Interstate TIP (page 54)
- Draft FFY 2025-2028 Transit TIP (page 55)

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

The Technical Committee recommended holding the required public comment period for the FFY 2025-2028 HATS TIP from May 1 to June 1. Formal action from the Coordinating Committee is being requested.

f) HATS Letters of Consistency

HATS staff has recently received requests for letters of consistency for grant applications. In the past, HATS has not been asked to or provided these letters for specific local projects. In the interest of consistency, HATS staff would like to establish a policy for addressing these requests. An example letter of consistency for a recent request is provided in the meeting packet on page 56.

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

The Technical Committee recommended adopting a policy of providing letters of consistency to local projects after review from the RTP Implementation Work Group and letters of support for regional/statewide projects after formal review and action from HATS. Formal action from the Coordinating Committee is being requested.

g) HATS 2050 Regional Transportation Plan

HATS staff has begun the development of the HATS 2050 Regional Transportation Plan. A kickoff meeting with PennDOT, FHWA, FTA, and SRTA representatives was held April 19. Updates will be provided at future HATS meetings in anticipation of adoption in September 2025.

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

h) Funded Studies

Update to be given at meeting.

8) Other Business

The 2024 TCRPC Annual Report is available [here](#).

H A T S
Coordinating Committee Meeting
Meeting #266
February 23, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

The February 23, 2024 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. Reorganization

Mr. Haste reminded everyone of the current slate of Coordinating Committee officers - Mr. Haste as Chair, Commissioner Watson as Vice Chair, and Commissioner Foschi as Secretary - and asked for nominations for officers for 2024.

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

3. Meeting Minutes

a. Coordinating Committee – December 15, 2023

Commissioner Foschi moved to approve the December Coordinating Committee meeting minutes. Commissioner Watson seconded the motion and it was unanimously approved.

b. Technical Committee – February 9, 2024

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

4. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

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

- 27 total actions

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

Highlights of the administrative modifications included the following:

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

b. Amendments

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

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

Mr. Bugaile moved to approve the Highway/Bridge amendment. Commissioner Foschi seconded the motion and it was unanimously approved.

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

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

Mr. Bugaile added that they have apply for a CNG facility and that the project will be located at their current facility and include neighboring property.

Mr. Haste asked about the timeframe of completion for the project.

Mr. Bugaile stated that the project will be completed in 2027.

Commissioner Hartwick noted that Dauphin County in conjunction with staff from Senator Fetterman and Senator Casey have offered a letter of support of the RAISE Grant for this project.

Commissioner Hartwick moved to approve the Transit TIP amendment.
Commissioner Foschi seconded the motion and it was unanimously approved.

5. Program and Plan Updates

a. Bike-Ped Update

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

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

b. Operations and Safety

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

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

c. Performance Measure Target Setting

Mr. Bomberger discussed the process of performance measure target setting, stating that not much has changed in the past year and that the same two options of HATS adopting its own performance measure targets or agreeing to PennDOT's statewide performance measure targets. The ongoing safety plan should give a better understanding of targets for the HATS region once it is completed. HATS staff recommends continuing to agree with the state's set target for 2024 and reevaluate next year after the adoption of the safety plan and potential

Commissioner Foschi made the motion to accept the PennDOT statewide PM-1 targets. Commissioner Hartwick seconded the motion and it was unanimously approved.

d. FFY 2025-2028 TIP Development

Mr. Bomberger shared the TIP summary documents. All projects on the 25-28 TIP are carryover from the 23-26 TIP with the exception of 2 significant highway improvement projects on US 11/15 and US 22/322. Looking for action to move the draft 2025 – 2028 TIP onto Air Quality Conformity Analysis. Should be back from Air Quality Conformity by the April HATS meetings, at which time action will be taken to send for public comment in May. Then again at the June HATS meetings for official adoption of the TIP.

Commissioner Watson made the motion to send the draft FFY 2025-2028 TIP onto Air Quality Conformity. Mr. Turner seconded the motion and it was unanimously approved.

e. FY 2024-2025 UPWP

Mr. Bomberger stated that the draft FY 2024-2025 UPWP was provided to the committee, FTA, and FHWA for comment in December. Comments from FTA and FHWA have been incorporated into the draft. Asking for action to adopt the proposed final draft of the FY 2024-2025 UPWP as shown. Also note that this UPWP is only covering a one-year timeframe to separate it from the TIP cycle. Future years will revert back to the two-year cycle.

Commissioner Hartwick made the motion to adopt the FY 2024-2025 UPWP. Mr. Bugaile seconded the motion and it was unanimously approved.

f. Funded Studies

Mr. Bomberger discussed the 5 studies awarded through the previous round of the RTP Implementation Grant Program, stating the Millerstown Bike/Ped Feasibility Study is progressing, the Susquehanna Township Active Transportation plan is complete or nearly complete, and the Camp Hill Pedestrian Feasibility, Hummelstown Borough Active Transportation Plan, and Carlisle Pike Pedestrian Accommodation studies are all underway. HATS staff will be meeting with business leaders from the Market Street corridor in Harrisburg to discuss the completed Downtown Circulation Study to gather their input. The scope of the study was slightly expanded due to left over funding to incorporate a analysis of converting Walnut Street to two-way traffic.

Mr. Deck noted that the study shows that there would not only be transit benefits, with the planned move of the transfer center, but overall benefits from the suggested changes.

6. Project Development Process

a. Project Pipeline

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

Mr. Green asked about a kickoff meeting date for the RTP update.

Mr. Bomberger stated that no date has been set yet but should be sometime in March.

b. Projects in Development

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

- I-81 Resurfacing, Exit 59 to Wade Bridge
 - Contractor is scheduled to continue work, weather permitting, performing the necessary shoulder backup along the I-81 mainline and the exit 61, exit 65 interchange ramp shoulders, along with removal of existing guiderail and installation of new guiderail throughout the project.
 - Installing of new signage along with new overhead signage, is currently being performed as weather permits. The projects ITS camera installations to the existing DMS sites have been completed and the required test periods for the cameras is ongoing.
 - The remaining work on the project, which includes the full depth reconstruction of the roadway on, off approaches at the Conodoguinet Bridge, along with the installation of the Traffic Count Monitoring Sites (CAVC) loop sensors, will be performed in the Spring 2024. Tentative dates for the weekend lane restrictions are weekend of April 19-21st and April 26-28th.
- SR 34, Spring and Calvary Roads
 - Project has been in winter shutdown since November 2023.
 - The contractor anticipates resuming work operations beginning in mid-March, weather permitting.
- I-81 River Relief Bridge 2
 - All structure painting is completed.
 - Minor work remains on concrete sign structures foundations.

- US 322 & Chambers Hill Road
 - Utility relocations are ongoing along with excavation and grading.
- Cameron Street Resurfacing
 - Field staff is currently laying out concrete patching locations.
 - JDE will not be starting work until the Spring of 2024.
 - The project completion date is September 1, 2026.
- I-83 East Shore Section 3
 - Clearing operations are complete except for the minor areas that will be cleared in future stages.
 - Class 1 Excavation operations are continuing to progress adjacent to Cameron Street (Basin 1 & 2) and 29th Street (Basin 5). Rock blasting operations in the area of Cameron Street are ongoing in order to facilitate the excavation work.
 - Excavation for a Jack and bore drainage pit has started in the area of Cameron Street just south of the I-83 bridge.
 - Demolition work is progressing for the buildings along Paxton Street. Specifically, operations are ongoing at the 2550 and 2750 Paxton Street parcels.
 - Aerial and underground utility relocations are progressing along Cameron Street. Aerial relocations along 29th Street are expected to begin in the coming weeks.
 - The project completion date is October 12, 2027.
- Clarks Ferry Interim Repairs
 - Removal of deteriorated concrete on piers is complete.
 - Installation of falcon netting/screening is complete.
 - Project is in shutdown for falcon nesting season. All work is scheduled to resume August 1, 2024.
- Laudermilch Road Project
 - The prime contractor is Deblin, Inc., of Mechanicsburg, PA.
 - The project cost is \$10,673,551.13.
 - NTP was issued April 19, 2023.
 - Contractor implemented detour on November 7, 2023.
 - All clearing operations are complete.
 - Demolition activities are suspended pending approval of amendment to agreement with Norfolk Southern.
 - The project completion date is July 7, 2025.
- SR 147 Market Street Bridge
 - The prime contractor is Farhat Excavating, LLC, of Duncannon, PA.
 - The project cost is \$3,589,657.00.
 - NTP was issued September 19, 2023.
 - Clearing operations for utility relocations are complete.
 - The project completion date is November 1, 2024.

- US 22/322 Resurfacing
 - Contractor has completed tree trimming, tree removal operations, and are currently in winter shut down.
 - Contractor has indicated, weather permitting, they intend to resume in mid-March with milling of the existing bituminous material down to existing concrete, perform the necessary concrete patching, begin bituminous paving operations for the remaining portion of the project, which is 22/322 Eastbound and Westbound from the Millerstown interchange to the Perry / Juniata County line.

7. Status Report

PennDOT

Mr. Mullins stated that there will be lane restrictions on the South Bridge. Work will begin Monday February 26th and continue for three weeks.

SRTA

Mr. Bugaile stated SRTA will be submitting a RAISE grant application with PennDOT and have already received over 30 letters of support. They will also be applying for a Low or Now Emissions and Bus and Bus Facilities Grants jointly with PennDOT.

Commissioner Hartwick emphasized the importance of a regional approach when applying for transportation funding.

SRTP

Mr. Boyer stated that SRTP had their reorganizational meeting in January and that 2024 marks 20 years of service. Commuter Services of PA has now rebranded as Commute PA. He stated that outreach continues and are looking forward to future promotions. SRTP is in the process of a region-wide Congestion Management Process update in cooperation with HATS and PennDOT and are awaiting an update from PennDOT regarding a TASA application.

PA SILC

Mr. Iseman noted the Representative John Joyce has supported transportation related initiatives in his district in the past and mentioned that the state budget has recently been released.

8. Other Business

Mr. Bomberger stated that the TCRPC/HATS Annual Report and the annual Obligation Report are complete and available on TCRPC's website.

Mr. Bomberger noted that the RTP Implementation Grant Program will be delayed allowing time for completion of the Active Transportation Plan and Safe Streets for All Action Plan.

9. Adjournment

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

The meeting was adjourned at 10:22 am.

Next meeting is scheduled for April 26, 2024.

DRAFT

ATTENDANCE

Harrisburg Area Transportation Study Coordinating Committee Meeting February 23, 2024

| Name | Affiliation |
|---|-------------------------------|
| Coordinating Committee Officers | |
| Jeff Haste, Chairman | Dauphin County |
| Commissioner Brenda Watson, Vice Chairman | Perry County |
| Commissioner Jean Foschi, Secretary | Cumberland County |
| Coordinating Committee Members | |
| Commissioner George Hartwick | Dauphin County |
| Jim Turner | Perry County |
| Jeff Bergsten | Cumberland County |
| Eric Bugaile | SRTA |
| Nate Walker | PennDOT Central Office |
| Rich Reisinger | PennDOT District 8-0 |
| Other Attendees | |
| Steve Deck | HATS Planning Staff |
| Diane Myers-Krug | HATS Planning Staff |
| Andrew Bomberger | HATS Planning Staff |
| Tanner Stroup | HATS Planning Staff |
| Karen Dixon | HATS Planning Staff |
| Ben Warner | HATS Planning Staff |
| Ray Green | PennDOT Central Office |
| Ted Sheehe | PennDOT Central Office |
| Carey Mullins | PennDOT District 8-0 |
| Kenana Zejcirovic | PennDOT District 8-0 |
| Jeff Puher | PennDOT District 8-0 |
| Beth Nidam | SRTA |
| John Fulponi | PA Sen. DiSanto staff |
| Andrew Dudziak | PA Rep. Delozier staff |
| Joshua Reynolds | PA Rep. Gleim staff |
| Kim Morewood | PA Rep. Gleim staff |
| Matt Boyer | CommutePA/SRTP |
| Representative Perry Stambaugh | Perry County |
| Staci Morgan | Lower Allen Township |
| Jim Frank | Lehman Engineers |
| Ryan Hostetter | HRG |
| Dan Long | HRG |
| Lauren Zumbrun | HRG |
| Namita Sinha | Pennoni |
| Ross Willard | Recycle Bicycle |
| Jim Buckheit | Harrisburg Bicycle Club |
| Bill Peterson | Center for Community Building |
| Jeff Iseman | PA SILC |
| Cynthia Gibbs-Pratt | CILCP |
| Brian Kimmett | Rock the Capital |

H A T S
Technical Committee Meeting
Meeting #327
April 12, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

The April 12, 2024 HATS Technical Committee meeting began at 9:00 AM. Mr. Deck welcomed everyone to the meeting and stated the attendance list would be taken from the online registrations. He informed participants the meeting was being recorded and asked anyone making motions or objecting to motions to state their name before doing so.

2. Meeting Minutes

a. Technical Committee – February 9, 2024

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

b. Coordinating Committee – February 23, 2024

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

3. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

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

- 17 total actions
 - 11 increased funding
 - 3 decreased funding
 - 3 changing funding source

Highlights of the administrative modifications included the following:

- Scheaffers Valley Road Resurface (MPMS 108605)
 - Increasing the PE phase of Scheaffers Valley Rd Resf in FFY 2024 for \$176,254. This is for additional costs to complete the project design.

- This project consists of a resurfacing on SR 233 (Scheaffers Valley Road) from the Cumberland County Line to SR 850 (Montour Road) in Madison and Tyrone Township and Landisburg Borough, Perry County.
- The current estimated let date is March 13, 2025.
- Capital Gateway (MPMS 115784)
 - Increasing the CON phase of Capital Gateway in FFY 2024 for \$328,265 to the pre-bid estimate.
 - This project consists of a lane-diet and widening of sidewalks along the 100 block of Forster Street, widening sidewalks and crosswalks, installing ADA compliant bump outs and pedestrian and cyclist islands, and adding a sidewalk and additional landscaping at intersections of Front and Forster Street & 2nd and Forster Street.
 - The current estimated let date is April 18, 2024.
- Big Spring Road Resurface (MPMS 105346)
 - Decreasing the CON phase of Big Spring Road Resurface in FFY 2024 for \$670,130 to the low bid amount.
 - This project consists of resurfacing, drainage, and guiderail updates on PA-274 from Franklin County line to Shearer Dug Trail in Toboyne Township, Perry County.
 - This project was let on March 14, 2024.

b. Amendments

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

- PA 34 Safety Improvements and Resurfacing (MPMS 114321)
 - Approve a \$3,230,482 PE phase cost increase
 - This project consists of Intersection safety improvements (left turning lanes, increasing sight distance, signs, and pavement markings) and resurfacing on PA 34 (Spring Road) from Perry/Cumberland County Line to just north of Rambo Hill Road and Mountainview Road intersection in Carroll Township, Perry County.
 - The purpose of the project is to...
 - Address deterioration of the roadway to provide sustainable access for motorists and emergency services
 - Improve the current level of service and reduce crash frequency at the five existing intersections within the corridor
 - Address slope erosion.
 - The reason PE increased...
 - There are 2 phases of PE for this project. The PE costs expended so far were used for the first phase of PE which was to compete an

alternatives feasibility analysis report to identify the preferred safety improvements at 4 intersections.

- After obtaining approval from TCRPC and the township for the intersection safety improvements recommended by the report, we completed the E&E (Engineering & Environmental) Scoping for those intersection improvements as well as for the other necessary improvements needed throughout the almost 7-mile long corridor.
- The \$3M increase is needed for a supplement to complete the second phase of PE, which is to progress the design of the improvements and the necessary environmental studies to obtain NEPA Approval for the project.
- Funding for the requested increase is available from...
 - The region's Highway Reserve Line Item (MPMS 88061),
 - the FD/UTL/ROW phases of PA 34 Safety Improvements and Resurfacing (MPMS 114321)
 - Riverlands Safety Implementation (MPMS 106554), and
 - Spring Road over Little J (MPMS 101093).
 - These projects are fully funded on the 2025 TIP and will not have any deliverability impacts in the future.
- Estimated Let Date – January 1, 2028

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

c. Transit TIP

Mr. Green presented two administrative modifications to the SRTA 2023-2026 Transit TIP:

- Transit Bus Purchase
 - Increase the project by \$685,253 in FFY 2024.
 - \$548,202 (5307), \$132,631 (OTH-S) and \$4,420 (Local).
 - SRTA is moving available FFY 2019 Section 5307 apportioned funds of \$548,202 to FFY 2024 and will be applying for those funds with the FTA.
 - SRTA, on behalf of CDH is planning to purchase replacement fixed route vehicles under this MPMS project using Federal, State, and Local funds.
 - The vehicles to be replaced by this project are 2011 Hybrids, 40' in length.
- Harrisburg Transit Center Improvement

- Adding \$635,000 in IIJA/Earmark funding in FFY 2024 for the Harrisburg Transit Center to the HVAC system by replacing the cooling tower and associated components.
- The cooling tower is located on the exterior of the building in the Amtrak parking lot and is needed to provide cool air to the building.
- The funding comes from the Community Project Funding under CFDA 20.534.

4. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger discussed the ongoing Regional Active Transportation Plan, stating that the development of the plan has been slower than expected, but is progressing well. The final plan will be web based with a series of web pages and a StoryMap. The plan should be ready for adoption at the June HATS meetings.

Mr. Bomberger shared updates regarding SusqueCycle, stating that a supplemental funding request was approved. The system will be receiving all new bikes in the coming months. There will be one new bikeshare location at Transitpark at 10th and Market Streets with headway being made for a possible location at North Street and Commonwealth Avenue. SusqueCycle sponsorships are still available.

b. Operations and Safety

Mr. Deck stated that progress is being made toward initiating the regional Congestion Management Process. The scope of work was sent to FHWA and comments have been received. Once those comments are addressed work can begin. HATS staff worked with SRTP to apply for a demonstration grant to try and reduce DUI crashes throughout the region. Another demonstration application is in the works for temporary materials for quick-build projects with participation from multiple municipalities. Conversations with Harrisburg City are ongoing about another possible application for SS4A funding through their own Vision Zero plan. HATS SS4A Action Plan is looking at a completion date sometime in July.

c. Status of Norfolk Southern Lemoyne Project

Mr. Deck shared that, as a result of conversations between Lemoyne Borough, Norfolk Southern, Cumberland County, HATS, etc., Lemoyne Borough and Norfolk Southern have signed an MOU regarding measures for a rail trail project and other related items.

Ms. Watson gave background on how work between PennDOT and Norfolk Southern has contributed to the Lemoyne projects and how it relates to the Second Pennsylvania Service.

Ms. Gallo provided additional information about the extent of the project including the replacement of a pedestrian bridge at 7th street with an at-grade crossing more suitable for bicycles and pedestrians.

Mr. Deck added that a service road will be constructed to provide access to the trail. There will be another trail constructed with the project that will connect to areas south of I-83.

Mr. Stoner thanked Lemoyne Borough and HATS for their work and looks forward to the possibilities.

Mr. Turner shared that he is pleased to see the cooperation of Norfolk Southern with regards to this project.

Mr. Stoner made the motion to recommend allowing the process to move forward as documented in the MOU. Mr. Knight seconded the motion and it was unanimously approved.

d. Performance Measure Target Setting GHG

Mr. Bomberger shared that, due to guidance from PennDOT, HATS must set two new performance measure targets specifically related to greenhouse gas emissions. PennDOT has done analysis and set statewide targets for these performance measures. Due to a recent federal lawsuit, there has been a pause in the implementation of these requirements. More information to come at future HATS meetings.

Mr. Green stated that PennDOT's target setting for these performance measures were completed prior to stop/hold put in place by the lawsuit.

e. FFY 2025-2028 TIP Development

Mr. Bomberger stated the TIP Air Quality Conformity Analysis is ongoing and should be completed and ready for review soon. TIP Submission of Public Review documents are currently being prepared including a StoryMap. The public comment period is tentatively scheduled for May 1st thru June 1st including an outreach event in Strawberry Square on May 15th from 11:30am – 1:00pm. There will also be two virtual public meetings on May 7th 6pm – 7pm and May 23rd 12pm – 1pm. Asking for action to send the HATS FFY 2025 – 2028 Draft TIP to public comment.

Mr. Green made the motion to recommend sending the draft FFY 2025-2028 TIP onto Public Comment. Ms. Zejcirovic seconded the motion and it was unanimously approved.

f. Letters of Support

Mr. Bomberger shared that HATS has recently been receiving numerous requests for letters of consistency and support for grant applications. HATS staff are looking to develop a consistent approach to handle these requests in two forms. Small, more localized projects would receive a letter of consistency with the RTP and other regional plans, signed by the executive director, and reviewed by the RTP Implementation Work Group. Larger regional/statewide projects would receive a letter of support which would need to be reviewed by the HATS committees and signed by the chairman of the Coordinating Committee. Asking for a motion to recommend approval of this proposed policy.

Mr. Turner made the motion to recommend the approval of the policy. Ms. Nidam seconded the motion and it was unanimously approved.

g. HATS 2050 Regional Transportation Plan

Mr. Bomberger stated that the official kickoff meeting for the HATS 2050 Regional Transportation Plan will be Friday 4/19. A general scope and outreach approach has been developed. Outreach will take place this summer and fall, mostly online with some in-person events. The RTP Implementation Work Group will serve as the steering committee for this RTP update. Regular updates will be given at future HATS meetings regarding the status of the RTP development process. Official Adoption of the RTP will be September 2025.

h. Funded Studies

Mr. Deck stated that there has been a pause in discussions about the Downtown Circulation Study with the City of Harrisburg due to turn over in City staff. Talks are now continuing with the City concerning outreach with the plan.

Mr. Bomberger noted that a presentation on the Millerstown Bike/Ped Feasibility Study will be shared at the June HATS meeting and that all five funded studies are progressing well.

5. Project Development Process

a. Project Pipeline

Mr. Bomberger stated that a fresh look will be taken at the project pipeline to ensure it is structured properly and as useful as possible for project development.

b. Projects in Development

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

- Perry County Covered Bridges (MPMS 119311)
 - The PM is still awaiting a signature resolution from Perry County, needed for creation of the reimbursement agreement. Once the reimbursement agreement is executed, PE will be able to begin.
- Herr St Ped Improvements (MPMS 118502)
 - The City of Harrisburg is working to get a designer on board.
- Sporting Hill Turn Lane (MPMS 114315)
 - Hampden Township and Tri-County decided on Alternative 1 which entails...
 - Adding an exclusive left turn lanes NB at the Hampden Park Drive and NB and SB at the old and new Hampden Township Building/Emergency Services Driveways.
 - A two-way left turn lane will be installed outside of the exclusive left turn lanes between the Hampden Park Drive and Trindle Road.
 - New signals and pedestrian accommodations will be installed at Trindle Road, Delbrook/Eastgate, the Township Building Driveway, and the Hampden Park Drive intersections.
 - A rough layout of a buffered bike-ped trail down the western side of Sporting Hill Road from the old Township Building Driveway to Trindle Road is being prepared.
 - The District met with Tri-County and Hampden Twp., to discuss in March.
 - The next step is to present the concept to the Navy Depot.
 - We are also looking at some pedestrian improvements on the east side of Sporting Hill Road where feasible.
 - The District continues to work with PP&L Transmission on the location of large utility poles and aerial easements on the east side of Sporting Hill Road with the intention of the new pole locations being outside of the proposed widened roadway. The goal is to avoid moving the poles twice.
 - The let date is estimated to be 4/29/2027.

- Simpson Ferry/Sheely Lane (MPMS 110474)
 - This project may consist of improvements at the following intersections in Hampden and Lower Allen Twp, Cumberland County:
 - Simpson Ferry Road and Sheely Lane
 - E Trindle Road and Wesley Dr/Sheely Lane from Gale Street to Hann Way
 - E Trindle Road to Wilson Lane
 - The consultant selected process just got underway.
 - The current estimated let date is January 2028, but this will be updated once a schedule is determined during Preliminary Engineering.

- Riverlands Safety Implementation (MPMS 106554)
 - Currently working on...
 - Archeology Phase 2 field work.
 - The Environmental assessment (EA) process and inclusion of the PA 849 Bridge under this EA.
 - Advancing the design field view plans, preliminary ROW plan, Traffic control plan and drainage design.
 - A second Public Meeting is being planned. We anticipate it to occur this summer in the same location as the first meeting.

- Forge Road Bicycle Facilities (MPMS 119312)
 - This project consists of bike/ped improvements on Forge Road (SR 2003), from Arnold Street near the school district to Lindsey Road in South Middleton Township, Cumberland County.
 - TPD is selected as the Designer
 - A Scoping Field View is scheduled for 4/16/2024.

- Paxtang Parkway TASA (MPMS 111655)
 - This project consists of streambank repair and restoration on the Capital Area Greenbelt between Market Street and Derry Street in Susquehanna Township and Paxtang Borough, Dauphin County.
 - The District is still working through the reimbursement agreement with the City of Harrisburg.
 - The design team is pushing forward with plans and specifications.
 - The estimated let date is 1/30/2025.

- I-81 Auxiliary Lanes from Exits 47 to 48 (MPMS 117799)
 - The consultant collected the traffic data and is progressing existing traffic models.

- Listening sessions were held with South Middleton and Carlisle Borough to gather feedback and information on planned development/ re-development projects.
- Online freight survey has been developed and will be distributed soon.
- Looking high level at alternatives at the interchanges and area.

6. Status Report

PennDOT

Ms. Zejcirovic shared that Kevin Keefe has been named District 8 Executive. The Dauphin County Legislative Briefing meeting is scheduled for May 2nd.

Mr. Sheeche gave an update on National Electric Vehicle Infrastructure (NEVI) Formula Program. It was part of the IIJA bill to develop alternative fuel corridors and is an on tradition funding source on the Statewide TIP. Three awards in Cumberland County and one in Dauphin County for charging stations are being issued as part of the second round of conditional awards.

S RTP

Ms. Heilman shared that CommutePA is in the middle of their Earth Month competition with close to 25 employers participating. Outreach staff has been out to multiple employers to provide transportation resources to employees. They are gearing up for bike month activities in May and just finished their 2023 Year-End Performance Report.

City of Harrisburg

Mr. Knight shared that Wallace Montgomery was signed on for open-ended engineering services in the absence of a City Engineer.

Silver Spring Township

Mr. Palmer stated that Hempt Bridge will be closed for at least 6 months starting June 1st for construction.

Dauphin

Mr. Robinson shared concerns that homeowners have about where will be dumped from the Chambers Hill Road project.

7. Other Business

Mr. Deck reminded that the Annual report is a combination of reports from Tri County Regional Planning Commission, Dauphin County Planning Commission, Perry County Planning Commission, and HATS. Any comments or suggestions about the content or how the report is formatted are welcome.

Mr. Iseman shared that there will be a Pennsylvania Disability Pride Day at the Capitol on Wednesday May 1st.

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

8. Adjournment

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

The meeting was adjourned at 10:24 am.

Next meeting is scheduled for June 14, 2024.

ATTENDANCE

Harrisburg Area Transportation Study Technical Committee Meeting April 12, 2024

| Name | Affiliation |
|-------------------------------------|---------------------------|
| Technical Committee Officers | |
| Steve Deck, AICP, Chairman | HATS Planning Staff |
| Andrew Bomberger, AICP, Secretary | HATS Planning Staff |
| Technical Committee Members | |
| Ray Palmer | Cumberland County |
| Kirk Stoner | Cumberland County |
| Doug Brown | Dauphin County |
| Dan Robinson | Dauphin County |
| Jim Turner | Perry County |
| Geoffrey Knight | City of Harrisburg |
| Beth Nidam | SRTA |
| Ray Green | PennDOT Central Office |
| Kenana Zejcirovic | PennDOT District 8-0 |
| Other Attendees | |
| Ted Sheehe | PennDOT Central Office |
| Rich Reisinger | PennDOT District 8-0 |
| Jeff Puher | PennDOT District 8-0 |
| Angela Watson | PennDOT Rail Freight |
| Karen Dixon | HATS Planning Staff |
| Tanner Stroup | HATS Planning Staff |
| Michael Zubak | Lancaster County Planning |
| Steve Hoffman | Cumberland County |
| Sarah Keller | PA Senate staff |
| Matthew Stoneroad | PA House staff |
| Kim Morewood | PA House staff |
| Andrew Dudziak | PA House staff |
| Adam Thompson | PA House staff |
| Laura Heilman | SRTP |
| Ross Willard | Recycle Bicycle |
| Dan Long | HRG |
| Lauren Zumbrun | HRG |
| Jim Buckheit | Harrisburg Bicycle Club |
| Lou Searles | Harrisburg Bicycle Club |
| Brian Kimmett | RTC |
| Jeff Iseman | PA SILC |
| Amanda Seibert | Lemoyne Borough |
| Gale Gallo | Lemoyne Borough |

FFY 2023-2026 TIP MODIFICATIONS FORM

| Administrative Modification - Highway | | | | Funds | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | FFY 2027-FFY2030 | | | Remarks | | | | |
|---------------------------------------|---------------------------|--------|-----|--------|------|----------|---------|------|----------|---------|-----------|-----------|-----------|-----------|-----------|------|------|------------------|------|------|---------|--|--|--|--|
| Item | Project Title | MPMS | Ph | Prog | Fed | Sta. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | | Loc. | | | |
| 5 | Market St Bridge West | 93176 | PE | Before | NHPP | | 116,862 | | | 398,260 | | | | | | | | | | | | Increasing the PE phase of Market St Bridge West in FFY 2024 for \$282,447. This is for additional funds needed to continue to work on permitting, E&S, and ROW while we wait for environmental clearance. This project consists of a bridge rehabilitation on SR 3012 (Market Street) West Span Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County. This project has a current estimated let date of March 27, 2025. | | | |
| | | | | Before | STP | | 268,363 | | | | | | | | | | | | | | | | | | |
| | 3012/026 | | | Adjust | NHPP | | | | | | | | | | | | | | | | | | | | |
| | | | | Adjust | STP | | | | | | | 282,447 | | | | | | | | | | | | | |
| | | | | After | NHPP | | | | 116,862 | | | 398,260 | | | | | | | | | | | | | |
| | Dauphin | | | After | STP | | | | 268,363 | | | 282,447 | | | | | | | | | | | | | |
| 6 | Highway Reserve Line Item | 88061 | CON | Before | NHPP | 581 | | | | | 1,541,004 | | 6,813,143 | | | | | | | | | This is a reserve line item. | | | |
| | | | | Before | STP | 185 | | | | | 2,095,012 | 840,378 | | 1,702,203 | | | | | | | | | | | |
| | | | | Adjust | NHPP | 581 | | | | | | | | | | | | | | | | | | | |
| | | | | Adjust | STP | 185 | | | | | | -282,447 | | | | | | | | | | | | | |
| | | | | After | NHPP | 581 | | | | | | | 1,541,004 | | 6,813,143 | | | | | | | | | | |
| | Dauphin | | | After | STP | 185 | | | | | | 1,812,565 | 840,378 | | 1,702,203 | | | | | | | | | | |
| 7 | PA 850 over Trib Shermans | 101108 | FD | Before | | 581 | | | | | 192,124 | | | | | | | | | | | Increasing the FD phase of PA 850 over Trib Shermans in FFY 2024 for \$40,000. This is for the removal of underground tanks. This project consists of a bridge replacement on PA 850 over Tributary to Sherman's Creek in Carroll Township, Perry County. This project has a current estimated let date of Nov. 7, 2024. | | | |
| | 850/015 | | | Adjust | | 581 | | | | | 40,000 | | | | | | | | | | | | | | |
| | Perry | | | After | | 581 | | | | | | 232,124 | | | | | | | | | | | | | |
| 8 | Highway Reserve Line Item | 88061 | CON | Before | NHPP | 581 | | | | | 1,541,004 | | 6,813,143 | | | | | | | | | This is a reserve line item. | | | |
| | | | | Before | STP | 185 | | | | | 1,812,565 | 840,378 | | 1,702,203 | | | | | | | | | | | |
| | | | | Adjust | NHPP | 581 | | | | | | -40,000 | | | | | | | | | | | | | |
| | | | | Adjust | STP | 185 | | | | | | | | | | | | | | | | | | | |
| | | | | After | NHPP | 581 | | | | | | | 1,501,004 | | 6,813,143 | | | | | | | | | | |
| | Dauphin | | | After | STP | 185 | | | | | | 1,812,565 | 840,378 | | 1,702,203 | | | | | | | | | | |

FFY 2023-2026 TIP MODIFICATIONS FORM

| Administrative Modification - Highway | | | | Funds | | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | FFY 2027-FFY2030 | | | Remarks | | | |
|---------------------------------------|----------------------------------|--------|-----|---------|-------|------|----------|------|------|----------|-----------|-----------|----------|---------|---------|----------|------|------|------------------|------|------|---|--|--|--|
| Item | Project Title | MPMS | Ph | Prog | Fed | Sta. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | | | | |
| 23 | Capital Gateway | 115784 | CON | Before | HSIP | | | | | 90,310 | | | 204,438 | | | | | | | | | Changing the funding type for the CON phase of Capital Gateway in FFY 2024 for \$294,748 to better utilize current available funding. This project consists of a lane-diet and widening of sidewalks along the 100 block of Forster Street, widening sidewalks and crosswalks, installing ADA compliant bump outs and pedestrian and cyclist islands, and adding a sidewalk and additional landscaping at intersections of Front and Forster Street & 2nd and Forster Street. This project has a current estimated let date of April 18, 2024. | | | |
| | 3016/013 | | | Before | HVRU | | | | | | 1,063,985 | | | | | | | | | | | | | | |
| | | | | Adjust | HSIP | | | | | | | -90,310 | | | | -204,438 | | | | | | | | | |
| | | | | Adjust | HVRU | | | | | | | 294,748 | | | | | | | | | | | | | |
| | | | | Dauphin | After | HSIP | | | | | | | | | | | | | | | | | | | |
| | | | | | After | HVRU | | | | | | 1,358,733 | | | | | | | | | | | | | |
| 24 | Sycamore/Paxton Intersection Imp | 113384 | CON | Before | HVRU | | | | | 803,955 | | | | | | | | | | | | Decreasing the CON phase of Sycamore/Paxton Intersection Imp in FFY 2024 for \$294,748 to better utilize current available funding. This project is fully funded on the 2025 TIP. This project consists of implementing recommendations from the Paxton Street Road Safety Audits (RSA), which may include a realignment of Sycamore Street and Paxton Street or low cost safety improvements at the intersection of Paxton St (3010) and Sycamore St (SR 441) in the City of Harrisburg and Swatara Township, Dauphin County. This project has a current estimated let date of March 13, 2025. | | | |
| | 3010/014 | | | Before | NHPP | | | | | | | | | 970,192 | | | | | | | | | | | |
| | | | | Adjust | HVRU | | | | | | | -294,748 | | | | | | | | | | | | | |
| | | | | Adjust | NHPP | | | | | | | | | | | | | | | | | | | | |
| | | | | Dauphin | After | HVRU | | | | | | 509,207 | | | | | | | | | | | | | |
| | | | | | After | NHPP | | | | | | | | | | 970,192 | | | | | | | | | |
| 25 | HSIP Reserve Line Item | 88060 | CON | Before | HSIP | | | | | | | | 241,106 | | | | | | | | | This is a reserve line item. | | | |
| | | | | Adjust | HSIP | | | | | | 90,310 | | | | 204,438 | | | | | | | | | | |
| | Dauphin | | | After | HSIP | | | | | | | | | | 445,544 | | | | | | | | | | |

FFY 2023-2026 TIP MODIFICATIONS FORM

| Administrative Modification - Highway | | | | Funds | | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | FFY 2027-FFY2030 | | | Remarks | |
|---------------------------------------|-------------------------------|--------|-----|--------|-----|-----------|-----------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|-------|------------------|------|------|---|--|
| Item | Project Title | MPMS | Ph | Prog | Fed | Sta. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | | |
| 26 | Hempt Road Bridge | 102271 | CON | Before | BOF | 183 | 1,236,000 | 231,750 | 77,250 | 402,160 | 75,405 | 25,135 | | | | | | | | | | Increasing the CON phase of Hempt Road Bridge in FFY 2024 for \$452,300 to the current agreement amount. This project consists of a bridge rehabilitation on T-551 (Hempt Road) over Hogestown Run in Silver Spring Township, Cumberland County. This project was let on Jan. 25, 2024. | |
| | Adjust | | | BOF | 183 | | | | 361,840 | 67,845 | 22,615 | | | | | | | | | | | | |
| | After | | | BOF | 183 | 1,236,000 | 231,750 | 77,250 | 764,000 | 143,250 | 47,750 | | | | | | | | | | | | |
| 27 | Highway Reserve Line Item | 88061 | CON | Before | STP | 581 | | | | 1,790,214 | 1,313,249 | | 1,702,203 | | | | | | | | | This is a reserve line item. | |
| | Before | | | NHPP | 185 | | | | | 840,378 | | 6,813,143 | | | | | | | | | | | |
| | Adjust | | | STP | 581 | | | | | | | | | | | | | | | | | | |
| | Adjust | | | NHPP | 185 | | | | | | -67,845 | | | | | | | | | | | | |
| | After | | | STP | 581 | | | | | | | 1,790,214 | 1,313,249 | | 1,702,203 | | | | | | | | |
| | After | | | NHPP | 185 | | | | | | | | 772,533 | | 6,813,143 | | | | | | | | |
| 28 | HATS Bridge Reserve Line Item | 84324 | CON | Before | BOF | 185 | | | | 860,988 | 12,921 | | 1,776,265 | 2,934,984 | | 1,000 | 398,479 | | | | | This is a reserve line item. | |
| | Before | | | BRIP | | | | | | | | | | 3,000 | | | | | | | | | |
| | Adjust | | | BOF | 185 | | | | | | -361,840 | | | | | | | | | | | | |
| | Adjust | | | BRIP | | | | | | | | | | | | | | | | | | | |
| | After | | | BOF | 185 | | | | | | | 499,148 | 12,921 | | 1,776,265 | 2,934,984 | | 1,000 | 398,479 | | | | |
| | After | | | BRIP | | | | | | | | | | | | | | 3,000 | | | | | |

FFY 2023-2026 TIP MODIFICATIONS FORM

| Administrative Modification - Highway | | | | Funds | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | FFY 2027-FFY2030 | | | Remarks | | | |
|---------------------------------------|---------------------------|--------|-----|-------------------|-----|----------|-----------|-----------|----------|------------|------------|----------|------------|-----------|----------|-----------|---------|------------------|------|------|---------|--|---|---|
| Item | Project Title | MPMS | Ph | Prog | Fed | Sta. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | | Loc. | | |
| 31 | Big Spring Road Resurface | 105346 | CON | Before | | 581 | | | | | | | | | | | | | | | | Decreasing the CON phase of Big Spring Road Resurface in FFY 2024 for \$670,130 to the low bid amount. This project consists of resurfacing, drainage, and guiderail updates on PA-274 from Franklin County line to Shearer Dug Trail in Toboyne Township, Perry County. This project was let on March 14, 2024. | | |
| | Adjust | | | | 581 | | | | | | | | | | | | | | | | | | | |
| | After | | | | 581 | | | | | | | | | | | | | | | | | | | |
| | 274/029 | | | | | | | | | | | | | | | | | | | | | | | |
| | Perry | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | Highway Reserve Line Item | 88061 | CON | Before | STP | 581 | | | | | | | | | | | | | | | | This is a reserve line item. | | |
| | Before | | | NHPP | 185 | | | | | | | | | | | | | | | | | | | |
| | Adjust | | | STP | 581 | | | | | | | | | | | | | | | | | | | |
| | Adjust | | | NHPP | 185 | | | | | | | | | | | | | | | | | | | |
| | After | | | STP | 581 | | | | | | | | | | | | | | | | | | | |
| | After | | | NHPP | 185 | | | | | | | | | | | | | | | | | | | |
| | Dauphin | | | | | | | | | | | | | | | | | | | | | | | |
| Program Summary - Net Changes | | | | Before FFY Totals | | | 4,841,534 | 1,041,546 | 77,250 | 29,447,039 | 34,594,531 | 25,135 | 98,415,343 | 2,934,984 | 0 | 1,001,000 | 398,479 | 0 | 0 | 0 | 0 | 22,615 | | |
| | | | | Adjustments | | | 0 | 0 | 0 | 0 | 0 | 22,615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| | | | | After FFY Totals | | | 4,841,534 | 1,041,546 | 77,250 | 29,383,949 | 34,594,531 | 47,750 | 98,415,343 | 2,934,984 | 0 | 1,001,000 | 398,479 | 0 | 0 | 0 | 0 | | 0 | 0 |

FFY 2023-2026 TIP MODIFICATIONS FORM

| HATS | | | | | | | | | | | | | | | | | | | Informed Coordinating Committee: | | | | | | | | | | | | | | | | | | |
|---------------------------------------|---------------------------------------|--------|----|-------------------|-------|------|----------|------|---------|----------|---------|------|----------|------|------|----------|------|------|----------------------------------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Administrative Modification - Transit | | | | | | | | | | | | | | | | | | | Informed Technical Committee: | | | | | | | | | | | | | | | | | | |
| Item | Project Title | MPMS | Ph | Prog | Funds | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | FFY 2027 & > | Remarks | | | | | | | | | | | | | | | | | |
| | | | | | Fed | Sta. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | | | | | | | | | | | | | | | | | | | |
| 1 | Harrisburg Transit Center Improvement | 108138 | PT | Before | | | | | | | | | | | | | | | | Adding \$635,000 in IIJA/Earmark funding in FFY 2024 for the Harrisburg Transit Center to the HVAC system by replacing the cooling tower and associated components. The cooling tower is located on the exterior of the building in the Amtrak parking lot and is needed to provide cool air to the building. The funding comes from the Community Project Funding under CFDA 20.534. | | | | | | | | | | | | | | | | | |
| | Adjust | | | OTH-F | | | | | | 635,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | After | | | OTH-F | | | | | | | 635,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | Before FFY Totals | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| Program Summary - Net Changes | | | | Adjustments | | 0 | 0 | 0 | 635,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 635,000 | | | | | | | | | | | | | | | | | |
| | | | | After FFY Totals | | 0 | 0 | 0 | 635,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |

FFY 2023-2026 TIP MODIFICATIONS FORM

| HATS | | | | | | | | | | | | | | | | | | | Informed Coordinating Committee: | | | Informed Technical Committee: | | |
|---------------------------------------|----------------------------------|--------|----|-------------------|-------|-------|----------|------|------|----------|---------|--------|----------|---------|--------|----------|------|------|----------------------------------|--|--|-------------------------------|--|--|
| Administrative Modification - Transit | | | | | Funds | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | FFY 2027 & > | Remarks | | | | |
| Item | Project Title | MPMS | Ph | Prog | Fed | Sta. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | | | | | | |
| 1 | Transit Bus Purchase SRTA | 102482 | PT | Before | 5307 | OTH-S | | | | 450,000 | 260,808 | 8,692 | | | | | | | | Increase the project by \$685,253 in FFY 2024. \$548,202 (5307), \$132,631 (OTH-S) and \$4,420 (Local). SRTA is moving available FFY 2019 Section 5307 apportioned funds of \$548,202 to FFY 2024 and will be applying for those funds with the FTA. SRTA, on behalf of CDH is planning to purchase replacement fixed route vehicles under this MPMS project using Federal, State, and Local funds. The vehicles to be replaced by this project are 2011 Hybrids, 40' in length. | | | | |
| | | | | Before | 5339 | OTH-S | | | | | | | | | | | | | | | | | | |
| | | | | Adjust | 5307 | OTH-S | | | | 548,202 | 132,631 | 4,420 | | | | | | | | | | | | |
| | | | | Adjust | 5339 | OTH-S | | | | | | | | | | | | | | | | | | |
| | | | | After | 5307 | OTH-S | | | | | | | 998,202 | 393,439 | 13,112 | | | | | | | | | |
| | | | | After | 5339 | OTH-S | | | | | | | | | | | | | | | | | | |
| | | | | Before FFY Totals | | | 0 | 0 | 0 | 450,000 | 260,808 | 8,692 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | | Adjustments | | | 0 | 0 | 0 | 548,202 | 132,631 | 4,420 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | | | | After FFY Totals | | | 0 | 0 | 0 | 998,202 | 393,439 | 13,112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Program Summary - Net Changes | | | | | | | | | | | | | | | | | | | | 685,253 | | | | |

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

| Administrative Action (MA ID: 133760) District 8-0 Interstate TIP | | | | Fund Type | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | Remarks | |
|--|-------------|--------------|-------------|------------------|--------------|-----------------|--------------|----------------|-----------------|--------------|----------------|-----------------|--------------|----------------|-----------------|--------------|----------------|--|--|
| Project Title | MPMS | Phase | Amts | Fed | State | Federal | State | Loc/Oth | Federal | State | Loc/Oth | Federal | State | Loc/Oth | Federal | State | Loc/Oth | | |
| Interstate Contingency / Central Office | 75891 | CON | Before | BRIP | 185 | | | | | 1,462,391 | | | | | | | | Interstate Contingency LI utilized as source of funds to maintain fiscal constraint. | |
| | | | Before | NHPP | 581 | | | | 62,186,929 | 551,251 | | 43,647,107 | 1,500,000 | | 33,865,504 | 5,043,151 | | | |
| | | | Adjust | BRIP | 185 | | | | | | | | | | | | | | |
| | | | Adjust | NHPP | 581 | | | | | | (300,000) | | | | | | | | |
| | | | After | BRIP | 185 | | | | | | | 1,462,391 | | | | | | | |
| | | | After | NHPP | 581 | | | | | 62,186,929 | 251,251 | | 43,647,107 | 1,500,000 | | 33,865,504 | 5,043,151 | | |
| I-81 MM 47 to 52 Concrete Patch w/Diamond Grinding 81/0 Cumberland | 119677 | PE | Before | | 581 | | | | | | | | | | | | Add phase. | | |
| | | | Adjust | | 581 | | | | | 300,000 | | | | | | | | | |
| | | | After | | 581 | | | | | | 300,000 | | | | | | | | |
| Before Totals | | | | | | \$0 | \$0 | \$0 | \$62,186,929 | \$2,013,642 | \$0 | \$43,647,107 | \$1,500,000 | \$0 | \$33,865,504 | \$5,043,151 | \$0 | Actions do not affect air quality conformity. | |
| Adjustment Totals | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| After Totals | | | | | | \$0 | \$0 | \$0 | \$62,186,929 | \$2,013,642 | \$0 | \$43,647,107 | \$1,500,000 | \$0 | \$33,865,504 | \$5,043,151 | \$0 | | |

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

| Administrative Action (MA ID: 134092) D8-0 Interstate TIP | | | | Fund Type | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | Remarks | |
|--|-------------|--------------|-------------|------------------|--------------|-----------------|--------------|----------------|-----------------|--------------|----------------|-----------------|--------------|----------------|-----------------|--------------|---|--|--|
| Project Title | MPMS | Phase | Amts | Fed | State | Federal | State | Loc/Oth | Federal | State | Loc/Oth | Federal | State | Loc/Oth | Federal | State | Loc/Oth | | |
| I-83 East Shore Section 3 83/079 Dauphin | 97828 | ROW | Before | | s581 | | | | | 6,175,000 | | | 8,000,000 | | | | | Used as source of funds to maintain fiscal constraint. | |
| | | | Adjust | | s581 | | | | | | (900,000) | | | | | | | | |
| | | | After | | s581 | | | | | | 5,275,000 | | | | 8,000,000 | | | | |
| I-83 East Shore Demo 2 /02D Dauphin | 116347 | CON | Before | | s581 | | 4,000,000 | | | 1,825,000 | | | | | | | | Increase CON phase to cover costs for upcoming parcel demos. | |
| | | | Adjust | | s581 | | | | | | 900,000 | | | | | | | | |
| | | | After | | s581 | | | 4,000,000 | | | 2,725,000 | | | | | | | | |
| Before Totals | | | | | | \$0 | \$4,000,000 | \$0 | \$0 | \$8,000,000 | \$0 | \$0 | \$8,000,000 | \$0 | \$0 | \$0 | Actions do not affect air quality conformity. | | |
| Adjustment Totals | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | | |
| After Totals | | | | | | \$0 | \$4,000,000 | \$0 | \$0 | \$8,000,000 | \$0 | \$0 | \$8,000,000 | \$0 | \$0 | \$0 | | | |

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

| Administrative Action (MA ID: 134038) HATS and STWD Items TIPs | | | | Fund Type | | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | Remarks |
|--|-------------|--------------|-------------|------------------|--------------|----------------|-----------------|----------------|----------------|-----------------|----------------|----------------|-----------------|----------------|----------------|-----------------|----------------|---|----------------|
| Project Title | MPMS | Phase | Amts | Fed | State | Federal | State | Loc/Oth | Federal | State | Loc/Oth | Federal | State | Loc/Oth | Federal | State | Loc/Oth | | |
| D-8 Ped Countdown Signals Safe Project for VRU 11/VRU Cumberland | 119233 | CON | Before | HVRU | | 322,940 | | | | | | | | | | | | Increase phase to cover agreement. | |
| | | | Before | sHVRU | | 3,547,870 | | | | 438,907 | | | | | | | | | |
| | | | Adjust | HVRU | | | | | | | | | | | | | | | |
| | | | Adjust | sHVRU | | | | | | | 43,995 | | | | | | | | |
| | | | After | HVRU | | | | 322,940 | | | | | | | | | | | |
| | | | After | sHVRU | | | | 3,547,870 | | | | 482,902 | | | | | | | |
| HSIP Set Aside Reserve / Central Office | 101969 | CON | Before | sHSIP | | | | | 2,106,987 | | | 7,522,807 | | | 30,904,396 | | | HSIP Set Aside Reserve line item source of funds. | |
| | | | Before | | | | | | | | | | | | | | | | |
| | | | Adjust | sHSIP | | | | | | (43,995) | | | | | | | | | |
| | | | Adjust | | | | | | | | | | | | | | | | |
| | | | After | sHSIP | | | | | | | 2,062,992 | | | 7,522,807 | | | 30,904,396 | | |
| | | | After | | | | | | | | | | | | | | | | |
| Before Totals | | | | | | \$3,870,810 | \$0 | \$0 | \$2,545,894 | \$0 | \$0 | \$7,522,807 | \$0 | \$0 | \$30,904,396 | \$0 | \$0 | Actions do not affect air quality conformity. | |
| Adjustment Totals | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | | |
| After Totals | | | | | | \$3,870,810 | \$0 | \$0 | \$2,545,894 | \$0 | \$0 | \$7,522,807 | \$0 | \$0 | \$30,904,396 | \$0 | \$0 | | |

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

| Administrative Action (MA ID: 134272) HATS TIP | | | | Fund Type | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | FFY 2027 | | | Remarks | |
|--|-------------|--------------|---------------------------|-------------------|--------------|-----------------|--------------|----------------|---------------------------------|--------------|----------------|-----------------|--------------|----------------|-------------------------------|--------------|----------------|-----------------|--------------|----------------|----------------|---|
| Project Title | MPMS | Phase | Amts | Fed | State | Federal | State | Loc/Oth | Federal | State | Loc/Oth | Federal | State | Loc/Oth | Federal | State | Loc/Oth | Federal | State | Loc/Oth | | |
| Inglennook X-ing / Dauphin | 115861 | CON | Before Adjust After | RRX RRX RRX | | | | | 7,500 (7,500) | | | | | | 7,500 | | | | | | | Cashflow funds out of FFY 2024 |
| RRX Reserve / Central Office | 98255 | CON | Before Adjust After | RRX RRX RRX | | | | | 2,006,881 7,500 2,014,381 | | | 699,914 | | | 199,859 (7,500) 192,359 | | | | 427,811 | | | Reserve line item |
| Before Totals | | | | | | \$0 | \$0 | \$0 | \$2,014,381 | \$0 | \$0 | \$699,914 | \$0 | \$0 | \$199,859 | \$0 | \$0 | \$0 | \$427,811 | \$0 | \$0 | Actions do not affect air quality conformity. |
| Adjustment Totals | | | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| After Totals | | | | | | \$0 | \$0 | \$0 | \$2,014,381 | \$0 | \$0 | \$699,914 | \$0 | \$0 | \$199,859 | \$0 | \$0 | \$0 | \$427,811 | \$0 | \$0 | |

NOTES

FFY 2023-2026 TIP MODIFICATIONS FORM

Informed Coordinating Committee: 4/26/24

Informed Technical Committee: 4/12/24

| Amendment - Highway | | | | | Funds | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | FFY 2027 & > | Remarks | | | |
|---------------------|--|--------|-----|--------|-------|------|----------|------|------|----------|------|------|-----------|------|------|----------|------|------|--------------|--|--|--|--|
| Item | Project Title | MPMS | Ph | Prog | Fed | Sta. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | | | | | |
| 1 | PA 34 Safety Improvements and Resurfacing 34/060 Perry | 114321 | PE | Before | | | | | | | | | | | | | | | | Adding the PE phase of PA 34 Safety Improvements and Resurfacing in FFY 2024 for \$3,230,482 to the current estimated amount. This project consists of Intersection safety improvements (left turning lanes, increasing sight distance, signs and pavement markings) 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. This project has a current estimated let date of Jan. 1, 2028. | | | |
| | | | | Before | | | | | | | | | | | | | | | | | | | |
| | | | | Adjust | STP | | | | | | | | 2,199,482 | | | | | | | | | | |
| | | | | Adjust | HSIP | | | | | | | | 1,031,000 | | | | | | | | | | |
| | | | | After | STP | | | | | | | | 2,199,482 | | | | | | | | | | |
| | | | | After | HSIP | | | | | | | | 1,031,000 | | | | | | | | | | |
| 2 | PA 34 Safety Improvements and Resurfacing 34/060 Perry | 114321 | FD | Before | HSIP | | | | | | | | | | | | | | | Decreasing the FD phase of PA 34 Safety Improvements and Resurfacing in FFY 2024 for \$361,000. This phase will be funded on the 2025 TIP. This project consists of Intersection safety improvements (left turning lanes, increasing sight distance, signs and pavement markings) 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. This project has a current estimated let date of Jan. 1, 2028. | | | |
| | | | | Adjust | HSIP | | | | | | | | | | | | | | | | | | |
| | | | | After | | | | | | | | | | | | | | | | | | | |
| 3 | PA 34 Safety Improvements and Resurfacing 34/060 Perry | 114321 | UTL | Before | HSIP | | | | | | | | | | | | | | | Decreasing the UTL phase of PA 34 Safety Improvements and Resurfacing in FFY 2024 for \$270,000. This phase will be funded on the 2025 TIP. This project consists of Intersection safety improvements (left turning lanes, increasing sight distance, signs and pavement markings) 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. This project has a current estimated let date of Jan. 1, 2028. | | | |
| | | | | Adjust | HSIP | | | | | | | | | | | | | | | | | | |
| | | | | After | | | | | | | | | | | | | | | | | | | |

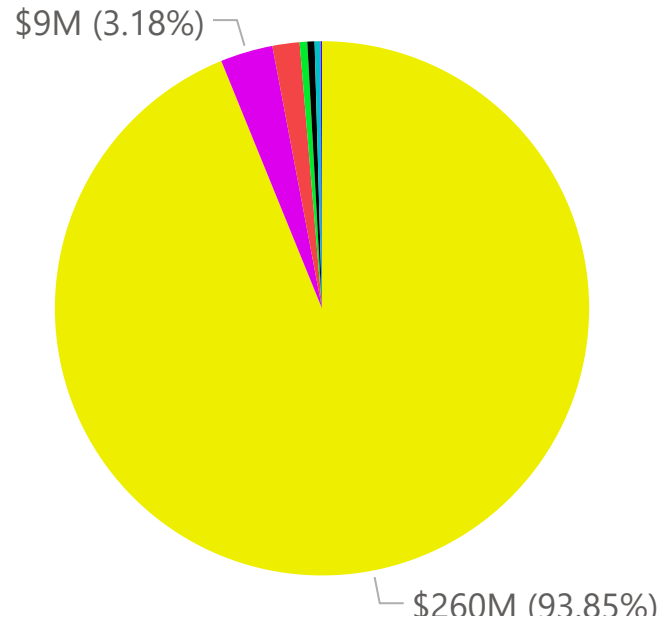
FFY 2023-2026 TIP MODIFICATIONS FORM

| Amendment - Highway | | | | | Funds | | FFY 2023 | | | FFY 2024 | | | FFY 2025 | | | FFY 2026 | | | FFY 2027 & > | Remarks | | |
|--------------------------------------|--|--------|-----|-------------------|-------|------|----------|------|-----------|-----------|-----------|-----------|------------|-----------|-----------|----------|-----------|------|--------------|---|--|--|
| Item | Project Title | MPMS | Ph | Prog | Fed | Sta. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | Fed. | Sta. | Loc. | | | | |
| 4 | PA 34 Safety Improvements and Resurfacing 34/060 Perry | 114321 | ROW | Before | HSIP | | | | | 400,000 | | | | | | | | | | Decreasing the ROW phase of PA 34 Safety Improvements and Resurfacing in FFY 2024 for \$400,000. This phase will be funded on the 2025 TIP. This project consists of Intersection safety improvements (left turning lanes, increasing sight distance, signs and pavement markings) 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. This project has a current estimated let date of Jan. 1, 2028. | | |
| | | | | Adjust | HSIP | | | | | | | -400,000 | | | | | | | | | | |
| | | | | After | | | | | | | | | | | | | | | | | | |
| 5 | Riverlands Safety Implementation 22/075 Dauphin | 106554 | FD | Before | STP | | | | | 610,400 | | | | | | | | | | Decreasing the FD phase of Riverlands Safety Implementation in FFY 2024 for \$610,400. This phase will be fully funded on the 2025 TIP due to the environmental clearance timeline. This project consists 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. This project has a current estimated let date of Feb. 11, 2027. | | |
| | | | | Before | NHPP | | | | | | | 89,600 | | | | | | | | | | |
| | | | | Adjust | STP | | | | | | | | -610,400 | | | | | | | | | |
| | | | | Adjust | NHPP | | | | | | | | | | | | | | | | | |
| | | | | After | | | | | | | | | | | | | | | | | | |
| | | | | After | NHPP | | | | | | | | | 89,600 | | | | | | | | |
| 6 | Spring Road over Little J 34/047 Perry | 101093 | CON | Before | STP | | | | | 1,232,043 | | | | | | | | | | Decreasing the CON phase of Spring Road over Little J in FFY 2024 for \$1,232,043. This phase will be fully funded on the 2025 TIP. This project consists of a bridge replacement on PA 34 (Spring Road) over Little Juniata Creek in Centre Township, Perry County. This project has a current estimated let date of Nov. 7, 2024. | | |
| | | | | Before | BRIP | | | | | | | 1,187,490 | | | | | | | | | | |
| | | | | Adjust | STP | | | | | | | | -1,232,043 | | | | | | | | | |
| | | | | Adjust | BRIP | | | | | | | | | | | | | | | | | |
| | | | | After | STP | | | | | | | | | | | | | | | | | |
| | | | | After | BRIP | | | | | | | | | 1,187,490 | | | | | | | | |
| 7 | Highway Reserve Line Item Dauphin | 88061 | CON | Before | STP | 581 | | | | 1,592,308 | 1,313,249 | | 1,702,203 | | | | | | | This is a reserve line item. | | |
| | | | | Before | NHPP | 185 | | | | | | 772,533 | | 6,813,143 | | | | | | | | |
| | | | | Adjust | STP | 581 | | | | | | | | | | | | | | | | |
| | | | | Adjust | NHPP | 185 | | | | | | | | | | | | | | | | |
| | | | | After | STP | 581 | | | | | | 1,235,269 | 1,313,249 | | 1,702,203 | | | | | | | |
| | | | | After | NHPP | 185 | | | | | | | | | 772,533 | | 6,813,143 | | | | | |
| | | | | Before FFY Totals | | 0 | 0 | 0 | 5,742,841 | 2,085,782 | 0 | 8,515,346 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Program Summary - Net Changes | | | | Adjustments | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | | | After FFY Totals | | 0 | 0 | 0 | 5,742,841 | 2,085,782 | 0 | 8,515,346 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

2023 TYP FFY 2023-2026

Program Phase Amount

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



Number of MPMS Projects (Includes Line Items)

104

Construction Program Amt (Includes Line Items)

\$260M

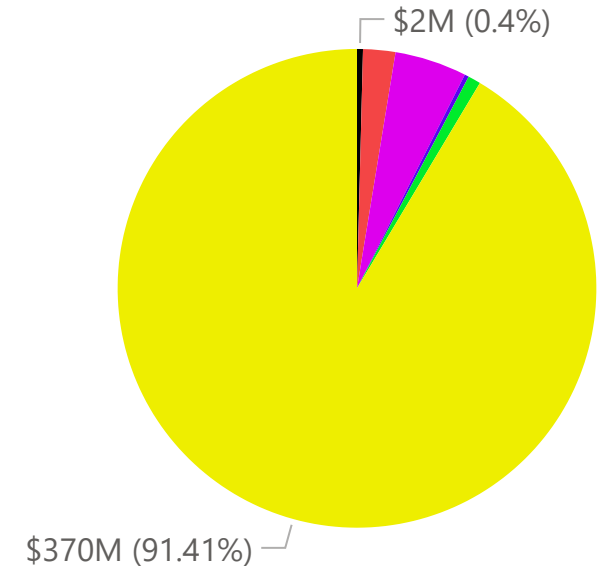
Program Phase Amount (Includes Line Items)

\$277M

2025 TIP FFY 2025-2028

Program Phase Amount

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



Number of MPMS Projects (Includes Line Items)

125

Construction Program Amt (Includes Line Items)

\$370M

Program Phase Amount (Includes Line Items)

\$405M

Carryover Projects (Excludes Line Items)

114

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

2025 MPO Draft TIP Breakdown

| Funding Type and Number of MPMS | | |
|---------------------------------|---------------|----------------------|
| Fund Type | Count of MPMS | Program Phase Amount |
| 183 | 9 | \$2,630,515 |
| 185 | 42 | \$45,314,485 |
| 581 | 19 | \$71,084,000 |
| BOF | 21 | \$28,348,000 |
| BRIP | 16 | \$50,808,000 |
| CAQ | 9 | \$22,141,000 |
| CRP | 4 | \$2,619,416 |
| CRPU | 4 | \$5,381,000 |
| HSIP | 5 | \$13,885,850 |
| HVRU | 3 | \$4,286,150 |
| LOC | 10 | \$1,109,583 |
| NHPP | 8 | \$73,525,000 |
| RRX | 1 | \$7,500 |
| STP | 30 | \$36,474,900 |
| STU | 27 | \$40,923,176 |
| TAP | 2 | \$1,825,000 |
| TAU | 4 | \$4,282,000 |
| Total | 125 | \$404,645,575 |

| Count of MPMS By Improvement | |
|--------------------------------|---------------|
| Improvement | Count of MPMS |
| Bridge Deck Replacement | 1 |
| Drainage Improvement | 1 |
| Lighting | 1 |
| Pavement Preservation | 1 |
| Traffic System Management | 1 |
| Widen | 1 |
| Bicycle Facilities/Services | 2 |
| Transit System Improvement | 2 |
| Bridge Deck Rehabilitation | 3 |
| Concrete Rehabilitation | 3 |
| Intersection Improvement | 6 |
| Resurface | 6 |
| Miscellaneous | 7 |
| Pedestrian Facilities | 8 |
| Safety Improvement | 9 |
| Transportation Enhancement | 9 |
| Bridge Rehabilitation | 11 |
| Bridge Preservation Activities | 15 |
| Bridge Improvement | 16 |
| Bridge Replacement | 22 |
| Total | 125 |

| Programmed Amount by Improvement and Year | | | | | |
|---|----------------------|----------------------|---------------------|---------------------|----------------------|
| Improvement | 1 | 2 | 3 | 4 | Total |
| ⊕ Bridge Rehabilitation | \$15,204,500 | \$18,973,061 | \$22,647,365 | \$13,612,283 | \$70,437,209 |
| ⊕ Bridge Replacement | \$21,220,113 | \$17,604,498 | \$15,045,547 | \$9,312,509 | \$63,182,667 |
| ⊕ Bridge Preservation Activities | \$3,589,127 | \$11,046,830 | \$15,145,282 | \$20,109,575 | \$49,890,814 |
| ⊕ Safety Improvement | \$16,088,526 | \$6,431,114 | \$8,738,747 | \$6,694,701 | \$37,953,088 |
| ⊕ Miscellaneous | \$5,380,821 | \$5,672,869 | \$8,545,500 | \$16,204,992 | \$35,804,182 |
| ⊕ Concrete Rehabilitation | \$12,073,000 | \$10,188,779 | \$3,393,032 | \$4,359,983 | \$30,014,794 |
| ⊕ Resurface | \$4,093,294 | \$12,384,948 | \$6,044,889 | \$6,007,577 | \$28,530,708 |
| ⊕ Bridge Improvement | \$4,532,654 | \$2,153,641 | \$10,090,751 | \$5,314,987 | \$22,092,033 |
| ⊕ Intersection Improvement | \$3,998,606 | \$1,309,963 | \$2,685,138 | \$6,563,999 | \$14,557,706 |
| ⊕ Transportation Enhancement | \$4,318,979 | \$5,338,108 | \$641,759 | \$1,076,000 | \$11,374,846 |
| ⊕ Transit System Improvement | \$2,752,140 | \$2,639,820 | \$2,527,500 | \$2,527,500 | \$10,446,960 |
| ⊕ Bridge Deck Rehabilitation | \$439,000 | \$4,604,081 | \$1,966,828 | | \$7,009,909 |
| ⊕ Widen | \$820,000 | | | \$6,004,668 | \$6,824,668 |
| ⊕ Pavement Preservation | \$4,752,832 | | | | \$4,752,832 |
| ⊕ Bridge Deck Replacement | \$925,000 | \$985,309 | \$985,309 | \$985,309 | \$3,880,927 |
| ⊕ Pedestrian Facilities | \$2,530,090 | \$174,553 | \$434,241 | | \$3,138,884 |
| ⊕ Lighting | \$1,091,259 | \$1,767,213 | | | \$2,858,472 |
| ⊕ Drainage Improvement | \$900,000 | | | | \$900,000 |
| ⊕ Bicycle Facilities/Services | \$451,856 | \$120,000 | \$160,000 | \$160,000 | \$891,856 |
| ⊕ Traffic System Management | \$15,400 | \$87,620 | | | \$103,020 |
| Total | \$105,177,197 | \$101,482,407 | \$99,051,888 | \$98,934,083 | \$404,645,575 |

HATS MPO 2025 TIP New Projects

| MPO | MPMS | SR | Title | Project Description | Notes |
|------|--------|---------|--|--|-------------------------------|
| HATS | 121186 | Various | UPS for Existing Sites - HATS TSMO 2025-2026 | This project consists of installation of 13 new UPSs for existing DMS and CCTV sites, 5 remote power switches, and 3 network switches on I-78, I-81 and US 22, US 11, and US 15 in the Harrisburg Area. | FD in 2025, CON in 2026 |
| HATS | 121179 | 34 | SR 34 Bridge over Juniata River Repairs | This project consists of a bridge preservation on SR 34 bridge over the Juniata River in Newport Borough & Howe Township, Perry County. | CON in 2025 |
| HATS | 119783 | 22 | 22 Concrete Patching & Diamond Grinding | This project may consist of Concrete Patch & Diamond Grind and Asphalt Overlay on SR 22 in Reed and Middle Paxton Townships and Dauphin Borough, Dauphin County. | PE in 2025, CON in 2027 &2028 |
| HATS | 119784 | 11 | Susquehanna Trail Restoration | This project may consist of diamond grinding, concrete patching, shoulder concrete repairs, guide rail, drainage for SR 11 Susquehanna Trail in Watts, Buffalo, Carroll and Liverpool Townships, Liverpool and New Buffalo Boroughs in Perry County. | PE in 2025, Con in 2028 |

| Project Information | | | | | | | FFY 2025 Costs | | | | | FFY 2026 Costs | | | | | FFY 2027 Costs | | | | | FFY 2028 Costs | | | | | ^ Milestones | | | | | | |
|-------------------------------|------|------|---------|--|-------|------|----------------|-------------------|-------------------|---------------|-------------------|----------------|-------------------|-------------------|---------------|-------------------|----------------|------------------|------------------|---------------|-------------------|------------------|------------------|---------------|-------------------|-------------------|--------------|-----------|-----------|-----------|-------------|-------------|--|
| County | S.R. | Sec. | Project | Project Title | Phase | Area | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | | St. | State | Local | Total | | |
| Cumberland | 3011 | 010 | 90749 | Hays Grove Rd over Yellow Breeches Ck | F | BRDG | | | 185 | 300,000 | | 300,000 | | | | | | | | | | | | | | | | | | | | | |
| Cumberland | 3011 | 010 | 90749 | Hays Grove Rd over Yellow Breeches Ck | C | BRDG | | | | | | | | | | | | | 185 | 527,787 | | | | 527,787 | | | | | | | | 4/15/2027 E | |
| Cumberland | 3023 | 014 | 117675 | Walnut Bottom Road/West Street/Willow Street | +F | HCON | | | | | | | STP | 175,000 | | | | | | | | | | | | | | | | | | | |
| Cumberland | 3023 | 014 | 117675 | Walnut Bottom Road/West Street/Willow Street | +C | HCON | | | | | | | | | | | | | | | | | | | STU | 516,179 | | | | 516,179 | 1/1/2028 E | | |
| Cumberland | 3023 | 014 | 117675 | Walnut Bottom Road/West Street/Willow Street | +C | HCON | | | | | | | | | | | | | | | | | | | STP | 558,468 | | | | 558,468 | 1/1/2028 E | | |
| Cumberland | 7201 | BRG | 120308 | Quarry Road over Mountain Creek | F | BRDG | BOF | 180,000 | 183 | 33,750 | 11,250.00 | 225,000 | | | | | | | | | | | | | | | | | | | | | |
| Cumberland | 7201 | BRG | 120308 | Quarry Road over Mountain Creek | U | BRDG | BOF | 20,000 | 183 | 3,750 | 1,250.00 | 25,000 | | | | | | | | | | | | | | | | | | | | | |
| Cumberland | 7201 | BRG | 120308 | Quarry Road over Mountain Creek | R | BRDG | BOF | 12,000 | 183 | 2,250 | 750.00 | 15,000 | | | | | | | | | | | | | | | | | | | | | |
| Cumberland | 7201 | BRG | 120308 | Quarry Road over Mountain Creek | C | BRDG | | | | | | | BOF | 552,686 | 183 | 103,629 | 34,543 | 690,858 | | | | | | | | | | | | | | 1/1/2027 E | |
| Cumberland | 7213 | BR3 | 120270 | Cumberland County Bridge Bundle | F | BRDG | BOF | 454,000 | 183 | 85,125 | 28,375.00 | 567,500 | | | | | | | | | | | | | | | | | | | | | |
| Cumberland | 7213 | BR3 | 120270 | Cumberland County Bridge Bundle | U | BRDG | BOF | 56,000 | 183 | 10,500 | 3,500.00 | 70,000 | | | | | | | | | | | | | | | | | | | | | |
| Cumberland | 7213 | BR3 | 120270 | Cumberland County Bridge Bundle | R | BRDG | BOF | 28,000 | 183 | 5,250 | 1,750.00 | 35,000 | | | | | | | | | | | | | | | | | | | | | |
| Cumberland | 7213 | BR3 | 120270 | Cumberland County Bridge Bundle | C | 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 | 959,409 | | | |
| Totals for: Cumberland | | | | | | | | 14,593,008 | 15,273,625 | 46,875 | 29,913,508 | | 16,611,069 | 15,070,215 | 82,513 | 31,763,797 | | 9,801,937 | 7,605,836 | 47,970 | 17,455,743 | 7,184,097 | 5,254,339 | 47,971 | 12,486,407 | 91,619,455 | | | | | | | |
| Dauphin | | | 84324 | HATS Bridge Reserve Line Item | C | BRDG | BOF | 466,761 | 185 | 46,730 | | 513,491 | | | | | | | | | | | | | BRIP | 880,426 | 185 | 100,000 | | 980,426 | | | |
| Dauphin | | | 88058 | TAP Line Item | C | TENH | | | | | | | | TAU | 641,759 | | | | | | | | | | TAU | 1,076,000 | | | | 1,076,000 | | | |
| Dauphin | | | 88060 | HSIP Reserve Line Item | C | SAMI | | | | | | | | HSIP | 496,880 | | | | | | | | | | | | | | | | | | |
| Dauphin | | | 88061 | Highway Reserve Line Item | C | TENH | | | | | | | | | | | | | | 581 | 110,676 | | | 110,676 | NHPP | 8,825,376 | | | | 8,825,376 | | | |
| Dauphin | | | 88061 | Highway Reserve Line Item | C | HRST | | | | | | | | STP | 285,721 | | | | | | | | | | | | | | | | | | |
| Dauphin | | | 88068 | STU Reserve Line Item | C | TENH | | | | | | | | STU | 899,999 | | | | | | | | | | | | | | | | | | |
| Dauphin | | | 88069 | Delivery/ Consult Assist | P | PRA | | | 581 | 1,500,000 | | 1,500,000 | | | | 581 | 1,500,000 | | | 581 | 1,500,000 | | | 1,500,000 | | | 581 | 1,500,000 | | 1,500,000 | | | |
| Dauphin | | | 88069 | Delivery/ Consult Assist | C | PRA | | | 581 | 480,000 | | 480,000 | | | | 581 | 480,000 | | | 581 | 480,000 | | | 480,000 | | | 581 | 480,000 | | 480,000 | | | |
| Dauphin | | | 94636 | Rolling Stock Replacement | +fd C | PT | CAQ | 2,527,500 | | | | 2,527,500 | CAQ | 2,527,500 | | | | | | | | | | 2,527,500 | CAQ | 2,527,500 | | | 2,527,500 | | | | |
| Dauphin | | | 102173 | CMP implementation | C | AIR | | | | | | | | | | | | | | | | | | CAQ | 159,245 | | | | 159,245 | | | | |
| Dauphin | | | 111064 | HATS Bikeshare | C | IMOD | CAQ | 120,000 | | | | 120,000 | CAQ | 120,000 | | | | | | | | | | CAQ | 160,000 | | | | 160,000 | | 1/1/2023 E | | |
| Dauphin | | | 112974 | SRTA Employment Access | f C | IMOD | | | | | | | CAQ | 112,320 | | | | | | | | | | | | | | | | | 4/5/2019 E | | |
| Dauphin | | | 112974 | SRTA Employment Access | f C | PT | CAQ | 224,640 | | | | 224,640 | | | | | | | | | | | | | | | | | | | | 4/5/2019 E | |
| Dauphin | | | 114107 | SRTP Rideshare Program | A | SAMI | CAQ | 400,821 | | | | 400,821 | CAQ | 407,148 | | | | | | | | | | 403,580 | CAQ | 407,616 | | | 407,616 | | | | |
| Dauphin | | | 114200 | HATS RTP Implementation Program | +C | TENH | STU | 3,000,000 | | | | 3,000,000 | STU | 3,000,000 | | | | | | | | | | 3,000,000 | STU | 3,000,000 | | | 3,000,000 | | | | |
| Dauphin | | | 115861 | Inglenook X-ing | +C | SAMI | RRX | 7,500 | | | | 7,500 | | | | | | | | | | | | | | | | | | | | | |
| Dauphin | | | 119283 | Carbon Reduction Program (CRP) HATS MPO RLI | C | TENH | | | | | | | | CRPU | 1,352,000 | | | | | | | | | 1,352,000 | CRPU | 1,352,000 | | | 1,352,000 | | | | |
| Dauphin | | | 119283 | Carbon Reduction Program (CRP) HATS MPO RLI | C | TENH | | | | | | | | CRP | 640,000 | | | | | | | | | 640,000 | CRP | 640,000 | | | 640,000 | | | | |
| Dauphin | | | 119310 | Emaus Streetscape Project | +P | TENH | STU | 119,310 | | | | 119,310 | | | | | | | | | | | | | | | | | | | | | |
| Dauphin | | | 119310 | Emaus Streetscape Project | +F | TENH | STU | 38,150 | | | | 38,150 | | | | | | | | | | | | | | | | | | | | | |
| Dauphin | | | 119310 | Emaus Streetscape Project | +U | TENH | STU | 2,800 | | | | 2,800 | | | | | | | | | | | | | | | | | | | | | |
| Dauphin | | | 119310 | Emaus Streetscape Project | +C | TENH | | | | | | | STU | 942,731 | | | | | | | | | | 942,731 | | | | | | | | | |
| Dauphin | | | 121186 | UPS for Existing Sites - HATS TSMO 2025-2026 | +F | IMOD | CRPU | 3,080 | | | | 3,080 | | | | | | | | | | | | | | | | | | | | | |
| Dauphin | | | 121186 | UPS for Existing Sites - HATS TSMO 2025-2026 | +F | IMOD | sCRP | 12,320 | | | | 12,320 | | | | | | | | | | | | | | | | | | | | | |
| Dauphin | | | 121186 | UPS for Existing Sites - HATS TSMO 2025-2026 | +C | IMOD | | | | | | | CRPU | 17,524 | | | | | | | | | | 17,524 | | | | | | | | | |
| Dauphin | | | 121186 | UPS for Existing Sites - HATS TSMO 2025-2026 | +C | IMOD | | | | | | | sCRP | 70,096 | | | | | | | | | | 70,096 | | | | | | | | | |
| Dauphin | | TAP | 111655 | Paxtang Parkway Restoration | C | TENH | TAP | 900,000 | | | | 900,000 | | | | | | | | | | | | | | | | | | | | 1/30/2025 E | |
| Dauphin | 22 | 059 | 93178 | Clarks Ferry Bridge PM | C | BRDG | | | | | | | | | | | | | | | | | | | STP | 228,026 | | | 228,026 | | 2/11/2027 E | | |
| Dauphin | 22 | 059 | 93178 | Clarks Ferry Bridge PM | C | BRDG | | | | | | | | | | | | | | | | | | | NHPP | 2,060,000 | | | 2,060,000 | | 2/11/2027 E | | |
| Dauphin | 22 | 059 | 93178 | Clarks Ferry Bridge PM | C | HCON | | | | | | | | STP | 3,666,074 | | | | | | | | | 3,666,074 | | | | | | | 2/11/2027 E | | |
| Dauphin | 22 | 059 | 93178 | Clarks Ferry Bridge PM | C | BRDG | | | | | | | | BRIP | 175,816 | 185 | 960,473 | | | | | | 1,136,289 | BRIP | 5,478,389 | 185 | 1,941,604 | | 7,419,993 | | 2/11/2027 E | | |
| Dauphin | 22 | 075 | 106554 | Riverlands Safety Implementation | +F | HCON | NHPP | 5,000,000 | | | | 5,000,000 | | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 22 | 075 | 106554 | Riverlands Safety Implementation | +U | HCON | NHPP | 600,000 | | | | 600,000 | | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 22 | 075 | 106554 | Riverlands Safety Implementation | +R | HCON | NHPP | 2,000,000 | | | | 2,000,000 | | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 22 | 075 | 106554 | Riverlands Safety Implementation | C | HCON | | | | | | | | | | | | | | 581 | 5,368,369 | | | 5,368,369 | | | 581 | 4,782,201 | | 4,782,201 | | 2/11/2027 E | |
| Dauphin | 22 | 105 | 119783 | 22 Concrete Patching & Diamond Grinding | P | HCON | | | 581 | 150,000 | | 150,000 | | | | | | | | | | | | | | | | | | | | | |

RPT# TIP200

FFY 2025 Harrisburg TIP

| Project Information | | | | | | | FFY 2025 Costs | | | | | FFY 2026 Costs | | | | | FFY 2027 Costs | | | | | FFY 2028 Costs | | | | | ^ Milestones | | | | | |
|----------------------------|------|------|---------|-------------------------------------|-------|------|----------------|-------------|-----|-----------|-----------|----------------|------|-----------|-----|-----------|----------------|-----------|------|------------|-----|----------------|---------|------------|------|-----------|--------------|-----------|-----------|-------------|--------------|-------------|
| County | S.R. | Sec. | Project | Project Title | Phase | Area | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | | St. | State | Local | Total | |
| Dauphin | 3009 | 023 | 117698 | Paxton St ov NS | P | BRDG | | | | | | | | | | | | | | | 581 | 800,000 | | 800,000 | | | | | | | | |
| Dauphin | 3010 | 014 | 113384 | Sycamore/Paxton Intersection Imp | +C | SAMI | | | | | | | STU | 368,813 | | | | 368,813 | | | | | | | | | | | | | 1/15/2026 E | |
| Dauphin | 3010 | 014 | 113384 | Sycamore/Paxton Intersection Imp | +C | HCON | NHPP | 630,485 | | | | 630,485 | | | | | | | | | | | | | | | | | | 1/15/2026 E | | |
| Dauphin | 3010 | 014 | 113384 | Sycamore/Paxton Intersection Imp | +C | HCON | HVRU | 1,138,150 | | | | 1,138,150 | | | | | | | | | | | | | | | | | | 1/15/2026 E | | |
| Dauphin | 3012 | 026 | 93176 | Market St Bridge West | R | BRDG | | | 185 | 425,000 | | 425,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 3012 | 026 | 93176 | Market St Bridge West | +C | BRDG | NHPP | 3,972,951 | | | | 3,972,951 | NHPP | 4,601,412 | | | | 4,601,412 | STU | 2,764,959 | | | | 2,764,959 | STU | 980,264 | | | 980,264 | 3/27/2025 E | | |
| Dauphin | 3012 | 026 | 93176 | Market St Bridge West | +C | BRDG | | | | | | | STU | 74,069 | | | | 74,069 | | | | | | | | | | | | | 3/27/2025 E | |
| Dauphin | 3012 | 026 | 93176 | Market St Bridge West | +C | BRDG | BRIP | 1,224,866 | | | | 1,224,866 | BRIP | 633,412 | | | | 633,412 | NHPP | 10,952,412 | | | | 10,952,412 | NHPP | 4,824,624 | | | 4,824,624 | 3/27/2025 E | | |
| Dauphin | 3012 | 029 | 93177 | Market St Bridge East | +C | BRDG | STU | 698,361 | | | | 698,361 | STU | 563,339 | | | | 563,339 | STU | 2,496,406 | | | | 2,496,406 | STU | 1,142,837 | | | 1,142,837 | 3/27/2025 E | | |
| Dauphin | 3012 | 029 | 93177 | Market St Bridge East | +C | BRDG | NHPP | 5,290,941 | | | | 5,290,941 | NHPP | 8,586,166 | | | | 8,586,166 | NHPP | 6,433,588 | | | | 6,433,588 | BRIP | 1,343,185 | | | 1,343,185 | 3/27/2025 E | | |
| Dauphin | 3012 | 037 | 117663 | Derry Street over Spring Creek | +F | BRDG | BRIP | 400,000 | | | | 400,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 3012 | 037 | 117663 | Derry Street over Spring Creek | +C | BRDG | | | | | | | STU | 169,623 | | | | 169,623 | | | | | | | | | | | | | 6/25/2026 E | |
| Dauphin | 3012 | 037 | 117663 | Derry Street over Spring Creek | +C | BRDG | | | | | | | STP | 62,670 | | | | 62,670 | | | | | | | | | | | | | 6/25/2026 E | |
| Dauphin | 3012 | 037 | 117663 | Derry Street over Spring Creek | +C | BRDG | | | | | | | BRIP | 1,787,661 | | | | 1,787,661 | | | | | | | | | | | | | 6/25/2026 E | |
| Dauphin | 3018 | | 118502 | Herr St Ped Improv | +C | TENH | TAP | 925,000 | | | | 925,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 3020 | | 119307 | Union Deposit Corridor Impr | +P | TENH | STU | 64,000 | | | | 64,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 3020 | | 119307 | Union Deposit Corridor Impr | +F | TENH | STU | 72,000 | | | | 72,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 3020 | | 119307 | Union Deposit Corridor Impr | +U | TENH | STU | 40,000 | | | | 40,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 3020 | | 119307 | Union Deposit Corridor Impr | +R | TENH | STU | 40,000 | | | | 40,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 3020 | | 119307 | Union Deposit Corridor Impr | +C | TENH | | | | | | | STU | 761,426 | | | | 761,426 | | | | | | | | | | | | | 5/22/2025 E | |
| Dauphin | 3020 | 014 | 115790 | Union Deposit Impr | +C | TENH | STU | 64,888 | | | | 64,888 | | | | | | | | | | | | | | | | | | | 5/22/2025 E | |
| Dauphin | 3022 | 005 | 74521 | Maclay Street Bridge | C | BRDG | STU | 1,395,631 | | | | 1,395,631 | | | | | | | | | | | | | | | | | | | 12/11/2025 E | |
| Dauphin | 3022 | 005 | 74521 | Maclay Street Bridge | C | BRDG | NHPP | 2,430,004 | | | | 2,430,004 | | | | | | | | | | | | | | | | | | | 12/11/2025 E | |
| Dauphin | 3022 | 005 | 74521 | Maclay Street Bridge | C | BRDG | BRIP | 4,096,635 | 185 | 1,980,567 | | 6,077,202 | NHPP | 6,450,422 | 185 | 1,612,605 | | 8,063,027 | BRIP | 6,978,575 | 185 | 1,744,644 | | 8,723,219 | BRIP | 4,000,000 | 185 | 1,000,000 | | 5,000,000 | 12/11/2025 E | |
| Dauphin | 4001 | 023 | 78706 | Rutter Rd ov Armstrong Creek | +F | BRDG | BOF | 200,000 | | | | 200,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 4001 | 023 | 78706 | Rutter Rd ov Armstrong Creek | +C | BRDG | BOF | 1,109,171 | | | | 1,109,171 | | | | | | | | | | | | | | | | | | | 3/12/2026 E | |
| Dauphin | 4004 | 017 | 117469 | Straws Church ov Trib to Armstrong | F | BRDG | | | 185 | 150,000 | | 150,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 4004 | 017 | 117469 | Straws Church ov Trib to Armstrong | C | BRDG | | | 185 | 660,705 | | 660,705 | | | 185 | 166,797 | | 166,797 | | | | | | | | | | | | | | 3/12/2026 E |
| Dauphin | 4006 | 011 | 99885 | Enders Road ov Armstrong Ck | F | BRDG | BOF | 100,000 | | | | 100,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 4006 | 011 | 99885 | Enders Road ov Armstrong Ck | +C | BRDG | | | | | | | | | 185 | 696,286 | | 696,286 | | | | | | | | | | | | | 8/13/2026 E | |
| Dauphin | 4013 | 016 | 90849 | Powells Valley Rd ov Rattling Creek | +F | BRDG | BOF | 175,000 | | | | 175,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 4013 | 016 | 90849 | Powells Valley Rd ov Rattling Creek | +C | BRDG | | | | | | | | | | | | | | | | | | | BOF | 1,260,570 | | | 1,260,570 | 2/11/2027 E | | |
| Dauphin | 4013 | 017 | 99980 | Market St ov Rattling Cr | F | BRDG | BOF | 100,000 | | | | 100,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 4013 | 017 | 99980 | Market St ov Rattling Cr | +C | BRDG | | | | | | | | | | | | | STP | 215,858 | | | | 215,858 | | | | | | | 2/11/2027 E | |
| Dauphin | 4013 | 017 | 99980 | Market St ov Rattling Cr | +C | BRDG | | | | | | | | | | | | | BRIP | 1,186,813 | | | | 1,186,813 | | | | | | | 2/11/2027 E | |
| Dauphin | 4013 | 017 | 99980 | Market St ov Rattling Cr | +C | BRDG | | | | | | | | | | | | | BOF | 149,151 | | | | 149,151 | BOF | 589,923 | | | 589,923 | 2/11/2027 E | | |
| Dauphin | 7101 | | 120307 | Kohn Road over Paxton Creek | F | BRDG | BOF | 114,000 | 183 | 21,375 | 7,125.00 | 142,500 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 7101 | | 120307 | Kohn Road over Paxton Creek | U | BRDG | BOF | 16,000 | 183 | 3,000 | 1,000.00 | 20,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 7101 | | 120307 | Kohn Road over Paxton Creek | R | BRDG | BOF | 4,000 | 183 | 750 | 250.00 | 5,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 7101 | | 120307 | Kohn Road over Paxton Creek | C | BRDG | | | | | | | STU | 685,663 | | | | 685,663 | | | | | | | | | | | | | | |
| Dauphin | 7101 | | 120307 | Kohn Road over Paxton Creek | C | BRDG | | | | | | | STP | 141,051 | | | | 141,051 | | | | | | | | | | | | | | |
| Dauphin | 7101 | | 120307 | Kohn Road over Paxton Creek | C | BRDG | | | | | | | BOF | 48,264 | 183 | 164,058 | 54,686 | 267,008 | STU | 396,405 | 183 | 74,326 | 24,775 | 495,506 | | | | | | | | |
| Dauphin | 7206 | BRG | 106563 | West Cross Rd Bridge | C | BRDG | BOF | 553,693 | 183 | 103,817 | 34,606.00 | 692,116 | | | | | | | | | | | | | | | | | | | 1/1/2025 E | |
| Dauphin | 7208 | | 120271 | Dauphin County Bridge Bundle | F | BRDG | BOF | 560,000 | 183 | 105,000 | 35,000.00 | 700,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 7208 | | 120271 | Dauphin County Bridge Bundle | U | BRDG | BOF | 120,000 | 183 | 22,500 | 7,500.00 | 150,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 7208 | | 120271 | Dauphin County Bridge Bundle | R | BRDG | BOF | 60,000 | 183 | 11,250 | 3,750.00 | 75,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 7208 | | 120271 | Dauphin County Bridge Bundle | C | BRDG | | | | | | | BOF | 788,248 | 183 | 147,796 | 49,265 | 985,309 | BOF | 788,248 | 183 | 49,265 | 147,796 | 985,309 | BOF | 788,248 | 183 | 147,796 | 49,265 | 985,309 | | |
| Dauphin | 7301 | | 117665 | Thirteenth Street over NS | F | BRDG | | | | | | | | | | | | | BOF | 600,000 | 183 | 112,500 | 37,500 | 750,000 | | | | | | | | |
| Dauphin | 7301 | | 117667 | Market Street over Paxton Creek | P | BRDG | BOF | 400,000 | 183 | 75,000 | 25,000.00 | 500,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 7301 | | 117667 | Market Street over Paxton Creek | F | BRDG | | | | | | | | | | | | | | | | | | | | BOF | 320,000 | 183 | 60,000 | 20,000 | 400,000 | |
| Totals for: Dauphin | | | | | | | | 47,9 | | | | | | | | | | | | | | | | | | | | | | | | |

RPT# TIP200

FFY 2025 Interstate TIP

| Project Information | | | | | | FFY 2025 Costs | | | | | | FFY 2026 Costs | | | | | | FFY 2027 Costs | | | | | | FFY 2028 Costs | | | | | | ^ Milestones | | |
|-------------------------------|------|------|---------|--|-------|----------------|-------|--------------------|------|-------------------|-------|--------------------|-------|-------------------|------|-------------------|------------------|--------------------|------------------|--------------------|------------|-------------------|------------|--------------------|------------|--------------------|------------|-------------------|------------|--------------------|--------------------|-------------------|
| County | S.R. | Sec. | Project | Project Title | Phase | Area | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | | Total | |
| Cumberland | 81 | 096 | 116479 | I-81 Culvert | C | IMAN | | | 185 | 5,000,000 | | 5,000,000 | | | | | | | | | | | | | | | | | | | 1/1/2026 E | |
| Cumberland | 81 | 097 | 116481 | I-81 over Stone House Rd | C | IMAN | BRIP | 3,000,000 | | | | 3,000,000 | | | | | | | | | | | | | | | | | | | 1/1/2026 E | |
| Cumberland | 81 | 104 | 119677 | I-81 MM 47 to 52 Concrete Patch w/Diamond Grinding | C | IMAN | | | 581 | 5,000,000 | | 5,000,000 | | | 581 | 4,200,000 | | 4,200,000 | | | | | | | | | | | | | | |
| Totals for: Cumberland | | | | | | | | 3,000,000 | | 10,000,000 | | 13,000,000 | | | | | 4,200,000 | | 4,200,000 | | | | | | | | | | | | | 17,200,000 |
| Dauphin | | | 119485 | ITS Maintenance Contract 24-27 | C | IMAN | NHPP | 250,000 | | | | 250,000 | | | | | | | | | | | | | | | | | | | 2/1/2024 A | |
| Dauphin | 81 | 100 | 117968 | Interstate DMS and CCTV TSMO | +C | SAMI | NHPP | 1,829,700 | | | | 1,829,700 | | | | | | | | | | | | | | | | | | | 5/23/2024 E | |
| Dauphin | 83 | 078 | 92931 | Eisenhower Interchange | U | IMAN | | | s581 | 10,000,000 | | 10,000,000 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 83 | 078 | 92931 | Eisenhower Interchange | C | IMAN | | | | | | | NHPP | 13,190,000 | | | | 13,190,000 | NHPP | 20,000,000 | | | | 20,000,000 | NHPP | 20,000,000 | | | 20,000,000 | 1/29/2026 E | | |
| Dauphin | 83 | 078 | 92931 | Eisenhower Interchange | C | IMAN | | | | | | | sNHPP | 61,432,519 | | | | 61,432,519 | sNHPP | 56,677,372 | | | | 56,677,372 | sNHPP | 27,000,000 | | | 27,000,000 | 1/29/2026 E | | |
| Dauphin | 83 | 094 | 113754 | I-83 South Bridge Replacement | P | IMAN | | | s581 | 168,230 | | 168,230 | | | | | | | | | | | | | | | | | | | 2/20/2024 A | |
| Dauphin | 83 | 094 | 113754 | I-83 South Bridge Replacement | U | IMAN | | | s581 | 2,121,800 | | 2,121,800 | | | | | | | | | | | | | | | | | | | | |
| Dauphin | 83 | 094 | 113754 | I-83 South Bridge Replacement | R | IMAN | | | | | | | | | s581 | 4,370,908 | | 4,370,908 | | | | | | | | | | | | | | |
| Dauphin | 83 | 094 | 113754 | I-83 South Bridge Replacement | C | IMAN | | | | | | | | | | | | | | sSTP | 6,587,000 | | | | 6,587,000 | | | | 6,587,000 | 10/10/2024 E | | |
| Dauphin | 83 | 094 | 113754 | I-83 South Bridge Replacement | C | IMAN | | | | | | | | | | | | | | sNHPP | 21,623,000 | | | | 21,623,000 | sNHPP | 21,623,000 | | | 21,623,000 | 10/10/2024 E | |
| Dauphin | 83 | 094 | 113754 | I-83 South Bridge Replacement | C | IMAN | | | | | | | | | | | | | | sNHPP | 18,500,000 | 185 | 14,631,615 | | 33,131,615 | NHPP | 1,316,458 | 185 | 14,631,615 | 15,948,073 | 10/10/2024 E | |
| Dauphin | 83 | B78 | 113378 | Eisenhower Interchange B | F | IMAN | | | s581 | 4,500,000 | | 4,500,000 | | | s581 | 6,000,000 | | 6,000,000 | | | s581 | 6,000,000 | | 6,000,000 | | | s581 | 5,550,000 | 5,550,000 | | | |
| Dauphin | 83 | B78 | 113378 | Eisenhower Interchange B | R | IMAN | | | | | | | | | | | | | | | | | | | | sNHPP | 6,600,000 | | | 6,600,000 | | |
| Dauphin | 83 | B79 | 113357 | I-83 East Shore Section 3B | C | IMAN | sNHPP | 60,000,000 | | | | 60,000,000 | | | | | | | | | | | | | | | | | | | 8/21/2025 E | |
| Dauphin | 83 | B79 | 113357 | I-83 East Shore Section 3B | C | IMAN | NFP | 59,177,000 | | | | 59,177,000 | sNHPP | 14,890,000 | | | | 14,890,000 | NHPP | 16,823,000 | | | | 16,823,000 | NHPP | 15,000,000 | | | 15,000,000 | 8/21/2025 E | | |
| Dauphin | 83 | C78 | 113380 | Eisenhower Interchange C | F | IMAN | | | s581 | 7,000,000 | | 7,000,000 | | | s581 | 7,000,000 | | 7,000,000 | | | s581 | 5,500,000 | | 5,500,000 | | | | | | | | |
| Dauphin | 83 | C79 | 113376 | I-83 East Shore Section 3C | P | IMAN | sNHPP | 880,000 | | | | 880,000 | | | | | | | | | | | | | | | | | | | 10/2/2019 A | |
| Dauphin | 83 | C79 | 113376 | I-83 East Shore Section 3C | U | IMAN | | | | | | | | | s581 | 2,622,545 | | 2,622,545 | | | | | | | | | | | | | | |
| Dauphin | 83 | C79 | 113376 | I-83 East Shore Section 3C | R | IMAN | | | | | | | | | s581 | 5,800,000 | | 5,800,000 | | | | | | | | | | | | | | |
| Dauphin | 3001 | R78 | 114698 | I-83 Eisenhower RR Bridge | C | IMAN | | | | | | | | | | | | | sNHPP | 16,090,000 | | | | 16,090,000 | sNHPP | 21,905,727 | | | 21,905,727 | 6/17/2027 E | | |
| Totals for: Dauphin | | | | | | | | 122,136,700 | | 23,790,030 | | 145,926,730 | | 89,512,519 | | 25,793,453 | | 115,305,972 | | 134,677,372 | | 26,131,615 | | 160,808,987 | | 120,032,185 | | 20,181,615 | | 140,213,800 | 562,255,489 | |
| Overall Totals: | | | | | | | | 125,136,700 | | 33,790,030 | | 158,926,730 | | 89,512,519 | | 29,993,453 | | 119,505,972 | | 134,677,372 | | 26,131,615 | | 160,808,987 | | 120,032,185 | | 20,181,615 | | 140,213,800 | 579,455,489 | |

d Discretionary

e Economic Development


f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

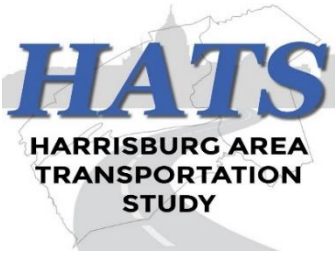
 Obligations have occurred

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

RPT# TIP206D

FFY 2025 Harrisburg TIP

| Project Information | | | FFY 2025 Costs | | | | FFY 2026 Costs | | | | FFY 2027 Costs | | | | FFY 2028 Costs | | | | | | | | | | | | | |
|--|--------------------------|---------|----------------|------------|-----|------------|----------------|------------|--------|------------|----------------|------------|-----------|------------|----------------|-----------|-----|------------|-----------|------------|-------|-----------|-----|------------|-----------|------------|-------------|-----------|
| Project | Project Title | Sponsor | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | Total | Fed. | Federal | St. | State | Local | Total | Totals | |
| 102464 | ADA Line Item | SRTA | 5307 | 699,592 | | | 174,891 | 874,483 | 5307 | 699,562 | | | 174,981 | 874,543 | 5307 | 699,562 | | | 174,981 | 874,543 | 5307 | 699,562 | | | 174,981 | 874,543 | 3,498,112 | |
| 102467 | Safety & Security | SRTA | 5307 | 51,650 | 338 | 11,655 | 1,258 | 64,563 | 5307 | 51,650 | 338 | 11,598 | 1,315 | 64,563 | 5307 | 51,650 | 338 | 11,539 | 1,374 | 64,563 | 5307 | 51,650 | 338 | 11,478 | 1,435 | 64,563 | 258,252 | |
| 102469 | Preventative Maintenance | SRTA | 5307 | 4,500,000 | 338 | 1,015,364 | 109,636 | 5,625,000 | 5307 | 4,500,000 | 338 | 1,010,441 | 114,559 | 5,625,000 | 5307 | 4,500,000 | 338 | 1,005,322 | 119,678 | 5,625,000 | 5307 | 4,500,000 | 338 | 1,005,322 | 119,678 | 5,625,000 | 22,500,000 | |
| 102470 | Capital Lease Tires | SRTA | 5307 | 70,000 | 338 | 9,238 | 8,262 | 87,500 | 5307 | 70,000 | 338 | 15,718 | 1,782 | 87,500 | 5307 | 70,000 | 338 | 15,638 | 1,862 | 87,500 | 5307 | 70,000 | 338 | 15,556 | 1,944 | 87,500 | 350,000 | |
| 102472 | Cptl Cost of Contracting | SRTA | 5307 | 658,000 | | | 164,500 | 822,500 | 5307 | 658,000 | | | 164,500 | 822,500 | 5307 | 658,000 | | | 164,500 | 822,500 | 5307 | 658,000 | | | 164,500 | 822,500 | 3,290,000 | |
| 102473 | Shop Equipment | SRTA | 5307 | 100,000 | 339 | 24,194 | 806 | 125,000 | 5307 | 100,000 | 339 | 24,194 | 806 | 125,000 | 5307 | 100,000 | 339 | 24,194 | 806 | 125,000 | 5307 | 100,000 | 339 | 24,194 | 806 | 125,000 | 500,000 | |
| 102474 | Office Equipment | SRTA | 5307 | 54,408 | 339 | 13,163 | 439 | 68,010 | 5307 | 54,408 | 339 | 13,163 | 439 | 68,010 | 5307 | 54,408 | 339 | 13,163 | 439 | 68,010 | 5307 | 54,408 | 339 | 13,163 | 439 | 68,010 | 272,040 | |
| 102475 | Comm. / Intell. Trans. | SRTA | 5307 | 200,000 | 339 | 48,387 | 1,613 | 250,000 | 5307 | 200,000 | 339 | 48,387 | 1,613 | 250,000 | 5307 | 200,000 | 339 | 48,387 | 1,613 | 250,000 | 5307 | 200,000 | 339 | 48,387 | 1,613 | 250,000 | 1,000,000 | |
| 102476 | Facility Improvements | SRTA | 5307 | 100,000 | 339 | 24,194 | 806 | 125,000 | 5307 | 100,000 | 339 | 24,194 | 806 | 125,000 | 5307 | 100,000 | 339 | 24,194 | 806 | 125,000 | 5307 | 100,000 | 339 | 24,194 | 806 | 125,000 | 500,000 | |
| 102482 | Transit Bus Purchase | SRTA | 5307 | 450,000 | 339 | 247,502 | 8,248 | 705,750 | 5307 | 450,000 | 339 | 247,502 | 8,248 | 705,750 | 5307 | 450,000 | 339 | 247,502 | 8,248 | 705,750 | 5307 | 450,000 | 339 | 247,502 | 8,248 | 705,750 | 2,823,000 | |
| 102482 | Transit Bus Purchase | SRTA | 5339 | 573,000 | | | | 573,000 | 5339 | 573,000 | | | | 573,000 | 5339 | 573,000 | | | | 573,000 | 5339 | 573,000 | | | | | 573,000 | 2,292,000 |
| 102484 | SRTA Operating | SRTA | | | 338 | 12,486,743 | 852,616 | 13,339,359 | | | 338 | 12,485,243 | 919,585 | 13,404,828 | | | 338 | 12,490,500 | 983,164 | 13,473,664 | | | 338 | 12,490,644 | 1,055,298 | 13,545,942 | 53,763,793 | |
| 102485 | Shared Ride Vehicle | SRTA | | | 340 | 550,000 | | 550,000 | | | 340 | | | | | | 340 | 550,000 | | 550,000 | | | | | | | 1,100,000 | |
| 112975 | SRTA Employment Access | SRTA | OTH-F | 112,000 | | | | 112,000 | OTH-F | 112,000 | | | | 112,000 | OTH-F | 112,000 | | | | 112,000 | OTH-F | 112,000 | | | | | 112,000 | 448,000 |
| 116733 | Transit Bus Purchase | SRTA | OTH-F | 2,152,000 | 339 | 521,000 | 17,000 | 2,690,000 | 20005b | 2,152,000 | 339 | 521,000 | 17,000 | 2,690,000 | CAQ | 2,152,000 | 339 | 521,000 | 17,000 | 2,690,000 | CAQ | 2,152,000 | 339 | 521,000 | 17,000 | 2,690,000 | 10,760,000 | |
| 119741 | SRTA Operation/Maint | SRTA | OTH-F | 40,000,000 | | | | 40,000,000 | OTH-F | 40,000,000 | | | | 40,000,000 | | | | | | | | | | | | | 80,000,000 | |
| Totals for: Susquehanna Regional Transportation Authority | | | | 49,720,650 | | 14,951,440 | 1,340,075 | 66,012,165 | | 49,720,620 | | 14,401,440 | 1,405,634 | 65,527,694 | | 9,720,620 | | 14,951,439 | 1,474,471 | 26,146,530 | | 9,720,620 | | 14,401,440 | 1,546,748 | 25,668,808 | 183,355,197 | |
| Overall Totals: | | | | 49,720,650 | | 14,951,440 | 1,340,075 | 66,012,165 | | 49,720,620 | | 14,401,440 | 1,405,634 | 65,527,694 | | 9,720,620 | | 14,951,439 | 1,474,471 | 26,146,530 | | 9,720,620 | | 14,401,440 | 1,546,748 | 25,668,808 | 183,355,197 | |



HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
112 MARKET ST., 2nd FLOOR, HARRISBURG, PA 17101-2031
TEL: (717) 234-2639 | EML: PLANNING@TCRPC-PA.ORG

April 26, 2024

Judy Bailey
South Mountain Trolley Greenway
450 East Lisburn Rd
Mechanicsburg, PA 17055

Re: South Mountain Trolley Greenway
DCNR Grant Application

Dear Ms. Bailey:

Please be advised that Harrisburg Area Transportation Study (HATS) reviewed the above noted project at its April 26, 2024, Coordinating Committee meeting in the context of regional policy and initiatives. Our review shows the project to be consistent with the goals and objectives of the HATS Regional Transportation Plan.

Once implemented, the South Mountain Trolley Greenway will provide a dedicated eight-mile non-motorized transportation connection between Mechanicsburg and Dillsburg, providing safer and more secure transportation options along the corridor and increase access to businesses and outdoor recreation in the area.

The proposed project is consistent with the HATS Regional Transportation Plan (RTP) goal to “expand transportation choices” and objective to “facilitate increased travel by bicycle and pedestrian modes”. Additionally, the proposed project is consistent with the RTP goal to “pursue other funding opportunities for transportation system improvements” and objective to “bring additional, non-traditional transportation funds to the HATS region”.

For the above stated reasons, the project is found to be consistent with the goals and objectives of the HATS Regional Transportation Plan.

Sincerely,

Jeff Haste, Chairman
HATS Coordinating Committee



HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
112 MARKET ST., 2nd FLOOR, HARRISBURG, PA 17101-2031
TEL: (717) 234-2639 | EML: PLANNING@TCRPC-PA.ORG

April 16, 2024

Dear Judges of America's Transportation Awards,

We are writing to express our wholehearted support for PennDOT's innovative Queue Detection System, a project that has significantly enhanced road safety and efficiency across our state. As MPO for the Harrisburg region, our members have closely observed the transformative impact of this system on our transportation network. The challenges of traffic congestion and sudden stops, especially near work zones, are well-documented, and the implementation of this system has been a critical step forward in addressing these issues.

The Queue Detection System, through its use of advanced technology and real-time data, has played a pivotal role in reducing the frequency and severity of accidents on our highways. By alerting motorists to slow or stopped traffic ahead in a timely manner, we have witnessed a notable decrease in rear-end collisions and other congestion-related incidents. This proactive approach to traffic management not only safeguards drivers but also significantly enhances the safety of our road workers, who face increased risks in short-term work zones.

PennDOT's dedication to employing technology for the betterment of public safety has established a new benchmark for traffic management systems across the country. The Queue Detection System exemplifies the potential of innovative solutions to profoundly improve public safety and mobility. It is with great pride and conviction that I endorse PennDOT's nomination for this prestigious award, in recognition of their exceptional contribution to the safety and well-being of our communities.

Sincerely,

Jeff Haste, Chairman
Harrisburg Area Transportation Study