

HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
112 MARKET ST., 2nd FLOOR, HARRISBURG, PA 17101-2015
(717) 234-2639
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HATS Coordinating Committee Meeting
Friday, June 28, 2024 - 9:00 A.M.

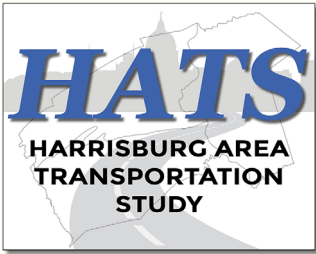
AGENDA

1. Welcome and Introductions
2. Presentations
 - a) Millerstown Bicycle/Pedestrian Connectivity Master Plan
 - b) Camp Hill Bypass Alternative Transportation Feasibility Analysis
3. Meeting Minutes
 - c) Coordinating Committee – April 28, 2024 (*action*)
 - d) Technical Committee – June 14, 2024 (*info*)
4. TIP Modifications (FFY 2023-2026)
 - a) Administrative Modifications (*info*)
 - b) Amendments (*action*)
5. Program and Plan Updates
 - a) Bike-Ped Update (*info*)
 - b) Operations and Safety (*info*)
 - c) FFY 2025-2028 TIP Development
 - i. *TIP Modification Procedures Resolution (action)*
 - ii. *Air Quality Conformity Determination Report (action)*
 - iii. *Air Quality Conformity Resolution (action)*
 - iv. *Self-Certification Resolution (action)*
 - v. *Disposition of Public Comments (action)*
 - vi. *Draft Highway/Bridge & Transit TIPs (action)*
 - d) West Shore Gateway Trail Feasibility Study Letter of Support (*action*)
 - e) HATS 2050 Regional Transportation Plan (*info*)
 - f) Regional Studies (*info*)
6. Project Development Process
 - a) Project Pipeline (*info*)
 - b) Projects in Development (*info*)
7. Status Report
 - PADOT
 - STATE TRANSPORTATION COMMISSION
 - FHWA
 - REGIONAL PARTNERS
(SRTA, SARAA, Norfolk-Southern, Amtrak, PMTA,
PA Turnpike, SRTP, DCED, DCNR)

LEGISLATORS REPORTS

LOCAL REPORTS
City of Harrisburg
Other Municipalities
Counties
8. Other Business
9. Adjourn

Next meeting: September 27, 2024



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ADDITIONAL INFORMATION ON SELECT AGENDA ITEMS

2) Presentations

A brief overview of the presentations given at the Technical Committee meeting will be provided. The materials in the meeting packet and links below are provided for review and comment.

a) Millerstown Bicycle/Pedestrian Connectivity Master Plan

The Millerstown Bicycle and Pedestrian Connectivity Master Plan explored opportunities for enhanced multimodal transportation options for cyclists and pedestrians to travel safely in and around Millerstown. The Plan is a comprehensive analysis of existing transportation systems and recommends improvements to create a more connected and safer community through pedestrian and cycling infrastructure.

An executive summary is included in the meeting packet (pg. 5) and the complete Millerstown Bicycle/Pedestrian Connectivity Master Plan is [available here](#).

b) Camp Hill Bypass Alternative Transportation Feasibility Analysis

Camp Hill Borough undertook a feasibility analysis of pedestrian accommodation and movement along Cumberland Boulevard (SR 11/15). The Analysis evaluated previous planning studies and consolidated them into a group new, more comprehensive projects, creating a list of pedestrian-level initiatives that can be moved forward for funding the engineering/construction stages and improve the walkability and bikeability of the corridor.

An executive summary is included in the meeting packet (pg. 8) and the complete Camp Hill Bypass Alternative Transportation Feasibility Analysis is [available here](#).

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 33 of the meeting packet. The administrative modifications are also included on the [interactive TIP modifications web map application](#).

b) Amendments

Full details on the amendments proposed for the 2023-2026 Highway/Bridge and Transit TIPs are available on pages 53-57 of the meeting packet. The proposed amendments are 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 September.

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 and the new bikes and TransitPark rack location were unveiled in May. HATS staff held a press event on May 30 that was attended by three television stations and The Burg. Outreach and publicity will continue through the summer.

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

b) Operations and Safety

The final draft of the HATS Safe Streets For All Qualified Safety Plan is currently under internal and is anticipated to be submitted for FHWA review soon, with formal adoption from HATS to be considered in September. Additionally, TCRPC was successful in its SS4A Demonstration Grant application for the Sober Ride Home Program and has assisted in Lower Paxton Township and City of Harrisburg in submitting their own SS4A Demonstration Grant applications.

The scope of work for the Regional CMP has been approved and we are waiting for the notice to proceed on July 1.

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

c) FFY 2025-2028 TIP Development

At the April HATS Coordinating Committee meeting, formal action was taken to authorize the draft FFY 2025-2028 Transportation Improvement Program proceeding to the required public comment period, which was held May 1 to June 1. Along with extensive online and social media outreach, HATS staff conducted an in-person meeting at Strawberry Square in Harrisburg on May 15, from 11:30 am to 1:00 pm, as well as online public information sessions (which are recorded and available online) on May 7, from 6:00 pm to 7:00 pm, and May 23, from 12:00 pm to 1:00 pm. The public comments received, and the TCRPC responses are included in the meeting packet.

The following materials are included in the meeting packet:

- TIP Modification Procedures Resolution (pg. 65)
- Air Quality Conformity Determination Report (pg. 73)
- Air Quality Conformity Resolution (pg. 128)
- Self-Certification Resolution (pg. 130)
- Public Comments and Responses (pg. 132)
- Draft FFY 2025-2028 Hwy/Bridge and Transit TIP (pg. 149)

In addition to the materials noted above, an [online interactive story map](#) was developed to supplement discussion. All TIP-related materials required to be available for public comment, including the detailed project listings, public narratives, performance measure documentation, and Environmental Justice Analysis, are available on [TCRPC's TIP webpage](#).

For questions regarding the TIP development process, please contact Andrew Bomberger.

The HATS Technical Committee recommended formal adoption of the TIP Modification Procedure Resolution, the Air Quality Conformity Determination Report, the Air Quality Conformity Resolution, the Self Certification Resolution, the disposition of public comments and the draft HATS Hwy/Bridge and Transit FFY 2025-2028 Transportation Improvement Programs. Formal action from the Coordinating Committee is requested.

d) West Shore Gateway Trail Feasibility Study Letter of Support

HATS staff, in coordination with Cumberland County and Lemoyne Borough, is seeking funding to develop a Feasibility Study for the trails leading from the SRTA/CAT Intermodal Bridge to 10th Street and Lowther Street in Lemoyne Borough, consistent with MOU established between Lemoyne Borough and Norfolk Southern. HATS staff has drafted a letter of support for inclusion in future grant applications and indicated an anticipated application to the next round of the RTP Implementation Grant Program. A copy of the letter is included in the meeting packet on page 155.

For any questions or comments, please contact [Steve Deck](#).

The HATS Technical Committee recommended approval of the West Shore Gateway Trail Feasibility Study Letter of Support. Formal action from the Coordinating Committee is requested.

e) 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 in April. HATS staff has begun the public outreach process, with a public survey available and an event attendance calendar being developed. An initial Steering Committee meeting will be held in the coming weeks, with stakeholder and municipal outreach occurring through the summer and fall. Updates will be provided at future HATS meetings in anticipation of adoption in September 2025. More information, including links to the public survey and transportation need form, is available on the [HATS 2050 RTP webpage](#).

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

f) Funded Studies

Update to be given at meeting.



Millerstown

Bicycle/Pedestrian Connectivity Master Plan
BOROUGH OF MILLERSTOWN, PERRY COUNTY, PENNSYLVANIA

Executive Summary

The Millerstown Bicycle and Pedestrian Connectivity Master Plan (the Plan) explores opportunities for enhanced multimodal transportation options for cyclists and pedestrians to travel safely in and around Millerstown. The Plan is a comprehensive analysis of existing transportation systems and recommends improvements to create a more connected and safer community through pedestrian and cycling infrastructure.

The Plan has its basis in the Perry County Economic Vitality Plan (PCEVP) prepared by the Perry County Economic Development Authority in 2021. The PCEVP recognized Millerstown as a unique, authentic community and a village with a keen sense of place and identity. The PCEVP recommended connectivity improvements to better access the middle school and high school, the riverfront, the Millerstown Area Community Park and Community Pool and also a reexamination of Town Square to create a more pedestrian-oriented space and to create a “place” rather than just a through-traffic intersection.

This project is funded by a Harrisburg Area Transportation Study (HATS) Regional Transportation Program (RTP)

Implementation Grant using federal funds, along with matching funds from Millerstown Community Success, Inc. (MCSI) <https://millerstown.org/mcsi.htm>.

Safety is the primary reason for planning and implementing multimodal improvements in Millerstown. There have been vehicular accidents in Town Square including at least one fatality. Residents have expressed concerns about students walking to school and crossing Sunbury Street. While many use the existing river pathway to walk between the village and the community park and pool, many walk along Market Street, where no sidewalks exist. Economic benefits are the next most important result of these proposed improvements. The Perry County Economic Vitality Plan clearly indicates that disposable dollars from area residents that are spent in restaurants, bars, personal services shops, and one-of-kind businesses are not being spent in Millerstown. Enhanced connectivity, safety, streetscape, and aesthetic improvements can all contribute to a more attractive community fabric and be catalysts for incremental economic development opportunities.

Sidepath on school campus along Sunbury St.



Sidewalk and crossing at Nace & Sunbury St.



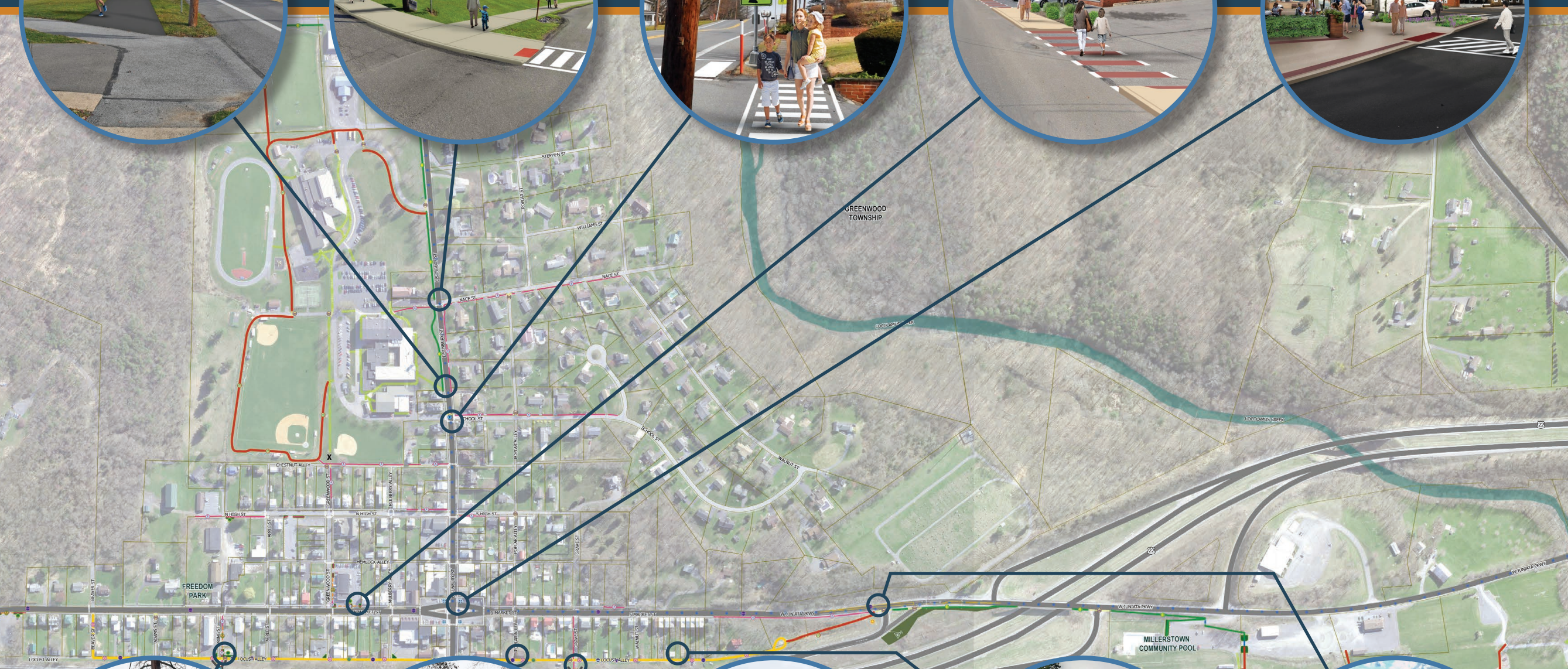
Crosswalks and rapid flashing beacons at School St. & Sunbury St.



Filling a sidewalk gap on Market St.



Safety and pedestrian improvements at Town Square



The Master Plan major improvement priorities are as follows:

1. Safe Routes to School Improvements
2. Filling sidewalk gaps in the village
3. Creation of the Locust Alley Bike Boulevard to the Community Park & Pool
4. Enhanced connections on Market St. & Juniata Parkway to Recreation Facilities
5. Town Square Redesign
6. River Pathway Retention & Maintenance

The Millerstown Connectivity Master Plan is an ambitious initiative for any community. It is anticipated that this plan can be realized in 10 to 15 years. The approximately \$4.5M in proposed improvements should be a partnership between PennDOT, Millerstown Borough and the Greenwood School District. Additionally, there are many funding programs including PennDOT and DCED Multi-Modal, TASA, DCNR C2P2, DCED GTRP and HATS RTP that can help fund all of these proposed improvements. As the first connectivity initiative to flow from the Perry County Economic Vitality Plan, this plan can serve as a model for other Perry County villages as they seek to enhance their local economies.

Sidewalk and raingarden along Spring St.



Sharrow and speed cushions on Locust Alley bike boulevard



Improved pedestrian underpasses under Rt. 22

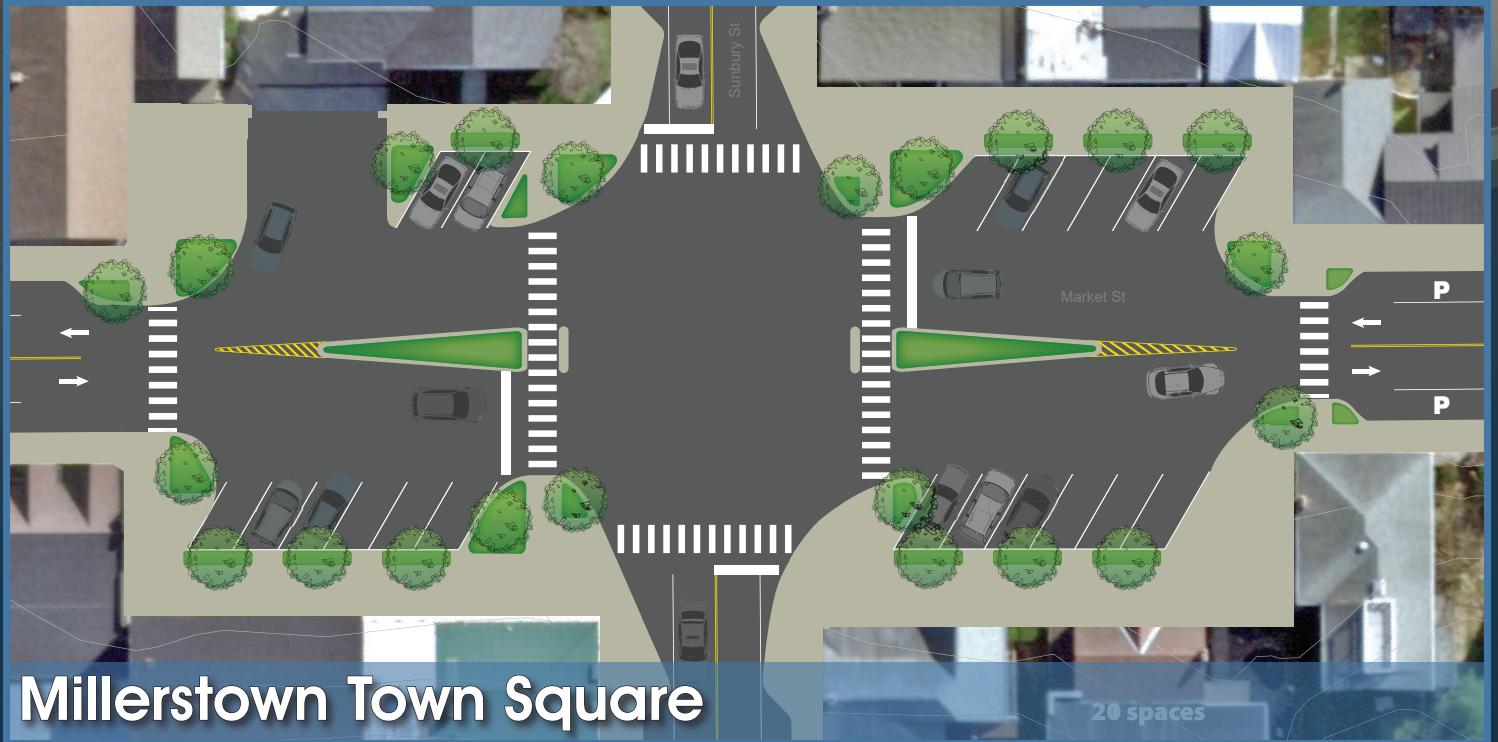


Sharrows on Locust Alley bike boulevard



Bike boulevard extension at Juniata Parkway





The existing Town Square presents several concerns including poor sight lines, long pedestrian crosswalks, high vehicle speeds, no stop signs for Market Street, back-out traffic into parking, and a lack of pedestrian space, no trees and poor streetscape character - despite great architecture.

Several design options were narrowed to two for the master plan. The plan shown above retains the Square's iconic islands - becoming pedestrian refuge islands while widening sidewalks

on both sides of the Square. The intersection is recommended as a four-way stop with speeds reduced from 35 MPH to 25 MPH. All sight lines are greatly improved. Back-in / pull-out angled parking replaces the current configuration, making parking safer. Improvements also include street trees, planting accent areas, pedestrian-scaled lighting, benches, trash receptacles and space for outdoor dining. The Borough should work with PennDOT to determine the final new design for Town Square.

CAMP HILL BYPASS ALTERNATIVE TRANSPORTATION FEASIBILITY ANALYSIS
Camp Hill Borough, Cumberland County, PA

GATEWAY TO CAMP HILL – *A Bypass Transformed*

Camp Hill Borough, 2145 Walnut Street, Camp Hill, PA 17011

RETTEW Project No. 047462001

MAY 2024



PROJECT SUMMARY

A walkable community is synonymous with a livable community. When people walk to local destinations, it is an indication that the community is safe, secure, comfortable, welcoming, convenient, and efficient. Camp Hill Borough's compact geography makes it very suitable for pedestrian-level transit such as walking and bicycling. Substantial portions of the borough are especially walkable. However, Cumberland Boulevard (SR 11/15) has been developed primarily to carry vehicles, while pedestrian-level transit improvements along the corridor have not kept up with the needs of Borough residents. Determining how to circumnavigate Cumberland Boulevard can be stressful, as the corridor effectively bifurcates sections of the borough from many destinations within the borough center, including the library, schools, shopping, friends, family, restaurants, and parks. Camp Hill Borough School District does not provide busing for students. These students need a comfortable and safe route to school, including the ability to cross Cumberland Boulevard.



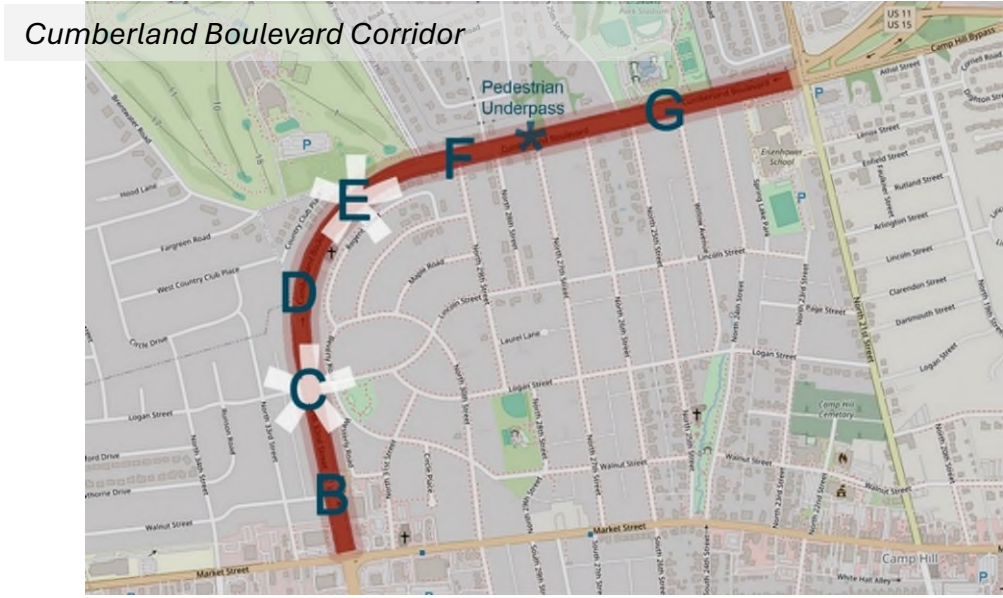
Cumberland Boulevard has a speed limit of 35 mph and is lined on both sides by residential uses. However, it is not the typical residential street. Camp Hill Borough faces the challenge of nearly 34,000 vehicles per day through a residential area while providing pedestrian-level amenities, so residents feel safe crossing the corridor.

This is not another planning study; it is a feasibility study to evaluate previous planning efforts and consolidate them into a group of new, more comprehensive projects. The purpose of this project is to provide a list of pedestrian-level initiatives that can be moved forward for funding the engineering and construction stages. The Borough has completed or participated in a number of planning studies that included the corridor. These planning studies identifies several possible projects to improve walkability and bikeability along the corridor.

These new, more comprehensive projects have been evaluated to identify obstacles and provide guidance to help connect all Borough destinations. These projects are intended to improve the walkability and bikeability of the entire borough by connecting both sides of this busy corridor.



After reviewing the previous planning studies, recently completed projects, current site conditions, and the comments collected at the public information meeting, the study corridor was divided into the following smaller, more manageable projects. The consensus from the public meeting was that walking along Cumberland Boulevard does not feel safe. Seven projects have been identified with the goal of providing safe pedestrian circulation between the bifurcated portions of the borough on both sides of Cumberland Boulevard. These projects can be pursued in any order and are designed to be independent of one another.



- **Project A** – Camp Hill Gateway and Streetscape Project (entire corridor)
- **Project B** – N. 32nd Street from Market Street to Lincoln Street/Logan Street
- **Project C** – N. 32nd Street and Lincoln Street/Logan Street
- **Project D** – N. 32nd Street from Lincoln Street/Logan Street to Brentwater Road
- **Project E** – Cumberland Boulevard and Brentwater Road
- **Project F** – Cumberland Boulevard from Country Club Road to Pedestrian Underpass
- **Project G** – Cumberland Boulevard from Pedestrian Underpass to N. 21st Street

The existing sidewalks in the corridor are generally 4 feet in width and in severe disrepair. Sidewalks can be as narrow as 5 feet in light commercial areas, but as areas develop, pedestrians typically need 8 feet or more of unimpeded walking space to feel safe from passing traffic. When sidewalks are attached to curbs, the absolute minimum sidewalk width is 6 feet, with 7 to 9 feet preferred. A line of street trees or a grass verge would separate pedestrians from motorized traffic. Trees prefer full strips for proper nutrients and growing space spaced in 20-, 30-, 40- or 50-foot intervals. All projects should include additional street lighting. We recommend LED streetlamps designed to project light downward onto the roadway, reducing light spillover into residential properties. These fixtures could be freestanding or attached to existing utility poles or signal poles.

H A T S
Coordinating Committee Meeting
Meeting #267
April 26, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

The April 26, 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. Meeting Minutes

a. Coordinating Committee – February 23, 2024

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

b. Technical Committee – April 12, 2024

Mr. Haste noted the February Technical 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

Mr. Mullins 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 complete 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

Commissioner Foschi moved to approve the Highway/Bridge amendment.
Commissioner Hartwick 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 weeks. 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 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. A second round of public meetings will be held in Camp Hill and Lower Paxton in June. HATS SS4A Action Plan is looking at a completion date sometime in July. Progress is being made toward initiating the regional Congestion Management Process. The scope of work was sent to FHWA and comments have been received. Those comments have now been addressed work should begin soon.

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 rail trail projects and other related items. HATS staff are satisfied with the provisions outlined in the MOU. Looking for an action to allow this process to move forward as outlined in the signed MOU.

Commissioner Foschi made the motion to allow the process to move forward as documented in the MOU. Commissioner Hartwick seconded the motion and it was unanimously approved.

d. Performance Measure Target Setting GHG

Mr. Bomberger shared that, due to guidance from requirements in the Investment in Infrastructure and Jobs Act, 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.

e. FFY 2025-2028 TIP Development

Mr. Bomberger stated a draft of the TIP Air Quality Conformity Analysis has been received. 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.

Commissioner Foschi made the motion to approve sending the draft FFY 2025-2028 TIP onto Public Comment. Commissioner Hartwick 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 approve this proposed policy.

Mr. Deck noted that a letter of support request for the I-83 South Bridge project has been asked of HATS. A letter of support was previously submitted for the project but due to an updated submission for funding, PennDOT is asking to reuse the previously submitted letter for this submission.

Commissioner Foschi made the motion to approve the policy. Commissioner Hartwick 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 was held Friday 4/19. A general scope and outreach approach has been developed. Several focus groups are being established. 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.

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. Municipal outreach will also be conducted to ensure the needs currently on the Pipeline are still aligned with their priorities.

b. Projects in Development

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

- I-81 Resurfacing, Exit 59 to Wade Bridge
 - All the projects new overhead signs along with the post mounted signs have been installed.

- The remaining work on the project, which includes the full depth reconstruction of the roadway on, off approaches at the Conodoguinet Bridge, is scheduled for weekend single lane closures in both the Northbound and Southbound directions, on the weekend of May 3-5.
- The installation of the Traffic Count Monitoring Sites (CAVC) loop sensors, along with the other associated hardware for the those sites, will be performed following the completion of the work at the Conodoguinet Bridge.
- SR 34, Spring and Calvary Roads
 - Reconstruction work at the intersection of Spring and Calvary Road is complete.
 - With the intersection reconstruction work completed, contractor will perform final paving for the remaining portion of SR 34 south of the intersection at Calvary Road along with resurfacing of Calvary Road and install the new traffic signal poles, mast arms, and other items associated with the new traffic signals.
 - Project completion date is July 25, 2024.
- I-83 East Shore Demo 2
 - Demolitions continue. We anticipate about 20 or so more demolitions that should be completed by next Summer 2025.
- US 322 & Chambers Hill Road
 - Contractor has performed excavation at Grayson Road and Milroy Road intersection during the day and continued excavation and pipe installation at the SR 9402 jughandle.
 - Contractor placed base and binder along the shoulder of Milroy Road in front of the CubeSmart Storage facility and will continue with curb, grade, and paving operations for the reconstruction at Milroy Road through the end of April 2024.
 - The Stage 1C traffic switch along Milroy and Grayson Road occurred on April 11, 2024.
 - The project completion date is August 18, 2027.
- Cameron Street Resurfacing
 - An initial Project Control Meeting will be set up in the Spring.
- I-83 East Shore Section 3
 - Class 1 Excavation operations are continuing to progress adjacent to Cameron Street (Basin 1 & 2) and 29th Street (Basin 5), and the I-83 northbound widening area. Rock blasting operations in the area of Cameron Street are ongoing in order to facilitate the excavation work. Portions of the excavation areas contain identified contaminated fill, which is being hauled to a disposal facility.
 - Approval has been obtained from the DEP for a temporary discharge permit. An onsite water treatment system was set up onsite the week of April 15th. Any subsurface water encountered while constructing the

- Paxton Creek U-channel and drainage pipes will need to be treated due to the presence of elevated levels of metals.
- Preparatory work has begun for the 60in pipe U-channel outfall adjacent to Paxton Creek. Shoring and excavation for this structure is anticipated to begin the week of April 22nd.
 - Jack and Bore drainage work adjacent to Cameron Street is ongoing. Drainage is also being installed along the I-83 northbound widening area.
 - Demolition work is progressing for the buildings along Paxton Street.
 - Aerial and underground utility relocations are progressing along Cameron Street and 29th street.
 - Once the utility relocation work has been completed, and approval of the demolition plan has been obtained, the detour will be placed to close 29th street. Structure demolition operations will begin directly thereafter. Current projections place the detour installation in the middle of May timeframe.
 - Clarks Ferry Interim Repairs
 - Falcon survey performed by D-8 Environmental Unit indicated falcon's nesting on the eastern steel girder section.
 - Project is in shutdown for falcon nesting season. All work is scheduled to resume August 1, 2024.
 - Laudermilch Road Project
 - Demolition work and excavation has begun.
 - The project completion date is July 7, 2025.
 - SR 147 Market Street Bridge
 - Demolished the garage on Parcel No. 4 and backfilled operations were completed.
 - Saw cut the existing pavement, performed excavation and the installation of the new water main valves required for the existing water main relocation.
 - Performed excavation of the site for Retaining Wall No. 1.
 - Performed drilling operations and set piles for the temporary excavation support system.
 - The project completion date is November 1, 2024.
 - US 22/322 Resurfacing
 - Contractor resumed work operations on March 15, 2024, 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.
 - Contractor anticipates being completed with the project on or about mid-July, weather permitting.

6. Status Report

PennDOT

Mr. Walker gave an update on the National Electric Vehicle Infrastructure (NEVI) Formula Program. Four awards were granted in round 1A in the HATS region, three of which are in PA Turnpike plazas. Round 1B is now open through July 10th.

Transportation Alternative Set Aside awards were announced with Carlisle Borough, City of Harrisburg, and Lower Paxton Township receiving funds.

Mr. Mullins shared that the Dauphin County legislative briefing will be held on May 2nd. Kevin Keefe has been named the new District 8 Executive.

Mr. Keefe introduced himself and shared information on his 32 year career with PennDOT.

Mr. Walker shared that the next meeting for the State Transportation Commission will be held May 15th in Erie and can be attended virtually.

SRTP

Mr. Boyer stated that 2024 marks 20 years of service. Commuter Services of PA has now rebranded as Commute PA. They are celebrating Earth Month with various activities. Looking forward to Bike Month in May with many planned activities to promote bicycling across the region. SRTP was selected as one of 15 national TDM organizations to become part of a pilot program being done by the Association for Commuter Transportation looking to set up and accreditation for TDM organizations. This would provide SRTP with the opportunity to guide the policy for the program while earning this new accreditation.

Legislators

Mr. Reynolds shared that there is some confusion related to signage for a detour in place on SR 641 for a culvert replacement in North Newton Township, Cumberland County.

Mr. Keefe stated that more signage has been ordered. The contractor should be done with this project in about a week.

PA SILC

Mr. Iseman shared that a Rally for Public Transportation funding will be taking place on April 30th in Harrisburg. Disability Pride Day which includes advocacy for public transportation funds is on May 1st.

7. Other Business

No Other Business

8. Adjournment

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

The meeting was adjourned at 10:18 am.

Next meeting is scheduled for June 28, 2024.

DRAFT

ATTENDANCE

Harrisburg Area Transportation Study Coordinating Committee Meeting April 26, 2024

Name	Affiliation
Coordinating Committee Officers	
Jeff Haste, Chairman	Dauphin County
Commissioner Jean Foschi, Secretary	Cumberland County
Coordinating Committee Members	
Commissioner George Hartwick	Dauphin County
Jim Turner	Perry County
Jeff Bergsten	Cumberland County
Nate Walker	PennDOT Central Office
Kevin Keefe	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
Ray Green	PennDOT Central Office
Ted Sheehe	PennDOT Central Office
Rich Reisinger	PennDOT District 8-0
Carey Mullins	PennDOT District 8-0
Jeff Puher	PennDOT District 8-0
Kyle Paicz	PennDOT District 8-0
Rachel Reznick	PA DCED
Gene Porochniak	FHWA
John Fulponi	PA Senate staff
Sarah Keller	PA Senate staff
Andrew Dudziak	PA House staff
Joshua Reynolds	PA House staff
Matthew Stoneroad	PA House staff
Adam Thompson	PA House staff
Matt Boyer	CommutePA/SRTP
Ryan Hostetter	HRG
Dan Long	HRG
Lauren Zumbrun	HRG
Ross Willard	Recycle Bicycle
Jeff Iseman	PA SILC
Brian Kimmett	Rock the Capital
John Kennedy	Public

H A T S
Technical Committee Meeting
Meeting #328
June 14, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

The June 14, 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. Presentation

a. Millerstown Bicycle/Pedestrian Connectivity Master Plan

Mr. Simone and Mr. Creary gave a presentation on the Millerstown Bicycle/Pedestrian Connectivity Master Plan, providing an overview of the plan and how it stemmed from the Perry County Economic Viability Plan completed in 2021. The plan offers several design concepts for locations throughout the Borough, including the Millerstown Town Square, to help improve safety and walkability.

b. Camp Hill Bypass Alternative Transportation Feasibility Analysis

Ms. Phillips presented information on the Camp Hill Alternative Transportation Feasibility Analysis, which looks at the feasibility of various bicycle and pedestrian improvements along Cumberland Boulevard (Camp Hill Bypass) in the Borough. The aim is to consolidate the various planning efforts already completed for the corridor and provide better and safer means of travel for bicycle and pedestrian traffic along and across Cumberland Boulevard.

3. Meeting Minutes

a. Technical Committee – April 12, 2024

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

b. Coordinating Committee – April 26, 2024

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

4. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

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

- 69 total actions
 - 29 increased funding
 - 4 decreased funding
 - 4 adding phases
 - 5 cashflow/changing funding source
 - 27 reserve line items/deobligations

Highlights of the administrative modifications included the following:

- Capital Gateway (MPMS 115784)
 - Increasing the CON phase of Capital Gateway in FFY 2024/2025 for \$566,400 to the low bid amount.
 - 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 is within the City of Harrisburg, Dauphin County.
 - This project was let on 4/18/2024.
- Highway Preservation Contract (MPMS 120284)
 - Adding \$250,000 to the Highway Preservation Contract for base repairs to PA 581 in Cumberland County.
 - This work is necessary to keep failing sections of the roadway from deteriorating further in the interim before the larger contract (SR 581-009) is bid this fall.
- Middletown Rd Safety and Congestion Improvements (MPMS 116786)
 - Increasing the PE phase of Middletown Rd Safety and Congestion Impr in FFY 2024 for \$977,656 to the current estimate.
 - This is to complete the remainder of the PE phase beyond the environmental scoping phase and will get us through environmental clearance for the PE phase.
 - This project consists of widening Middletown Road (SR 2003) from SR 283 to SR 322 in Derry and Londonderry Townships, Dauphin County.

- Potential improvements from the corridor transportation evaluation include improved access management, geometric improvements at the intersection of Middletown Road and the Route 322 eastbound exit ramp, addition of a turn lane or median, and widening the roadway altogether (long term). This project has a current estimated let date of calendar year 2028.

b. Amendments

Mr. Mullins proposed two new amendments to the FFY 2023-2026 Highway/Bridge TIP:

- Quarry Rd Sidewalk Ext (MPMS 115787)
 - Approve a \$395,258 CON phase cost increase.
 - Project Narrative: This project consists of the design of sidewalk, 6 ADA ramps, 2 cross walks and a guiderail along Quarry Road from U.S. Route 322 overpass north to Division Street in Hummelstown Borough, Dauphin County.
 - Action: Increasing the CON phase of Quarry Rd Sidewalk Ext in FFY 2024 for \$395,258 to the current estimate and anticipated inspection costs.
 - Funding for the requested increase is available from...
 - The region’s STU Reserve Line Item (88068)
 - Estimated Let Date – December 11, 2025.

- Big Spring Road Resurface 2 (MPMS 113299)
 - Approve a \$2,314,730 CON phase cashflow. This is not an increase.
 - Project Narrative: This project consists of a resurfacing on PA 274 from Shearer Dug Trail to SR 3001(Center Square Road) in Toboyne Township, Perry County.
 - Action: Cash flowing and changing the funding source of the CON phase of Big Spring Road Resurface 2 from FFY 2025/2026 to FFY 2024 for \$2,314,730 to better align with current estimated let date.
 - We needed to get into current program year to deliver the project for the estimated let date
 - Funding for the requested cashflow is available from...
 - US-11 NB over Conodoguinet Creek (MPMS 99678 – CON phase) - This project’s STP funds are being swapped with NHPP funds. This project is fully funded on the 2023 TIP and will not have any deliverability impacts in the future.
 - Riverlands Safety Implementation (MPMS 106554 – ROW phase) - This project’s ROW NHPP funds are being cashflowed from FFY 2024 to FFY 2025 to better align with the current project schedule.

This phase is fully funded on the 2025 TIP and will not have any deliverability impacts in the future.

- Union Deposit Corridor Impr (MPMS 119307) - This project is fully funded on the 2025 TIP and will not have any deliverability impacts in the future.
- Estimated Let Date – Sept. 26, 2024.

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

Mr. Green presented two amendments to the FFY 2023-2026 Transit TIP:

- Downingtown Train Station
 - Increase the project by \$5,689,464 in FFY 2024. \$1,433,590 (5307), \$3,117,981 (5337) \$1,137,893 (341).
 - PennDOT is moving available FFY 2020 & 2021 lapsing section 5307, 5337, and 341 apportioned funds of \$5,689,464 to FFY 2024 and will be applying for those funds with the FTA.
 - This project is a part of the MPMS # 93586 under the SEPTA TIP as part of the DVRPC MPO.
 - Per the MOU between FTA and PennDOT, in order to obligate, funding must be shown in the current year and in the UZA for which it was apportioned with a note on the project where it will be spent.

Mr. Mullins moved to recommend approval of the first Transit TIP amendment.
Mr. Stoner seconded the motion and it was unanimously approved.

- Shared Ride Vehicles
 - Adding federal - 5310 funds by \$439,850 and decreasing state - 340 funds by \$440,037 in FFY 2024. SRTA estimate the number of vehicles that will be eligible for replacement to be twelve (12).
 - Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.
 - PennDOT is required to amend the TIP to add the 5310 funds with state match prior to applying for the FTA grant totaling \$549,813.

Mr. Green moved to recommend approval of the second Transit TIP amendment.
Mr. Mullins seconded the motion and it was unanimously approved.

5. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger stated the HATS Regional Active Transportation Plan is still under development but should be ready for review at September's HATS meetings. He also discussed the recent complete bike fleet turnover for the SusqueCycle Regional Bike Share. Preliminary numbers show a 40% increase in ridership from the previous year.

b. Operations and Safety

Mr. Deck stated that progress is being made toward initiating the regional Congestion Management Process. PennDOT has reviewed the scope of work and funding is being discussed. Work should begin in the coming weeks. HATS staff worked with SRTP to apply for a demonstration grant to try and reduce DUI crashes throughout the region called Sober Ride Home. This application has been awarded funds in the amount of \$269,000. HATS Staff look forward to getting the Sober Ride Home program up and running in the near future. Another demonstration application has been submitted for temporary materials for quick-build projects with participation from multiple municipalities. Harrisburg City has also applied for SS4A implementation funding through their own Vision Zero plan. HATS SS4A Action Plan is looking at a completion date sometime in July with adoption at the September HATS meetings.

c. FFY 2025-2028 TIP Development

Mr. Bomberger provided an overview of the development process for the FFY 2025-2028 TIP update and the documents related to its adoption. The required 30-day public comment period ran May 1 to June 1 and all comments received and responses were included in the meeting packet. Mr. Bomberger stated the order of the motions required for TIP adoption has been vetted with PennDOT Central Office and should proceed as listed on the agenda.

i. TIP Modification Procedures Resolution

Mr. Stoner made a motion to recommend approval of the TIP Modification Procedures Resolution. Mr. Turner seconded the motion and it was unanimously approved.

ii. Air Quality Conformity Determination Report

Mr. Robinson made a motion to recommend approval of the Air Quality Conformity Determination Report. Mr. Stoner seconded the motion and it was unanimously approved.

iii. Air Quality Conformity Resolution

Mr. Mullins made a motion to recommend approval of the Air Quality Conformity Resolution. Ms. Nidam seconded the motion and it was unanimously approved.

iv. Self-Certification Resolution

Mr. Mullins made a motion to recommend approval of the Self-Certification Resolution. Mr. Green seconded the motion and it was unanimously approved.

v. Disposition of Public Comments

Mr. Turner made a motion to recommend approval of the Disposition of Public Comments. Mr. Stoner seconded the motion and it was unanimously approved.

vi. Draft Highway/Bridge & Transit TIPS

Mr. Stoner made a motion to recommend approval of the Draft Highway/Bridge & Transit TIPS. Ms. Nidam seconded the motion and it was unanimously approved.

d. West Shore Gateway Trail Feasibility Study Letter of Support

Mr. Bomberger discussed the proposed West Shore Gateway Trail Feasibility Study, which would focus on the trails connecting to the CAT Bridge in Lemoyne Borough as mentioned in the MOU between the Borough and Norfolk Southern. In cooperation with Lemoyne Borough and Cumberland County, HATS staff has been developing a scope of work for use in pursuit of grant funds for the proposed feasibility study. A letter of support was drafted by HATS staff and offered for review and comment to the Technical Committee.

Mr. Stoner made the motion to recommend the approval of the letter. Mr. Knight seconded the motion and it was unanimously approved.

e. HATS 2050 Regional Transportation Plan

Mr. Bomberger stated plan development is underway and a public survey is now available. The list of outreach events to be attended by HATS staff this summer and fall is being finalized and municipal outreach focused on updating the transportation needs included in Project Pipeline will start soon. A steering committee/RTP Implementation Work Group meeting will be held in July.

f. Funded Studies

Mr. Bomberger discussed the ongoing studies funded through the RTP Implementation Grant Program, with formal presentations anticipated at future meetings as the studies conclude. Mr. Deck said outreach continues with City of Harrisburg regarding the Market Street 2-way/Downtown Circulation Study.

6. Project Development Process

a. Project Pipeline

Mr. Bomberger stated that there are no new updates regarding the Project Pipeline.

b. Projects in Development

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

- Clarks Ferry Interim Repairs (MPMS 119484)
 - This project consists of an early action bridge preservation on the Clarks Ferry bridge Susquehanna River in Reed Township, in Dauphin County.
 - Design field view submission for the rehabilitation work is progressing and should be ready later this summer.
 - Continuing coordination with Riverlands Safety (MPMS #106554) for the progression of the Environmental Assessment (EA) b/c we're letting with Riverlands Safety Implementation project.
 - The estimated let date is 2/11/2027.
- Riverlands Safety Implementation (MPMS 106554)
 - This project consists of the implementation of safety improvements identified in the study, which consist of low-cost safety improvements, reconfiguration of interchanges, auxiliary lanes on US 22. The westbound US 22 went from 2 lanes to 3 lanes in certain locations, with the addition of the frontage road. The westbound acceleration lane on the Clarks Ferry Bridge is being extended 1,300 feet until the frontage road begins. The frontage road is approximately 4,555 feet. This will include a 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.
 - Continuing coordination with Clarks Ferry on progressing the EA.
 - Roadway and drainage plans are being developed,
 - field archeology phase 2 work is complete

- The estimated let date is 2/11/2027.
- US 322 & Chambers Hill Rd (MPMS 92945)
 - UGI anticipates beginning the installation of the new gas line at the Chambers Hill and SR 322 intersection in at the end of June
 - The contractor has completed the widening along Witmer Drive.
 - They have also removed topsoil and began excavating at the intersection of Grayson Rd and Chambers Hill.
 - The project completion date is August 18, 2027.
- I-81 Auxiliary Lanes (MPMS 117799)
 - This project consists of widening I-81 for Auxiliary Lanes between exit 47-48 in Carlisle Borough, Cumberland County.
 - This project is currently in PE
 - Continuing evaluating data collected and modeling alternatives.
- Lemoyne Bottleneck Improvements (MPMS 114202)
 - Currently...
 - coordinating with the Market Street Bridge and Norfolk Southern Project teams.
 - Continuing engineering and utility coordination
 - Numerous field visits occurred for additional data needs, including drainage feature exploration/video inspection and cave investigation.
 - Environmental Clearance is anticipated early Fall (9/16/2024.)
 - Current estimated let date is 11/6/2025. Construction duration anticipated to be less than one year, Spring through Fall of 2026.
 - For Multimodal's Project...
 - New Lemoyne Connection Track will include a concrete precast box tunnel immediately south of the Market Street Bridge which can accommodate a future trail.
 - Norfolk Southern and Lemoyne Borough have signed an MOU agreeing to work cooperatively towards a future pedestrian trail, while addressing railroad safety and operational considerations.
 - Environmental Clearance is anticipated in late 2024.
 - Construction is currently anticipated to begin February, 2025, with completion August, 2026.
- PA 581 Resurfacing (MPMS 88314)
 - This project consists of concrete patching, diamond grinding and replacement of two Continuous Automatic Vehicle Classification (CAVC) Site locations on PA 581 from I-81 to US 11/15 in East Pennsboro, Hampden and Lower Allen Townships, Camp Hill and Lemoyne Boroughs, Cumberland County.
 - Design field view completed, progressing final plans and quantities

- The estimated let date is 10/10/2024.
- Sporting Hill Turn Lanes (MPMS 114315)
 - The consultant is finalizing a supplement for Preliminary Engineering of the preferred alternative.
 - The consultant will prepare the design schedule soon but our tentative let date currently is June 2027.
 - A PP&L project to relocate transmission lines/poles along the corridor is progressing. They are working to obtain their areal easements from the adjacent property owners to locate their facility outside of the proposed widened roadway footprint.
 - We continue to coordinate with stakeholders on the proposed shared use path along the road.
- Middletown Road Safety and Congestion Improvement (MPMS 116786)
 - This project consists of congestion relief on Middletown Road from SR 283 to SR 322 in Derry and Londonderry Townships, Dauphin County. Potential improvements from the corridor transportation evaluation include improved access management, geometric improvements at the intersection of Middletown Road and the Route 322 eastbound exit ramp, addition of a turn lane or median.
 - The project team has completed a drone survey, initial corridor data collection and assessment, and initial subsurface utilities work investigation.
 - Preliminary engineering and environmental work tasks work is anticipated to occur through the remainder of 2024
 - Primary public involvement and public meeting is anticipated in 2025
 - Current estimated let date is 12/16/27
- Phase II Streetscape Improvements – 3rd St (MPMS 119304)
 - This TASA project on Third Street consists of walkability/pedestrian improvements (sidewalks, crosswalks, etc.) from the end of the Norfolk Southern Bridge to the intersection with Herman Street. The project will be tie-in with the South Bridge improvements on Third Street in Lemoyne Borough, Cumberland County.
 - The project held a scoping field view, and the scoping document was approved by the District.
 - Currently the designer is developing the scope of work.
- Center and 21st Street Intersection (MPMS 114319)
 - This project may consist of intersection improvements at 21st and Center Street in Camp Hill Borough and East Pennsboro Township, Cumberland County. This project may include upgrades to existing crosswalks and

enhancing connections to existing facilities, potential turn lanes and other intersection improvements.

- An alternative has been selected, processing consultant agreement to begin preliminary engineering by mid-summer.
- Selected alternative 1 consists of the following improvements:
 - Extending and adding turn lanes, restriping the corridor, replacing traffic signal heads,
 - Installing high-visibility crosswalks, ADA compliant curb ramps, and pedestrian man/hand countdown signal heads for a proposed crossing on the north leg of North 21st Street at Holy Spirit Hospital Drive Egress/Ridge Road
 - Constructing a sidewalk along the east side of North 21st St

7. Status Report

PennDOT

Mr. Mullins stated this was the last meeting for Ms. Zejcirovic as a PennDOT representative, as she is moving on to a position with FHWA.

S RTP

Mr. Boyer provided an update on their monthly ridership statistics. He also gave a brief overview of their current outreach programs.

Cumberland

Mr. Stoner shared information about their transportation program funded by \$5 county use vehicular registration fee, which focuses on local transportation improvements and bridge inspections.

Dauphin

Mr. Robinson indicated Dauphin County is in the process of reviewing gaming grant applications, which include proposed infrastructure investments.

8. Other Business

No other business was discussed.

9. Adjournment

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

The meeting was adjourned at 10:45 am.

Next meeting is scheduled for September 13, 2024.

DRAFT

ATTENDANCE

Harrisburg Area Transportation Study Technical Committee Meeting June 14, 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
Carey Mullins	PennDOT District 8-0
Jeff Puher	PennDOT District 8-0
Emily Osilka	PennDOT District 8-0
Karen Dixon	HATS Planning Staff
Tanner Stroup	HATS Planning Staff
Ben Warner	HATS Planning Staff
Raymon Lazar	HATS Planning Staff
Gene Porochniak	FHWA
Morgan Wagner	PA Senate staff
Rachel Petroziello	PA House staff
Rachel Reznick	PA DCED
Matt Boyer	S RTP
Ross Willard	Recycle Bicycle
Dan Long	HRG
Lauren Zumbrun	HRG
Peter Simone	Simone Collins
Geoff Creary	Simone Collins
Susan Phillips	Rettew
Brian Kimmett	RTC
Jeff Iseman	PA SILC
Louisa Lasova	Camp Hill Borough
Gale Gallo	Lemoyne Borough
Robert Shipp	Millerstown Borough
Josiah Jones	

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.					
8	US 22/322 Devices 22/103 Perry	117824	CON	Before	STP						1,283,319											Increasing the CON phase of US 22/322 Devices in FFY 2024 for \$402,000 to the pre-bid estimate. This project consists of the installation of DMS boards and cameras on US 22/322 in Dauphin County. This project has a current estimated let date of May 23, 2024.					
				Before	sSTP								402,970														
				Before	STU									427,511													
				Adjust	STP									402,000													
				Adjust	sSTP																						
				Adjust	STU																						
				After	STP									1,685,319													
				After	sSTP									402,970													
				After	STU									427,511													
9	Highway Reserve Line Item Dauphin	88061	CON	Before	STP	581					1,571,136	1,978,086		1,422,806								This is a reserve line item.					
				Before	NHPP	185							474,959		6,813,143												
				Adjust	STP	581							-402,000														
				Adjust	NHPP	185																					
				After	STP	581							1,169,136	1,978,086		1,422,806											
				After	NHPP	185								474,959		6,813,143											
10	Laudermilch Road Bridge 2012/007 Dauphin	47519	PE	Before																	Increasing the PE phase of Laudermilch Road Bridge in FFY 2024 for \$791 for additional RR costs. This project consists of a bridge replacement on SR 2012 (Laudermilch Road) over Conrail Railroad in Derry Township, Dauphin County. This project was let on March 2, 2023.						
				Adjust		185							791														
				After		185								791													
11	Bridge Reserve Line Item Dauphin	88061	CON	Before	STP	581					1,169,136	1,978,086		1,422,806								This is a reserve line item.					
				Before	NHPP	185							474,959		6,813,143												
				Adjust	STP	581																					
				Adjust	NHPP	185								-791													
				After	STP	581							1,169,136	1,978,086		1,422,806											
				After	NHPP	185								474,168		6,813,143											

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.				
38	Stone Arch Rd over Trib 4007/018 Perry	100456	PE	Before	BRIP		150,000															Increasing the PE phase of Stone Arch Rd over Trib in FFY 2024 for \$18,084 to the current estimate. This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on State Route 4007 (Stone Arch Road) over Tributary to Buffalo Creek in Juniata Township, Perry County. This project has a current estimated let date of March 26, 2026.			
				Before	BOF					199,547															
				Adjust	BRIP																				
				Adjust	BOF								18,084												
				After	BRIP				150,000																
				After	BOF									217,631											
39	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185		528,961			742,231	12,921		536,265	2,934,984		1,000	398,479				This is a reserve line item.			
				Before	BRIP														3,000						
				Adjust	BOF	185							-18,084												
				Adjust	BRIP																				
				After	BOF	185		528,961					724,147	12,921		536,265	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.		
45	Maclay Street Bridge 3022/005 Dauphin	74521	PE	Before	STP		20,550															Increasing the PE phase of Maclay Street Bridge in FFY 2024 for \$5,237 to assist the bridge unit in reviewing H&H reports. This project consists of a bridge replacement on Maclay Street (State Route 3022) over Norfolk Southern Railroad in the City of Harrisburg, Dauphin County. This project has a current estimated let date of Dec. 11, 2025.		
				Adjust	STP	185			4,190	1,047														
				After	STP	185			20,550			4,190	1,047											
46	Highway Reserve Line Item Dauphin	88061	CON	Before	STP	581				669,144	1,644,911		1,422,806									This is a reserve line item.		
				Before	NHPP	185				444,998		6,813,143												
				Adjust	STP	581				-4,190														
				Adjust	NHPP	185					-1,047													
				After	STP	581						664,954	1,644,911		1,422,806									
				After	NHPP	185							443,951		6,813,143									
47	State Street Bridge 3014/014 Dauphin	118027	PE	Before		185		175,842														Increasing the PE phase of State Street Bridge in FFY 2024 for \$176,000 to complete alternative analysis. This project consists of a bridge rehab on State Street over Cameron Street in the City of Harrisburg, Dauphin County. This project has a current estimated let date of June 4, 2026.		
				Adjust		185		176,000																
				After		185		351,842																
48	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BOF	185		528,961		876,348	41,458		536,265	2,934,984		1,000	398,479				This is a reserve line item.			
				Before	BRIP										3,000									
				Adjust	BOF	185		-176,000																
				Adjust	BRIP																			
				After	BOF	185		352,961		876,348	41,458		536,265	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.		
53	Market Street Improvements (Newport)	115794	FD	Before																		Adding the FD phase of Market Street Improvements (Newport) in FFY 2025 for \$26,372 to the current estimate. This project consists of repairing/replacing/reconstructing the sidewalks and curbing along SR 4008 (Market Street & N. 6th Street) from 4th street to Middle Ridge Road in conjunction with scheduled PennDOT reconstruction project (118787) in Newport Borough, Perry County. This project has a current estimated let date of March 12, 2026.	
	Adjust															26,372							
	After																26,372						
54	Market Street Improvements (Newport)	115794	CON	Before	STP								230,485		101,371							Increasing the CON phase of Market Street Improvements (Newport) in FFY 2026 for \$154,286 to the current estimate. This project consists of repairing/replacing/reconstructing the sidewalks and curbing along SR 4008 (Market Street & N. 6th Street) from 4th street to Middle Ridge Road in conjunction with scheduled PennDOT reconstruction project (118787) in Newport Borough, Perry County. This project has a current estimated let date of March 12, 2026.	
	Adjust			STP												-41,371	154,286						
	After			STP											230,485	60,000	154,286						
55	Roundtop Road over Iron M	100083	CON	Before	STP											753,326						Decreasing the CON phase of Roundtop Road over Iron M in FFY 2026 for \$154,286 to better utilize current available funding. This project is fully funded on the 2025 TIP. This project consists of a bridge replacement on State Route 2005 (Roundtop Road) over Iron Mine Run in Londonderry Township, Dauphin County. This project has a current estimated let date of Jan. 14, 2027.	
	Adjust			STP													-154,286						
	After			STP													599,040						

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.			
67	Middletown Rd Safety and Congestion Impr 2003/033 Dauphin	116786	PE	Before	STU		1,000,000															Changing the funding source of the PE phase of Middletown Rd Safety and Congestion Impr in FFY 2024 for \$977,656 to better utilize current available funding. This project consists of widening Middletown Road (SR 2003) from SR 283 to SR 322 in Derry and Londonderry Townships, Dauphin County. Potential improvements from the corridor transportation evaluation include improved access management, geometric improvements at the intersection of Middletown Road and the Route 322 eastbound exit ramp, addition of a turn lane or median, and widening the roadway altogether (long term). This project has a current estimated let date of Jan. 1, 2028.			
				Before	STP					977,656															
				Before																					
				Adjust	STU																				
				Adjust	STP								-977,656												
				Adjust	CRPU								977,656												
				After	STU				1,000,000																
				After	CRPU								977,656												
68	Carbon Reduction Program (CRP) HATS MPO RLI Dauphin	119283	CON	Before	CRP		530,000						616,000			634,000			634,000			This is as reserve line item.			
				Before	CRPU		1,190,534			1,446,103						143,116			143,116						
				Adjust	CRP																				
				Adjust	CRPU								-977,656												
				After	CRP		530,000									616,000			634,000				634,000		
				After	CRPU		1,190,534						468,447						143,116				143,116		
69	Highway Reserve Line Item Dauphin	88061	CON	Before	STP	581					365,316	1,619,911		593,303								This is as reserve line item.			
				Before	NHPP	185							443,951		6,813,143										
				Adjust	STP	581						977,656													
				Adjust	NHPP	185																			
				After	STP	581							1,342,972	1,619,911		593,303									
				After	NHPP	185								443,951		6,813,143									
Program Summary - Net Changes				Before FFY Totals		6,095,223	3,157,789	10,918	37,066,454	38,338,192	21,250	#####	17,609,904	101,371	1,554,442	2,390,874	0	777,116	0	0	1,407				
				Adjustments		0	0	0	0	0	16,406	0	0	-14,999	0	0	0	0	0						
				After FFY Totals		6,095,223	3,157,789	10,918	39,221,764	38,338,192	37,656	#####	17,609,904	86,372	1,554,442	2,390,874	0	777,116	0	0					

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee: 6/14/24			Informed Technical Committee: 6/28/24		
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	Quarry Rd Sidewalk Ext	115787	CON	Before	TAU		557,133													Increasing the CON phase of Quarry Rd Sidewalk Ext in FFY 2024 for \$395,258 to the current estimate. This project consists of the design of sidewalk, 6 ADA ramps, 2 cross walks and a guiderail along Quarry Road from U.S. Route 322 overpass north to Division Street in Hummelstown Borough, Dauphin County. This project has a current estimated let date of Dec. 11, 2025.				
	2005/021			Adjust	TAU																			
	Dauphin			Adjust	STU				395,258															
				After	TAU				557,133															
				After	STU								395,258											
2	STU Reserve Line Item	88068	CON	Before	STU					464,492										This is a reserve line item.				
	Dauphin			Adjust	STU							-395,258												
				After	STU							69,234												
				Before FFY Totals			557,133	0	0	464,492	0	0	0	0	0	0	0	0	0					
Program Summary - Net Changes				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0	0				
				After FFY Totals			557,133	0	0	464,492	0	0	0	0	0	0	0	0	0	0				

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee:			Informed Technical Committee:		
Amendment - Highway					Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027 & >	Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.						
1	Big Spring Road Resurface 2 274/030 Perry	113299	CON	Before	STP								1,514,730			800,000				Cashflowing and changing the funding source of the CON phase of Big Spring Road Resurface 2 from FFY 2025/2026 to FFY 2024 for \$2,314,730 to better align with current estimated let date. This project consists of a resurfacing on PA 274 from Shearer Dug Trail to SR 3001(Center Square Road) in Toboyn Township, Perry County. This project has a current estimated let date of Sept. 26, 2024.				
				Before																				
				Adjust	STP											-1,514,730			-800,000					
				Adjust	STU								2,314,730											
				After																				
				After	STU								2,314,730											
2	US-11 NB over Conodoguinet Creek 11/115 Cumberland	99678	CON	Before	NHPP								3,504,854							Changing the funding source of the CON phase of US-11 NB over Conodoguinet Creek in FFY 2024 for \$1,640,885 to better utilize current available funding. This project consists of a bridge rehabilitation on US Route 11 over Conodoguinet Creek in Wormleysburg Borough and East Pennsboro Township, Cumberland County. This project has a current estimated let date of Oct. 10, 2024.				
				Before	STU										2,933,369									
				Adjust	NHPP											1,640,885								
				Adjust	STU											-1,640,885								
				After	NHPP											5,145,739								
				After	STU											1,292,484								

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.			
3	Riverlands Safety Implementation	106554	ROW	Before	NHPP															Cashflowing the ROW phase of Riverlands Safety Implementation from FFY 2024 to FFY 2025 for \$1,640,885 to better align with the current project schedule. This project consists of the implementation of safety improvements identified in the study, which consist of low cost safety improvements, reconfiguration of interchanges, auxiliary lanes on US 22. The westbound US 22 went from 2 lanes to 3 lanes in certain locations, with the addition of the frontage road. The westbound acceleration lane on the Clarks Ferry Bridge is being extended 1,300 feet until the frontage road begins. The frontage road is approximately 4,555 feet. This will include a 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.	
	Adjust			NHPP																	
	After			NHPP																	
4	Union Deposit Corridor Impr	119307	CON	Before	STU															Decreasing the CON phase of Union Deposit Corridor Impr in FFY 2024 for \$673,845 to better utilize current available funding. This project is fully funded on the 2025 TIP. This project consists of pedestrian improvements on Union Deposit Road between East Park and Southside Elementary School in Lower Paxton Township, Dauphin County. This project has a current estimated let date of May 22, 2025.	
	Adjust			STU																	
	After			STU																	
5	Highway Reserve Line Item	88061	CON	Before	STP	581														This is as reserve line item.	
	Before			NHPP	185																
	Adjust			STP	581																
	Adjust			NHPP	185																
	After			STP	581																
	After			NHPP	185																
				Before FFY Totals			0	0	0	10,183,507	2,063,862	0	8,921,176	0	0	800,000	0	0	0		
Program Summary - Net Changes				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				After FFY Totals			0	0	0	10,183,507	2,063,862	0	8,921,176	0	0	800,000	0	0	0		

FFY 2023-2026 TIP MODIFICATIONS FORM

Harrisburg MPO																			Informed Coordinating Committee: 6/14/2024	
Amendment - Transit																			Informed Technical Committee: 6/28/2024	
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	Downingtown Train Station	119593	PT	Before															Increase the project by \$5,689,464 in FFY 2024. \$1,433,590 (5307), \$3,117,981 (5337) \$1,137,893 (341). PennDOT is moving available FFY 2020 & 2021 lapsing section 5307, 5337, and 341 apportioned funds of \$5,689,464 to FFY 2024 and will be applying for those funds with the FTA. This project is a part of the MPMS # 93586 under the SEPTA TIP as part of the DVRPC MPO. Per the MOU between FTA and PennDOT, in order to obligate, funding must be shown in the current year and in the UZA for which it was apportioned with a note on the project where it will be spent.	
	Before																			
	Adjust			5307	341				1,433,590	358,398										
	Adjust			5337	341				3,117,981	779,495										
	After			5307	341				1,433,590	358,398										
	After			5337	341				3,117,981	779,495										
				Before FFY Totals			0	0	0	0	0	0	0	0	0	0	0	0		
Program Summary - Net Changes				Adjustments			0	0	0	4,551,571	1,137,893	0	0	0	0	0	0	0	5,689,464	
				After FFY Totals			0	0	0	4,551,571	1,137,893	0	0	0	0	0	0	0		

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee: 6/28/2024			Informed Technical Committee: 6/14/2024		
Amendment - 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	Shared Ride Vehicles SRTA	102485	PT	Before		340														Adding federal - 5310 funds by \$439,850 and decreasing state - 340 funds by \$440,037 in FFY 2024. SRTA estimate the number of vehicles that will be eligible for replacement to be twelve (12). Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles. PennDOT is required to amend the TIP to add the 5310 funds with state match prior to applying for the FTA grant totaling \$540,812				
				Adjust	5310	340				439,850	-440,037													
				After	5310	340						439,850	109,963											
				Before FFY Totals			0	0	0	0	550,000	0	0	0	0	0	0	0	0					
Program Summary - Net Changes				Adjustments			0	0	0	439,850	-440,037	0	0	0	0	0	0	0	0	(187)				
				After FFY Totals			0	0	0	439,850	109,963	0	0	0	0	0	0	0	0					

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134533) 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		
Interstate ITS Reserve / Central Office	114586	CON	Before	NHPP					1,465,000			1,170,300			4,000,000			Interstate ITS Reserve LI utilized as source of funds to maintain fiscal constraint.	
			Adjust	NHPP					(463,167)										
			After	NHPP						1,001,833			1,170,300			4,000,000			
Interstate DMS and CCTV TSMO 81/100 Dauphin	117968	CON	Before	NHPP					578,300									Increasing the CON phase of Interstate DMS and CCTV TSMO in FFY 2024 for \$463,167 to the pre-bid estimate. This project consists of TSMO improvements in DMS' and CCTV Cameras along I81 in Dauphin and Cumberland counties, at SR 0078 WB over Lancaster Street in Lebanon county , and I283 at Fulling Mill Road. This project has a current estimated let date of May 23, 2024.	
			Adjust	NHPP					463,167										
			After	NHPP						1,041,467									
Before Totals						\$0	\$0	\$0	\$2,043,300	\$0	\$0	\$1,170,300	\$0	\$0	\$4,000,000	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$2,043,300	\$0	\$0	\$1,170,300	\$0	\$0	\$4,000,000	\$0	\$0		

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134669) 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	NHPP	581				8,460,431	1,803,111		30,660,501	571,216		38,865,504	1,043,151		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.	
			Adjust	NHPP	581					(250,000)									
			After	NHPP	581				8,460,431	1,553,111		30,660,501	571,216		38,865,504	1,043,151			
I-83 SB Wall Repair 83/106 Dauphin	121488	PE	Before		581													Add phase for intial design.	
			Adjust		581					250,000									
			After		581						250,000								
Before Totals						\$0	\$0	\$0	\$8,460,431	\$1,803,111	\$0	\$30,660,501	\$571,216	\$0	\$38,865,504	\$1,043,151	\$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	\$8,460,431	\$1,803,111	\$0	\$30,660,501	\$571,216	\$0	\$38,865,504	\$1,043,151	\$0		

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134719) 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	NHPP	581				8,291,608	1,553,111		30,660,501	571,216		38,865,504	1,043,151		Interstate Contingency LI utilized as source of funds to maintain fiscal constraint.
			Adjust	NHPP	581					(10,000)								
			After	NHPP	581				8,291,608	1,543,111		30,660,501	571,216		38,865,504	1,043,151		
I-83 SB Wall Repair 83/106 Dauphin	121488	PE	Before		581					250,000								Increase to current estimate
			Adjust		581					10,000								
			After		581					260,000								
Before Totals						\$0	\$0	\$0	\$8,291,608	\$1,803,111	\$0	\$30,660,501	\$571,216	\$0	\$38,865,504	\$1,043,151	\$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	\$8,291,608	\$1,803,111	\$0	\$30,660,501	\$571,216	\$0	\$38,865,504	\$1,043,151	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134787) 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		
I-83 East Shore Section 3 83/079 Dauphin	97828	ROW	Before		s581					5,275,000			8,000,000					Source of funds	
			Adjust		s581						(5,275,000)				(884,000)				
			After		s581										7,116,000				
I-83 East Shore Section 3B 83/B79 Dauphin	113357	ROW	Before		s581		5,400,000											Source of funds	
			Adjust		s581		(2,097,000)												
			After		s581		3,303,000												
I-83 East Shore Demo 2 /02D Dauphin	116347	CON	Before		s581		4,000,000			2,725,000								Increase phase for remaining property acquisition/demolition.	
			Adjust		s581		2,097,000			5,275,000				884,000					
			After		s581		6,097,000			8,000,000				884,000					
Before Totals						\$0	\$9,400,000	\$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	\$9,400,000	\$0	\$0	\$8,000,000	\$0	\$0	\$8,000,000	\$0	\$0	\$0			

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135085) 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		
Eisenhower Interchange 83/078 Dauphin	92931	UTL	Before		s581		6,300,000			4,000,000			4,000,000					source	
			Adjust		s581						(2,032,636)								
			After		s581		6,300,000				1,967,364				4,000,000				
I-83 East Shore Section 3 83/079 Dauphin	97828	PE	Before		s581													Increase to cover East Shore Diner Mitigation agreement	
			Adjust		s581						2,032,636								
			After		s581						2,032,636								
Before Totals						\$0	\$6,300,000	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$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	\$6,300,000	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000	\$0	\$0	\$0			

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134683) D8-0 Harrisburg & Statewide TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve / Central Office	102893	CON	Before		411		64,331,332			48,978,120			83,603,000			80,603,000		Multimodal Reserve LI utilized as source of funds to maintain fiscal constraint.
			Adjust		411					(3,000,000)								
			After		411		64,331,332			45,978,120				83,603,000			80,603,000	
Hayshed Road Reconnector /MTF Dauphin	120292	CON	Before															Add CON phase. Municipal funds are additional to the TIP and STIP. Includes construction + inspection.
			Adjust		411					3,000,000	1,683,569							
			After		411					3,000,000	1,683,569							
Before Totals						\$0	\$64,331,332	\$0	\$0	\$48,978,120	\$0	\$0	\$83,603,000	\$0	\$0	\$80,603,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$1,683,569	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$64,331,332	\$0	\$0	\$48,978,120	\$1,683,569	\$0	\$83,603,000	\$0	\$0	\$80,603,000	\$0	

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FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 134986) D8-0 Interstate & Statewide TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
NHPP Reserve / Central Office	102466	CON	Before	sNHPP					504,854			682,478						Cashflow
			Adjust	sNHPP						682,478			(682,478)					
			After	sNHPP						1,187,332								
I-83 East Shore Section 3B 83/B79 Dauphin	113357	CON	Before	sNHPP					16,601,000			18,000,000						Cashflow
			Adjust	sNHPP						(682,478)			682,478					
			After	sNHPP						15,918,522			18,682,478					
Before Totals						\$0	\$0	\$0	\$17,105,854	\$0	\$0	\$18,682,478	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$0	\$0	\$0	\$17,105,854	\$0	\$0	\$18,682,478	\$0	\$0	\$0	\$0	\$0	

NOTES

MEMORANDUM OF UNDERSTANDING (MOU)

Harrisburg Area Transportation Study (HATS) Procedures for FFY 2025-2028 Transportation Improvement Program (TIP) Revisions

Purpose

This Memorandum of Understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT), the Harrisburg Area Transportation Study (HATS), and Capital Area Transit (CAT) establishes procedures to be used for processing revisions to the FFY 2025-2028 Transportation Improvement Program (TIP).

Definitions

- ***Administrative Modification*** is a minor revision to a Transportation Improvement Program (TIP).
- ***Amendment*** is a revision to a TIP that involves a major change to a project included in a TIP.
- ***Betterment*** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.
- ***Change in Scope*** is a substantial alteration to the original intent or function of a programmed project.
- ***Cooperating Parties*** include PennDOT, HATS, CAT, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).
- ***Fiscal Constraint Chart*** (FCC) is an Excel spreadsheet or a chart generated by the Multimodal Project Management System (MPMS) that depicts the transfer of funds.
- ***Interstate Management (IM) Program*** is PennDOT's four year listing of statewide interstate maintenance (non-capacity adding) projects.
- ***Keystone Corridor (Pennsylvania portion)*** is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia, PA and Harrisburg, PA.
- ***New Project*** is a project that is not programmed in the current TIP, and does not have previous obligations from a prior TIP.
- ***Planning Partner*** is one of the following: a metropolitan planning organization (MPO) such as HATS, rural planning organization (RPO), or the independent County of Wayne.
- ***Public Participation Plan (PPP)*** is a documented broad-based public involvement process that describes how HATS will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- ***Rapid Bridge Replacement (RBR) Initiative*** (developed via a Public Private Partnership – P3) will follow the ***Statewide Managed Program*** guidance in the

administration of the program. For example, the RBR Initiative project rollouts, independent of time intervals, will be considered an amendment on the state's TIP (STIP). Placement of RBR projects and or line items on HATS's TIP will be considered as an administrative action.

- ***Reserve Line Item*** holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).
- ***Revision*** is either an Amendment or an Administrative Modification to the TIP.
- ***Statewide Managed Program (Statewide Program)*** includes those transportation improvements or projects that are managed on the STIP, including project selection, at the PennDOT Central office level, with possible regional Planning Partner input and solicitation. Examples include but are not limited to Highway Safety Improvement Program (HSIP), Railroad Crossing Program (RRX), State Transportation Alternatives Program (TAP), and Keystone Corridor projects. The Interstate Management Program (IM) will remain its own individual statewide program.

TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved TIP. If HATS, CAT, or PennDOT wishes to proceed with a federally funded project not programmed on the TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in [23 CFR 450](#) govern the provisions for revisions of the HATS' TIP. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, HATS, CAT, FHWA, and FTA. Any alternative procedures must be agreed upon and documented in the TIP.

TIP revisions must be consistent with Pennsylvania's Performance Management (TPM) requirements, Pennsylvania's Long Range Transportation Plan (LRTP), and the HATS Regional Transportation Plan (RTP). In addition, TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has used a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, MPOs, and transit agencies at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of the HATS Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process

that describes how HATS will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within the non-attainment or maintenance area of HATS will be screened for Air Quality significance. PennDOT will coordinate with HATS to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required, if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the HATS TIP shall also be developed and approved by HATS. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the HATS PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, HATS will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, [23 CFR 450.324\(c\)](#), define update cycles for the HATS RTP. Per 23 CFR 450.330(c), “Until [the MPO approves (in attainment areas) or] the FHWA and the FTA issue a conformity determination on [(in nonattainment and maintenance areas)] the updated metropolitan transportation plan, the MPO may not amend the TIP.” HATS required to update its RTP every 4 years, and its RTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the RTP has expired due to lack of a conformity approval, HATS cannot amend the RTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the HATS area. Accordingly, HATS should allow at least 60-90 days between Board adoption and their RTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR 450](#) revisions to the TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in the HATS TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source;**
- Adds a new project, deletes a project that uses federal funds, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current TIP, and does not have previous

- obligations from a prior TIP. (Federally-funded Statewide Program projects are excluded from this provision);
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
 - Adds a new phase(s) to an existing project, deletes a project phase(s) or increases/decreases a project phase(s) that uses federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$3 million (Federally-funded Statewide Program projects are excluded from this provision), or
 - \$250,000 for any revision using HATS STP Urban (STU) funds.
 - Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity re-evaluation;
 - Result in a revised total project estimate that exceeds 50%; or
 - Results in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project.

Approval by HATS is required for *Amendments*. HATS must then initiate PennDOT Central Office approval using the e-STIP process. An e-STIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after changes amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modification actions that occurred along with or were presented with this action at the HATS meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, HATS/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, CAT (SRTA) and HATS.

An *Administrative Modification* is a minor revision to the HATS TIP that:

- Any changes to the federally-funded Statewide Program, including any funding increases/decreases to project phases will be considered an administrative modification on the HATS TIP. In the case of Statewide Programs, including the IM Program and other federally-funded statewide programs (including transit), approval by PennDOT's PMC and FHWA is required.
- Shifts federally-funded projects, a federally-funded project phase(s), or federal funds to existing federally-funded projects or a federally-funded project phase(s) in the approved TIP, must maintain year-to-year TIP fiscal constraint requirements and does not exceed the established thresholds;

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Adds a project from a funding initiative or line item that uses 100 percent state or non-federal funding, or HATS TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency repairs to a highway, bridge or transit project, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the thresholds established above. (A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project);
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Advances a project phase from the 2nd or 3rd four years of the TYP or HATS's RTP for a project that has another phase included in the TIP using federal funds and does not exceed the established thresholds;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and HATS (as detailed in the aforementioned Amendment Section); and do not result in a change in scope on any federally-funded project that is significant enough to essentially constitute a new project. (A change in scope is a substantial alteration to the original intent or function of a programmed project.)

Administrative Modifications do not require federal approval. PennDOT and HATS will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU where federal funds are being used.

All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed

out of the TIP period, HATS will demonstrate, through an FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the HATS RTP.

Transit – Funds Related to Prior–Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

Fiscal Constraint

Demonstration that TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#) for each of the four years of the TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

TIP Financial Reporting

PennDOT will provide reports to HATS and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by HATS and Statewide programs. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above, CAT, and FTA. The reports can be used by HATS as the basis for compiling information to meet the federal annual listing of obligated projects requirement [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

TIP Transportation Performance Management

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and HATS will ensure TIP revisions promote progress toward achievement of performance targets.

Statewide or Multi-UZA Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State

Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three-contiguous large urbanized areas (UZA) – Harrisburg, Lancaster, and Philadelphia. The entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located within a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a “Keystone Corridor Project”, the use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as \$0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is to avoid the double counting of programmed funds within the two TIPs. For instance, if federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as “Keystone Corridor Station Restoration” along with notations per-above and the federal funding amount will be listed as \$0.

HATS TIP Revision Procedures

When HATS’s TIP is adopted, a copy of this MOU will be included with the TIP documentation to clarify how HATS will address all TIP revisions. **HATS revision procedures are developed under the guidance umbrella of the PennDOT-FHWA-FTA MOU.** If HATS elects to set more stringent procedures, then PennDOT, FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing federally-funded HATS TIP revisions.

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned, hereby agree to the above procedures and principles:

Commissioner Jeffrey T. Haste, Chairman
Harrisburg Area Transportation Study

Date

Commissioner Brenda Watson, Vice Chairman
Harrisburg Area Transportation Study

Date

Mr. Rich Farr, Executive Director
Capital Area Transit (SRTA)

Date

Ms. Kristin Mulkerin
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date

Air Quality Conformity Analysis Report

Harrisburg Area Transportation Study 2025-2028 TIP and 2045 RTP

National Ambient Air Quality Standards (NAAQS) Addressed:

The Harrisburg Area Transportation Study (HATS) portion of the:

- *Harrisburg–Lebanon–Carlisle-York, PA 2006 24-Hour PM_{2.5} Maintenance Area*
- *Harrisburg-Lebanon-Carlisle, PA 1997 8-Hour Ozone Maintenance Area*

Prepared by:

The HATS and Pennsylvania Department of Transportation

April 2024

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Summary of Attachments

- Attachment A:** Project List
- Attachment B:** Detailed Emission Results
- Attachment C:** Sample MOVES Input Files

Overview

This report provides an analysis of the air quality implications of the Harrisburg Area Transportation Study (HATS) 2025-2028 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan (RTP). The analysis demonstrates transportation conformity under the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) and the 2006 24-hour fine particulate (PM_{2.5}) NAAQS. The air quality conformity analysis reflects an assessment of the regionally significant, non-exempt transportation projects included in both the TIP and RTP. Note that conformity for the RTP is being reaffirmed as there are no changes to the RTP from the previous conformity determination.

This document replaces the previously approved conformity demonstration and ensures that the findings meet all current criteria established by the U.S. Environmental Protection Agency (EPA) for the applicable NAAQS.

Background on Transportation Conformity

Transportation conformity is a way to ensure that federal funding and approval are awarded to transportation activities that are consistent with air quality goals. Under the Clean Air Act (CAA), transportation and air quality modeling procedures must be coordinated to ensure that the TIP and RTP are consistent with the area's applicable State Implementation Plan (SIP). The SIP is a federally approved and enforceable plan by which each area identifies how it will attain and/or maintain the health-related primary and welfare-related secondary NAAQS.

In order to receive transportation funding and approvals from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), state and local transportation agencies must demonstrate that the plans, programs, or projects meet the transportation conformity requirements of the CAA as set forth in the transportation conformity rule. Under the transportation conformity rule, transportation plans are expected to conform to the applicable SIP in nonattainment or maintenance areas. The integration of transportation and air quality planning is intended to ensure that transportation plans, programs, and projects will not:

- Cause or contribute to any new violation of any applicable NAAQS.
- Increase the frequency or severity of any existing violation of any applicable NAAQS.
- Delay timely attainment of any applicable NAAQS, any required interim emissions reductions, or other NAAQS milestones.

The transportation conformity determination includes an assessment of future highway emissions for defined analysis years. Emissions are estimated using the latest available planning assumptions and available analytical tools, including EPA's latest approved on-highway mobile sources emissions model, the Motor Vehicle Emission Simulator (MOVES). The conformity determination provides a tabulation of the analysis results for applicable precursor pollutants, showing that the required conformity test was met for each analysis year.

Report Contents

This document includes a summary of the methodology and data assumptions used for the conformity analysis. As shown in **Exhibit 1**, attachments containing additional detail have been provided with the document. In addition, modeling input and output files have been reviewed by the Environmental Protection Agency (EPA) Region III and the Pennsylvania Department of Environmental Protection (DEP).

EXHIBIT 1: SUMMARY OF ATTACHMENTS

Attachment	Title	Description
A	Project List	Provides a list of regionally significant highway projects in the TIP and RTP.
B	Detailed Emission Results	Provides a detailed summary of emissions by roadway type, source type and emission process.
C	MOVES Sample Run Specification	Provides example of MOVES data importer (XML) and run specification (MRS) files.

National Ambient Air Quality Standard Designations

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

The HATS MPO area is included within the *Harrisburg-Lebanon-Carlisle, PA* maintenance area under the 1997 8-hour ozone NAAQS and the *Harrisburg-Lebanon-Carlisle-York, PA* maintenance area under the 2006 24-Hour PM_{2.5} NAAQS. Only Cumberland and Dauphin counties are included in the 2006 24-hour PM_{2.5} NAAQS maintenance area. All counties in the Harrisburg region are in attainment for the other current NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

Final Particulate Matter

Fine particulate matter (PM_{2.5}) can be emitted directly into the atmosphere (sources include exhaust and dust from brake and tire wear) or formed in the atmosphere by combinations of precursor pollutants (secondary formation). Sulfates and nitrates are two types of pollutants that contribute to secondary formation. Sulfate emissions are a result of power plant and industry emissions, while nitrate emissions result from automobiles, power plants, and other combustion sources. Scientific studies have shown a significant correlation between exposure to fine particulates and severe health issues such as heart disease, lung disease, and premature death.

The pollutants that could be analyzed in the conformity analysis are: [1] direct PM_{2.5} emissions (tail pipe emissions, brake and tire wear), [2] re-entrained road dust, and [3] precursors nitrogen oxides (NO_x), volatile organic compounds (VOC), sulfur oxides (SO_x) and ammonia (NH₃). The EPA has ruled that until the EPA or DEP find that other precursor pollutants are significant contributors, and a SIP revision is approved stating such findings, direct PM_{2.5} emissions and NO_x are the only pollutants that must be analyzed for transportation conformity (40 CFR 93.119(f)(8)–(10)).

1997 Annual PM_{2.5} and 2006 24-hour PM_{2.5} Standards

The EPA published the 1997 annual PM_{2.5} NAAQS on July 18, 1997, (62 FR 38652), with an effective date of September 16, 1997. An area is in nonattainment of this standard if the 3-year average of the annual mean PM_{2.5} concentrations (for designated monitoring sites within an area) exceed 15.0 micrograms per cubic meter (µg/m³). Cumberland and Dauphin counties were designated as part of the Harrisburg-Lebanon-Carlisle nonattainment area under the 1997 annual PM_{2.5} NAAQS, effective April 5, 2005 (70 FR 944).

The EPA published the 2006 24-hour PM_{2.5} NAAQS on October 17, 2006, (71 FR 61144), with an effective date of December 18, 2006. The rulemaking strengthened the 1997 24-hour standard of 65 µg/m³ (62 FR 38652) to 35 µg/m³ and retained the 1997 annual PM_{2.5} NAAQS of 15 µg/m³. An area is in nonattainment of the 2006 24-hour PM_{2.5} NAAQS if the 98th percentile of the annual 24-hour concentrations, averaged over three years, is greater than 35 µg/m³. Cumberland and Dauphin counties were designated as part of the Harrisburg-Lebanon-Carlisle-York nonattainment area under the 2006 24-hour PM_{2.5} NAAQS, effective December 14, 2009 (74 FR 58688).

A redesignation request and maintenance plan applicable to both the 1997 annual and 2006 24-hour PM_{2.5} NAAQS was approved by EPA and effective December 8, 2014 (79 FR 72522). As a result, both Dauphin and Cumberland counties are now classified as attainment for these NAAQS. However, both counties must continue to demonstrate conformity during the maintenance plan time period. The maintenance plan includes 2017 and 2025 PM_{2.5} and NO_x mobile vehicle emission budgets (MVEBs) for transportation conformity purposes.

EPA took final action on the “*Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements*” rule on August 24, 2016 (81 FR 58010 effective on October 24, 2016). In that rulemaking, EPA finalized the option that revokes the 1997 primary annual PM_{2.5} NAAQS in areas that have always been designated as attainment and in maintenance of that NAAQS. After revocation, areas no longer have to expend resources on CAA air quality planning and conformity determination requirements associated with the 1997 annual PM_{2.5} NAAQS.

2012 Annual PM_{2.5} Standard

The EPA published the 2012 annual PM_{2.5} NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual PM_{2.5} NAAQS by strengthening the standard from 15 µg/m³ to 12 µg/m³. An area is in nonattainment of this standard if the 3-year average of the annual mean PM_{2.5}

concentrations for designated monitoring sites in an area is greater than 12.0 $\mu\text{g}/\text{m}^3$. On December 18, 2014, EPA issued final designations for the standard that were revised on April 7, 2015 (80 FR 18535). The Harrisburg region was designated in attainment of the standard.

2024 Annual $\text{PM}_{2.5}$ Standard

On February 7, 2024, EPA strengthened the annual $\text{PM}_{2.5}$ standard at 9.0 $\mu\text{g}/\text{m}^3$ to provide increased public health protection, consistent with the available health science. The nonattainment areas have not been designated yet for this new standard.

Ozone

Ozone is formed by chemical reactions occurring under specific atmospheric conditions. Precursor pollutants that contribute to the formation of ozone include VOC and NO_x , both of which are components of vehicle exhaust. VOCs may also be produced through the evaporation of vehicle fuel, as well as by displacement of vapors in the gas tank during refueling. By controlling VOC and NO_x emissions, ozone formation can be mitigated.

1997 and 2008 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997, (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

The EPA published the 2008 8-hour Ozone NAAQS on March 27, 2008, (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. The Harrisburg region was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088). As a result, transportation conformity is not currently required for the standard.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Harrisburg region was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21,

2012. Therefore, per the *South Coast II* decision, this conformity determination is also being made for the 1997 ozone NAAQS.

2015 8-hour Ozone NAAQS

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). On April 30, 2018 EPA completed area designations for many regions within the U.S. The Harrisburg region is designated as an attainment area for the standard.

Interagency Consultation

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state). Meeting and conference calls are conducted quarterly and included the review of all input planning assumptions, methodologies and analysis years. A meeting was conducted on February 7, 2024 to review all planning assumptions and to discuss the template and content for transportation conformity analyses.

Analysis Methodology and Data

This transportation conformity analysis was conducted using EPA's MOVES model, which is the official model for estimating emissions from highway vehicles for SIP emission inventories and transportation conformity. MOVES3 has been used for this conformity determination and is (in addition to MOVES4) currently considered one of the latest approved model versions for transportation conformity purposes (86 FR 1106). After September 12, 2025, MOVES4 must be used for conformity determinations (88 FR 62567).

Planning assumptions are updated following EPA and FHWA joint guidance (EPA420-B-08-901) that clarifies the implementation of the latest planning assumption requirements in 40 CFR 93.110. This analysis utilizes the best available latest traffic, vehicle fleet and environmental data to estimate regional highway emissions.

PennDOT updates many of the key planning assumptions on a triennial basis to support EPA's National Emissions Inventory (NEI) and FHWA's latest planning assumption requirements for transportation conformity. The PennDOT triennial data update is typically used to inform the planning assumptions for the future analysis years used for transportation conformity.

Due to the impacts that COVID has had on the vehicle fleet turnover, PennDOT, in coordination with the Pennsylvania Air Quality Workgroup, has determined that the estimates of the vehicle fleet age for the most recent available data (2020-2022) may not be reflective of future conditions or longer term trends. Thus, the vehicle age assumption relied on previous planning assumptions used for past conformity analyses.

All other data assumptions for the conformity analysis relied on the latest available planning assumptions or national/local defaults consistent with methods used for past conformity analyses and EPA's technical guidance. This includes information and characteristics related to fuels, inspection maintenance (I/M) program parameters, heavy-truck long duration idling, and environmental data (e.g. temperatures and humidity).

The analysis methodology and data inputs for this analysis were developed through interagency consultation and used available EPA guidance documents that included:

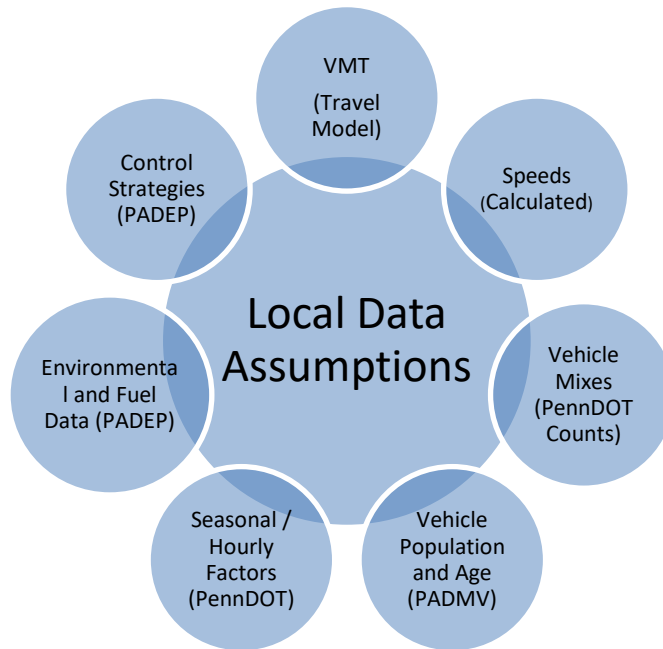
- *Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes*, US EPA Office of Transportation and Air Quality, EPA-420-B-20-044, November 2020.
- *MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity*, US EPA Office of Transportation and Air Quality, EPA-420-B-20-052, November 2020.

A mix of local and national default (internal to MOVES) data are used in the analysis. As illustrated in **Exhibit 2**, local data has been used for data items that have a significant impact on emissions, including: vehicle miles of travel (VMT), vehicle population, congested speeds, and vehicle type mix, as well as environmental and fuel assumptions. Local data inputs to the analysis process reflect the latest available planning assumptions using information obtained from PennDOT, DEP and other local/national sources.

The methodology used for this analysis is consistent with the methodology used to develop SIP inventories. This includes the use of custom post-processing software (PPSUITE) to calculate hourly speeds and prepare key traffic input files to the MOVES emission model. PPSUITE consists of a set of programs that perform the following functions:

- Analyzes highway operating conditions.
- Calculates highway speeds.
- Compiles VMT and vehicle type mix data.
- Prepares MOVES runs and processes MOVES outputs.

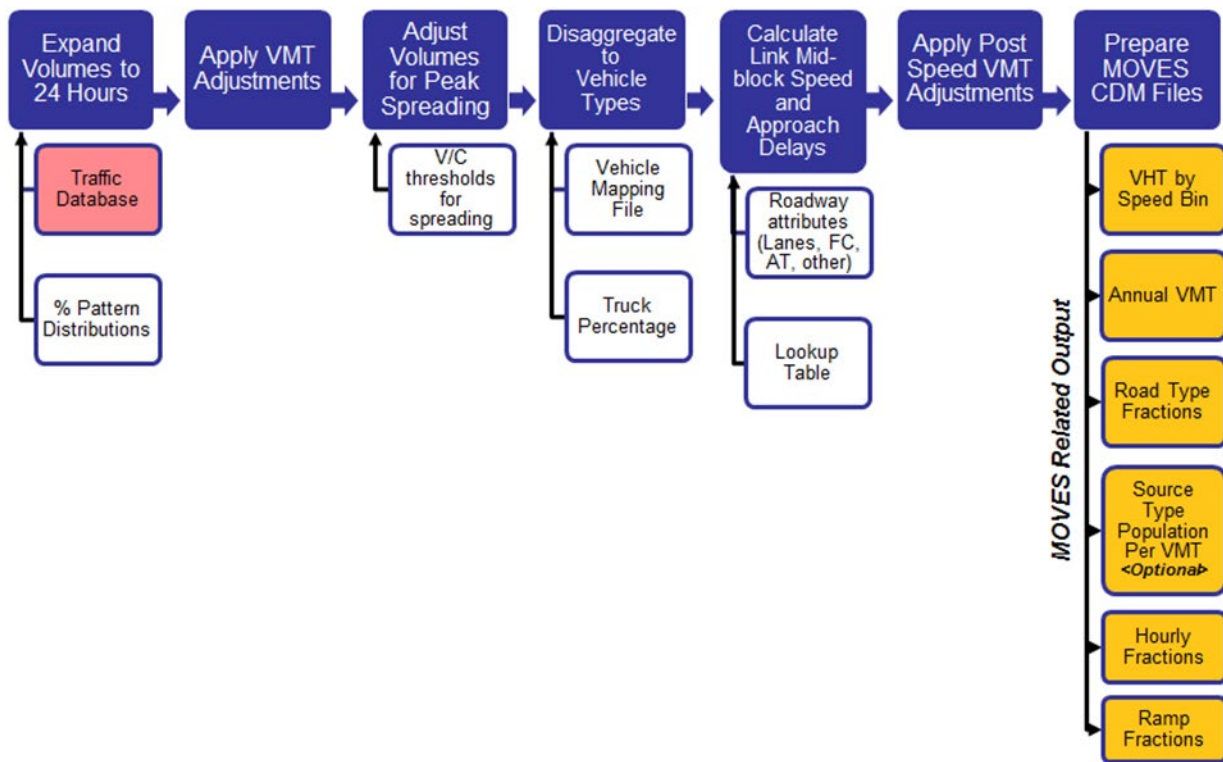
EXHIBIT 2: LOCAL DATA INPUTS USED FOR CONFORMITY RUNS



PPSUITE is a widely used and accepted tool for estimating speeds and processing emissions rates. The PPSUITE tool has been used for developing on-highway mobile source inventories in SIP revisions, control strategy analyses, and conformity analyses in other states. The software was developed to utilize accepted transportation engineering methodologies. The PPSUITE process is integral to producing traffic-related input files to the MOVES emission model. **Exhibit 3** summarizes the key functions of PPSUITE within the emission calculation process. Other MOVES input files are prepared externally to the PPSUITE software, including vehicle population, vehicle age, environmental and fuel input files.

The CENTRAL software is also used in this analysis. CENTRAL is a menu-driven software platform that executes the PPSUITE and MOVES processes in batch mode. The CENTRAL software allows users to execute runs for a variety of input options and integrates custom SQL steps into the process. CENTRAL provides important quality control and assurance steps, including file naming and storage automation.

EXHIBIT 3: EMISSION CALCULATION PROCESS



Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, I/M program parameters and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel and emission control program data for every county; EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. These data items are discussed in the following sections.

Travel Demand Model

The roadway data input to emissions calculations for this conformity analysis is based on information from the region’s travel demand forecasting model. The travel demand model estimates roadway volumes based on input demographic forecasts and expected changes to the transportation roadway network.

The travel demand model follows the basic “four-step” travel demand forecasting process and utilizes the Cube Voyager (TP+) software platform. The model was recently updated in 2020 to include the Lancaster, Harrisburg, York, Franklin, Adams and Lebanon MPO areas in the south-central region. The network

contains attributes such as distance, number of lanes, area type, facility type, free flow speed, capacity of the lane, and location of traffic signals. The model updates included a revalidation of the travel model to 2018-2019 traffic conditions. Using the projected traffic volume data from the model, conditions were evaluated for all applicable future analysis years. All significant air quality projects from the TIP were coded into the travel demand model.

Transit data was also generated as part of the travel demand model. Existing fixed transit routes and their associated attributes (i.e., stops, headways, fares, and speeds) are included within a transit subroutine. Ridership estimates generated by this subroutine are fed back into the model stream as part of the overall network processing.

Traffic forecasts were projected based on the socioeconomic and land use data projections developed by HATS. This data includes total population, household population, total employment, and school enrollment. **Exhibit 4** summarizes socioeconomic data for the base year and horizon years included in the conformity analysis.

EXHIBIT 4: SOCIOECONOMIC GROWTH ASSUMPTIONS TO THE TRAVEL MODEL

County	Year	Population	Household	Total Employment
Cumberland	2018	247,337	98,746	133,740
	2025	259,952	104,154	139,013
	2035	274,295	110,125	148,066
	2045	286,715	115,281	157,346
	2050	294,010	118,341	161,721
Dauphin	2018	273,335	112,785	181,875
	2025	284,339	117,247	195,947
	2035	292,982	120,865	208,693
	2045	300,638	124,041	221,824
	2050	305,697	126,124	229,193
Perry	2018	45,883	17,845	7,562
	2025	49,480	19,280	9,648
	2035	50,270	19,596	10,282
	2045	50,134	19,544	10,910
	2050	50,916	19,858	11,529

The travel model network and assigned traffic volumes are processed by PPSUITE to prepare the traffic inputs needed to run the MOVES emission model. The following information is extracted from the model for emission calculations:

- Lanes

- Roadway capacity
- Distance
- Daily traffic volume
- Type of area abutting the roadway (e.g. urban, suburban, rural, etc.)
- Type of roadway facility (e.g. interstate, arterial, collector, local, etc.)

Other Supporting Traffic Data

Other traffic data is used to adjust and disaggregate traffic volumes. Key sources used in these processes include the following:

- *Highway Performance Monitoring System (HPMS VMT)*: According to EPA guidance, baseline inventory VMT computed from the regional travel demand model must be adjusted to be consistent with HPMS VMT totals. The VMT contained in the HPMS reports are considered to represent average annual daily traffic (AADT), an average of all days in the year, including weekends and holidays. Adjustment factors were calculated as part of the model's validation process. These factors are used to adjust locally modeled roadway data VMT to be consistent with the reported HPMS totals, and are applied to all county and facility group combinations within the region. These adjustments are important to account for local roadway VMT not represented within the regional travel demand model.
- *Seasonal Factors*: The traffic volumes estimated from the regional travel demand model are adjusted to summer or average monthly conditions (as needed for annual processing), using seasonal adjustment factors prepared by PennDOT's BPR in their annual traffic data report published on the BPR website (<http://www.dot.state.pa.us/> Search: Research and Planning) The seasonal factors are also used to develop MOVES daily and monthly VMT fraction files, allowing MOVES to determine the portion of annual VMT that occurs in each month of the year.
- *Hourly Patterns*: Speeds and emissions vary considerably depending on the time of day. In order to produce accurate emission estimates, it is important to estimate the pattern by which roadway volume varies by breaking the data down into hourly increments. Pattern data is in the form of a percentage of the daily volumes for each hour. Distributions are provided for all the counties within the region and by each facility type grouping. The hourly pattern data has been developed from 24-hour vehicle count data compiled by PennDOT's BPR, using the process identified in PennDOT's annual traffic data report. The same factors are also used to develop the MOVES hourly fraction file.

Vehicle Class

Emission rates within MOVES also vary significantly by vehicle type. MOVES produces emission rates for thirteen MOVES vehicle source input types. VMT, however, is input to MOVES by five HPMS vehicle groups (note that passenger cars and light trucks are grouped for input to MOVES). **Exhibit 5** summarizes the distinction between each classification scheme.

EXHIBIT 5: MOVES SOURCE TYPES AND HPMS VEHICLE GROUPS

SOURCE TYPES		HPMS Class Groups	
11	Motorcycle	10	Motorcycle
21	Passenger Car	25	Passenger Car
31	Passenger Truck	25	Passenger/Light Truck
32	Light Commercial Truck	40	Buses
41	Other Buses	50	Single Unit Trucks
42	Transit Bus	60	Combination Trucks
43	School bus		
51	Refuse Truck		
52	Single Unit Short-haul Truck		
53	Single Unit Long-haul Truck		
54	Motor Home		
61	Combination Short-haul Truck		
62	Combination Long-haul Truck		

The emissions estimation process includes a method to disaggregate the traffic volumes to the thirteen source types and then to recombine the estimates to the five HPMS vehicle classes. Vehicle type pattern data is used by PPSUITE to distribute the hourly roadway segment volumes among the thirteen MOVES source types. Similar to the 24-hour pattern data, this data contains percentage splits to each source type for every hour of the day. The vehicle type pattern data is developed from several sources of information:

- PennDOT truck percentages from the RMS database.
- Hourly distributions for trucks and total traffic compiled by PennDOT's BPR.
- School bus registration data from PennDOT's Bureau of Motor Vehicles Registration Database.

Vehicle type percentages are also input into the capacity analysis section of PPSUITE to adjust the speeds in response to truck volume. Larger trucks take up more roadway space compared to an equal number of cars and light trucks, which is accounted for in the speed estimation process by adjusting capacity using information from the Transportation Research Board's fifth edition of the *Highway Capacity Manual*. (<http://hcm.trb.org/>).

Vehicle Ages

Vehicle age distributions are input to MOVES for each of the thirteen source types. These distributions reflect the percentage of the vehicle fleet falling under each vehicle model year (MY), to a maximum age of 31 years. The vehicle age distributions were prepared from the most recently available registration download from PennDOT's Bureau of Motor Vehicles Registration Database. Due to data limitations, information for light duty vehicles, intercity buses and motor homes (including source types 11, 21, 31, 32, 41 and 54) was used as local data for MOVES inputs, while heavy-duty vehicles (including source types 42, 43, 51, 52, 53, 61, and 62) used the MOVES national default age distribution data. The registration data download is based on MOBILE6.2 vehicle categories. The data was converted to source types using the EPA convertor spreadsheets provided with the MOVES emission model.

Vehicle Population

The vehicle population information, including the number and age of vehicles, impacts forecasted start and evaporative emissions within MOVES. Similar to vehicle ages, MOVES requires vehicle populations for each of the thirteen source type categories. County vehicle registration data was used to estimate vehicle population for light-duty vehicles, transit buses, and school buses. Other heavy-duty vehicle population values were based on VMT for each source type using the vehicle mix and pattern data discussed previously. PPSUITE automatically applies MOVES default ratios of VMT and source type population (e.g. the number of miles per vehicle by source type) to the local VMT estimates to produce vehicle population.

For the preparation of source type population for other required conformity analysis years, base values were adjusted using forecast population and household data for the area. Growth rates were limited so as to not exceed the VMT growth assumptions.

Meteorology Data

Average monthly minimum temperatures, maximum temperatures, and humidity values are consistent with the regional State Implementation Plan (SIP) modeling conducted by DEP. The data was obtained from WeatherBank, Inc. EPA's MOBILE6.2-MOVES meteorological data convertor spreadsheet (<http://www.epa.gov/oms/models/moves/tools.htm>) was used to prepare the hourly temperature inputs needed for the MOVES model, based on the available data.

Fuel Parameters

The MOVES3 default data assumptions have been reviewed and determined adequate to be used as inputs to the MOVES emissions modeling. Key assumptions include:

- 10.0 RVP used for summer months.
- 100% market share of 10% ethanol throughout the year for analysis years 2025, 2035, 2045 and 2050 (based on MOVES3 defaults).

I/M Program Parameters

The inspection maintenance (I/M) program inputs to the MOVES model are based on previous and current programs within each county (all PA I/M programs are based on county boundaries). All analysis years include Pennsylvania's statewide I/M program. The default I/M program parameters included in MOVES were examined for each county and necessary changes were made to the default parameters to match the 2021 I/M program performance.

In order to assure that emission controls are working properly, vehicle inspection and maintenance (I/M) programs have been adopted in some nonattainment areas. These programs have the added benefit of improving the fuel efficiency of vehicles. The Pennsylvania inspection and maintenance (I/M) program was upgraded and expanded throughout the state with a phase-in period starting in September 2003 and fully implemented by June 2004.

The I/M program requirements vary by region (five regions) and include on-board diagnostics (OBD) technology that uses the vehicle's computer for model years 1996 and newer to identify potential engine and exhaust system problems that could affect emissions. The program, named PAOBDII, is implemented by region as follows:

- *Philadelphia Region* - Bucks, Chester, Delaware, Montgomery and Philadelphia Counties
[Includes tailpipe exhaust testing using ASM2015 or equipment for pre-1996 vehicles up to 25 years old]
- *Pittsburgh Region* - Allegheny, Beaver, Washington and Westmoreland Counties.
[Includes tailpipe exhaust testing using PA 97 equipment for pre-1996 vehicles up to 25 years old]
- *South Central and Lehigh Valley Region* - Berks, Cumberland, Dauphin, Lancaster, Lebanon, Lehigh, Northampton and York Counties.
[Includes gas cap and visual inspection only for 1975 through 1995 model years]
- *North Region* - Blair, Cambria, Centre, Erie, Lackawanna, Luzerne, Lycoming, and Mercer Counties.
[Gas cap and visual inspection only – No OBD]
- *Other 42 Counties* – Includes the remaining 42 counties not included above.
[Visual inspection only – No OBD]

The OBDII program is implemented in Philadelphia and Pittsburgh along with tailpipe (idle in Pittsburgh and idle and ASM in Philadelphia) and gas cap tests. Tests in other regions include:

- *Subject vehicles registered in the South Central and Lehigh Valley counties receive the visual, OBD and gas cap tests.*
- *Subject vehicles registered in the North region receive a gas cap test and visual inspection.*
- *Subject vehicles registered in the other 42 counties (67 total counties) receive a visual inspection as part of the annual safety inspection.*

Vehicle Technology Programs

Federal Programs

Current federal vehicle emissions control and fuel programs are incorporated into the MOVES3 software. The MOVES3 model includes the National Program standards covering light duty vehicles through model year 2026, heavy duty greenhouse gas standards for model year 2014-2018 vehicles, and the Tier 3 vehicle standards. Modifications of default emission rates are required to reflect the early implementation of the National Low Emission Vehicle (NLEV) program in Pennsylvania. To reflect these impacts, EPA has released instructions and input files that can be used to model these impacts. The NLEV input database was created for Pennsylvania per EPA's instructions and was used for this inventory.

MOVES3 also incorporates the following new federal emission standard rules:

- *Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2 (HD GHG2) Rule:* MOVES3 accounts for the HD GHG2 rule published in 2016. The rule set stricter fuel economy standards for HD vehicles which reduce CO2 emissions, but also impact other pollutants through changes in glider sales, hoteling activity, vehicle mass and road load coefficients.
- *Safe Affordable Fuel Efficient (SAFE) Vehicles Rule:* MOVES3 also accounts for the March 2020 SAFE standards for light-duty vehicles. These standards were less stringent than the preceding fuel economy standards, and thus increased fuel consumption and CO2 emissions.

State Programs

The Pennsylvania Clean Vehicles (PCV) Program, adopted in 1998, incorporated the California Low Emission Vehicle Regulations (CA LEV) by reference. The PCV Program allowed automakers to comply with the NLEV program as an alternative to this Pennsylvania program until MY2006. Beginning with MY2008, all "new" passenger cars and light-duty trucks with a gross vehicle weight rating (GVWR) of 8,500 pounds or less sold/leased and titled in Pennsylvania must be certified by the California Air Resources Board (CARB) or be certified for sale in all 50 states. For this program, a "new" vehicle is a qualified vehicle with an odometer reading less than 7,500 miles. DEP and PennDOT both work with the public, including manufacturers, vehicle dealers and consumers, to ensure that vehicles sold and purchased in Pennsylvania or vehicles purchased from other states by Pennsylvania residents comply with the requirements of the PCV Program, in order to be titled in Pennsylvania. Additionally, PennDOT ensures that paperwork for title and registration includes proof of CARB- or 50-state emission certification or that the vehicle owner qualifies for an exemption to the requirements, as listed on PennDOT's MV-9 form and in the PCV Program regulation. When necessary, information from PennDOT's title and registration process may be used to audit vehicle title transactions to determine program compliance.

The impacts of this program are modeled for all analysis years beyond 2008 using the same instructions and tools downloaded for the early NLEV analysis. EPA provided input files to reflect state programs

similar to the CAL LEV program. Modifications to those files were made to reflect a 2008 program start date for Pennsylvania.

Analysis Process Details

The previous sections have summarized the input data used for computing speeds and emission rates for this conformity analysis. This section explains how PPSUITE and MOVES use that input data to produce emission estimates. **Exhibit 6** provides a more detailed overview of the PPSUITE analysis procedure using the available traffic data information described in the previous sections.

VMT Preparation

Producing an emissions inventory with PPSUITE requires a process of disaggregation and aggregation. Data is available and used on a very detailed scale – individual roadway segments for each of the 24 hours of the day. This data needs to be processed individually to determine the distribution of vehicle hours of travel (VHT) by speed and then aggregated by vehicle class to determine the input VMT to the MOVES emission model. Key steps in the preparation of VMT include:

- *Assemble VMT* - The regional travel demand model contains the roadway segments, distances and travel volumes needed to estimate VMT. PPSUITE processes each segment by simply multiplying the assigned travel volume by the distance to obtain VMT.
- *Apply Seasonal Adjustments* – PPSUITE adjusts the traffic volumes to the appropriate analysis season using an average monthly day to support annual PM_{2.5} analyses. These traffic volumes are assembled by PPSUITE and extrapolated over the course of a year to produce the annual VMT file input to MOVES.
- *Disaggregate to Hours* - After seasonal adjustments are applied, the traffic volumes are distributed to each hour of the day. This allows for more accurate speed calculations (effects of congested hours) and allows PPSUITE to prepare the hourly VMT and speeds for input to MOVES.
- *Peak Spreading* - After distributing the daily volumes to each hour of the day, PPSUITE identifies hours that are unreasonably congested. For those hours, PPSUITE then spreads a portion of the volume to other hours within the same peak period, thereby approximating the “peak spreading” that normally occurs in such over-capacity conditions. This process also helps prevent hours with unreasonably congested speeds from disproportionately impacting emission calculations.
- *Disaggregation to Vehicle Types* - EPA requires VMT estimates to be prepared by the five HPMS vehicle groups, reflecting specific local characteristics. As described in the previous section, the hourly volumes are disaggregated into thirteen MOVES source types based on data from PennDOT, in combination with MOVES defaults. The thirteen MOVES source types are then recombined into five HPMS vehicle classes.
- *Apply HPMS VMT Adjustments* - Volumes must also be adjusted to account for differences with the HPMS VMT totals, as described in previous sections. VMT adjustments are provided as inputs to

PPSUITE and are applied to each of the roadway segment volumes. VMT adjustments are also applied to runs for future years.

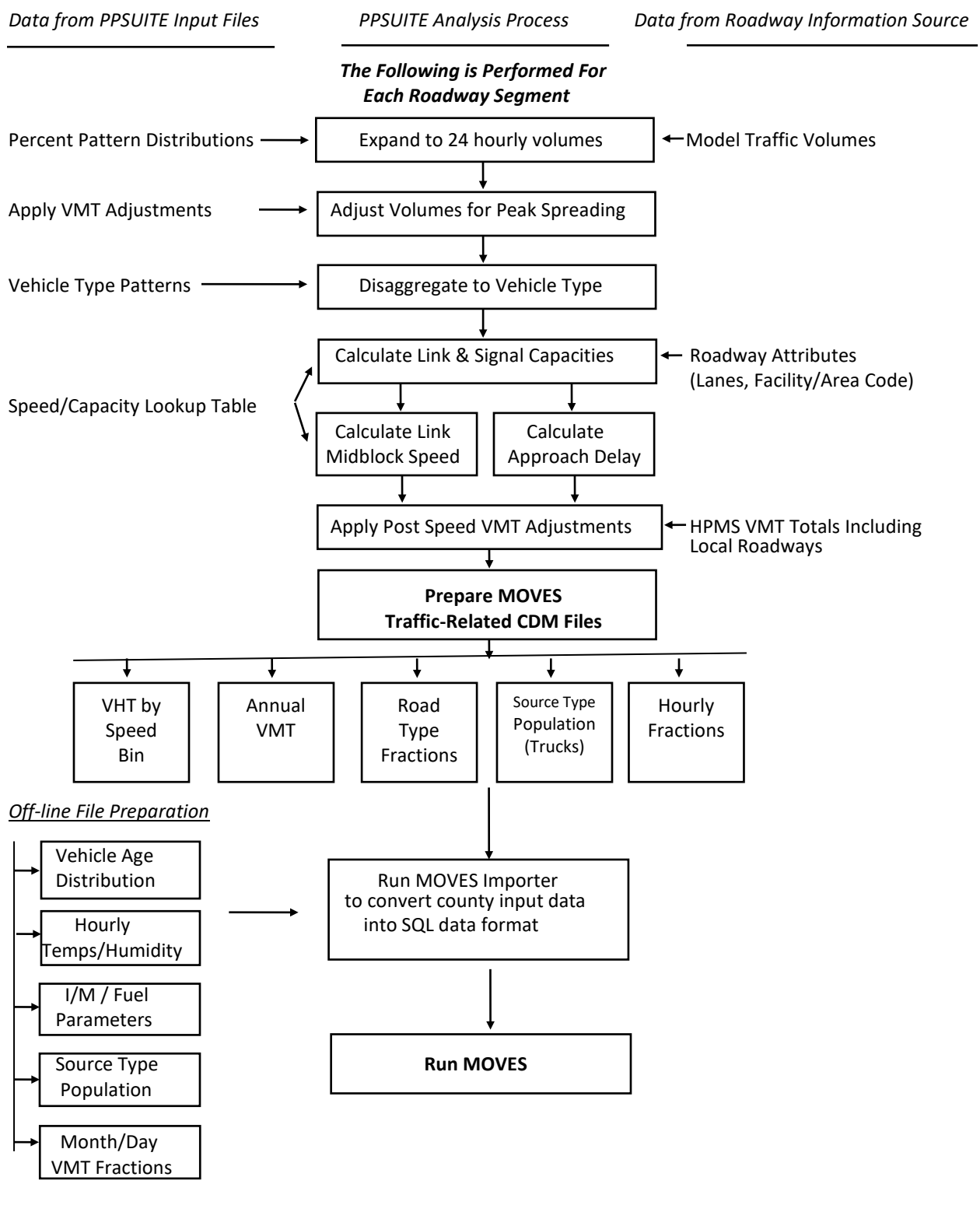
Speed Estimation

Emissions for many pollutants (including VOC and NO_x) vary significantly with travel speed. VOC emissions generally decrease as speed increases, while NO_x emissions decrease at low speeds and increase at higher speeds. Because emissions are so sensitive to speed changes, EPA recommends special attention be given to developing reasonable and consistent speed estimates. EPA also recommends that VMT be disaggregated into subsets that have roughly equal speeds, with separate emission factors for each subset. At a minimum, speeds should be estimated separately by road type.

The computational framework used for this analysis meets and exceeds the recommendation above relating to speed estimates. Speeds are individually calculated for each roadway segment and hour. Rather than accumulating the roadway segments into a particular road type and calculating an average speed, each individual link hourly speed is represented in the MOVES vehicle hours of travel (VHT) by a speed bin file. This MOVES input file allows the specification of a distribution of hourly speeds. For example, if 5% of a county's arterial VHT operates at 5 mph during the AM peak hour and the remaining 95% operates at 65 mph, this can be represented in the MOVES speed input file. For the roadway vehicle emissions calculations, speed distributions are input to MOVES by road type and source type for each hour of the day.

To calculate speeds, PPSUITE first obtains initial capacities (i.e., how much volume the roadway can serve before heavy congestion) and free-flow speeds (speeds assuming no congestion) a speed/capacity lookup table. As described previously, this data contains default roadway information indexed by the area and facility type codes. For areas with known characteristics, values can be directly coded to the database and the speed/capacity default values can be overridden. For most areas where known information is unavailable, the speed/capacity lookup tables provide valuable default information regarding speeds, capacities, signal characteristics, and other capacity adjustment information used for calculating congested delays and speeds. The result of this process is an estimated average travel time for each hour of the day for each highway segment. The average travel time multiplied by traffic volume produces vehicle hours of travel (VHT).

EXHIBIT 6: PPSUITE SPEED/EMISSION ESTIMATION PROCEDURE



Developing the MOVES Traffic Input Files

The PPSUITE software is responsible for producing the following MOVES input files during any analysis run:

- VMT by HPMS vehicle class.
- VHT by speed bin.
- Road type distributions.
- Hourly VMT fractions.

These files are text formatted files with a *.csv extension. The files are provided as inputs within the MOVES County Data Manager (CDM) and are described below:

- *VMT Input File:* VMT is the primary traffic input affecting emission results. The roadway segment distances and traffic volumes are used to prepare estimates of VMT. PPSUITE performs these calculations and outputs the MOVES annual VMT input file to the County Data Manager (CDM). The annual VMT is computed by multiplying the RMS or travel model roadway adjusted VMT by 365 days (366 days in a leap year).
- *VHT by Speed Bin File:* As described in the previous section, the PPSUITE software prepares the MOVES VHT by speed bin file, which summarizes the distribution of speeds across all links into each of the 16 MOVES speed bins for each hour of the day by road type. This robust process is consistent with the methods and recommendations provided in EPA's technical guidance for the MOVES2014 model (<http://www.epa.gov/otaq/models/moves/>) and ensures that MOVES emission rates are used to the fullest extent.
- *Road Type Distributions:* Within MOVES, typical drive cycles and associated operating conditions vary by roadway type. MOVES defines five different roadway types as follows:
 - 1 Off-Network.
 - 2 Rural Restricted Access.
 - 3 Rural Unrestricted Access.
 - 4 Urban Restricted Access.
 - 5 Urban Unrestricted Access.

For this analysis, the MOVES road type distribution file is automatically generated by PPSUITE using defined equivalencies. The off-network road type includes emissions from vehicle starts, extended idling, and evaporative emissions. Off-network activity in MOVES is primarily determined by the Source Type Population input.

MOVES Runs

After computing speeds and aggregating VMT and VHT, PPSUITE prepares traffic-related inputs needed to run EPA's MOVES software. Additional required MOVES inputs are prepared externally from the processing software and include temperatures, I/M program parameters, fuel characteristics, vehicle fleet

age distributions, and source type population. The MOVES county importer is run in batch mode. This program converts all data files into the SQL format used by the MOVES model. At that point, a MOVES run specification file (*.mrs) is created which specifies options and key data locations for the run. The MOVES run is then executed in batch mode. A summary of key MOVES run specification settings is shown in **Exhibit 7**. MOVES can be executed using either an inventory or rate-based approach. For this analysis, MOVES is applied using the inventory-based approach. Using this approach, actual VMT and population are provided as inputs to the model; MOVES is responsible for producing the total emissions for the region.

EXHIBIT 7: MOVES RUN SPECIFICATION FILE PARAMETER SETTINGS

Parameter	Setting
MOVES Version	MOVES3
MOVES Default Database Version	MOVESDB20221007
Scale	COUNTY
Analysis Mode	Inventory
Time Span	Annual Runs: Single MOVES run with 12-month inputs including all days and hours
Input Time Aggregation	Hour
Geographic Selection	County [FIPS]
Vehicle Selection	All source types Gasoline, Diesel, CNG, E85, Electricity
Road Type	All road types including off-network
Pollutants and Processes	All PM _{2.5} categories, NO _x
Database selection	Early NLEV database PA-Specific CAL LEV program database
General Output	Units: Emission = grams; Distance = miles; Time = hours; Energy = Million BTU
Output Emissions	Time = Month, Emissions by Process ID, Source Type and Road Type

Conformity Analysis Results (Fine Particulate Matter)

Transportation conformity analyses of the current TIP and RTP have been completed for the Harrisburg area. The analyses were performed according to the requirements of the Federal transportation conformity rule at 40 CFR Part 93, Subpart A. The analyses utilized the methodologies, assumptions and data as presented in previous sections. Interagency consultation has been used to determine applicable emission models, analysis years and emission tests.

Emission Tests

On December 8, 2014 EPA approved the Commonwealth of Pennsylvania’s request to redesignate the *Harrisburg-Lebanon-Carlisle, PA* and *Harrisburg-Lebanon-Carlisle-York, PA* nonattainment areas to attainment for the 1997 annual and 2006 24-hour PM_{2.5} NAAQS. As a result, both Dauphin and Cumberland counties are now classified as attainment for these NAAQS. However, both counties must continue to demonstrate conformity during the maintenance plan time period. The MVEBs provided in the maintenance plans for the HATS MPO region (Cumberland and Dauphin counties) are summarized in **Exhibit 8**.

EXHIBIT 8: ANNUAL PM_{2.5} MOTOR VEHICLE EMISSION BUDGETS

County / Pollutant	2017 Budget (tons/year)	2025 Budget (tons/year)
PM_{2.5}	365	275
NOx	10,287	7,024

Analysis Years

Section 93.119(g) of the Federal Transportation Conformity Regulations requires that emissions analyses be conducted for specific analysis years as follows:

- A near-term year, one to five years in the future.
- The last year of the MPO’s long range plan forecast period.
- All established MVEB years.
- Attainment year of the standard if within timeframe of TIP and RTP.
- An intermediate year or years such that if there are two years in which analysis is performed, the two analysis years are no more than ten years apart.

All analysis years were determined through the interagency consultation process. **Exhibit 9** provides the analysis years used for this conformity analysis.

EXHIBIT 9: TRANSPORTATION CONFORMITY ANALYSIS YEARS

Analysis Year	Description
2025	Budget Year
2035	Interim Year
2045	RTP Horizon Year
2050	Additional Horizon Year

Components of the PM_{2.5} Regional Emissions Analysis

PM_{2.5} can be the result of either direct or indirect emissions. Direct transportation emissions can be the result of brake or tire-wear, particulates in exhaust emissions, or dust raised by on-road vehicles or construction equipment. Possible indirect transportation related emissions of PM_{2.5} include: NH₃, NO_x, SO_x, and VOC. The EPA has ruled that regional analysis of direct PM_{2.5} emissions must include both exhaust and brake/tire-wear emissions. EPA’s current regulations specify that road dust should be included in the regional analysis of direct PM_{2.5} emissions only if the EPA or the state air agency have found it to be a significant contributor to the region’s nonattainment. Neither the EPA nor the state air agency has determined road dust to be a significant contributor in the nonattainment area for this conformity determination.

Until a SIP revision is approved proving that NO_x is insignificant, EPA’s current regulations state that indirect PM_{2.5} emissions must be analyzed for NO_x. Conversely, VOC, SO_x and NH₃ must be analyzed only if the state(s) or the EPA determines one or more of these pollutants significant. Therefore, NO_x is the only indirect PM_{2.5} component analyzed for the nonattainment area in this conformity determination.

Regionally Significant Highway Projects

For the purposes of conformity analysis, model highway networks are created for each analysis year. For the horizon years, regionally significant projects from the TIP and RTP were coded onto the networks. Detailed assessments were only performed for those new projects which may have a significant effect on emissions in accordance with 40 CFR Parts 51 and 93. Only those projects which would increase capacity or significantly impact vehicular speeds were considered. Projects such as common bridge replacements and roadway restoration projects, which constitute the majority of the TIP and RTP list, have been excluded from consideration since they are considered exempt under 40 CFR 93.126-127. A list of significant highway projects is shown in **Attachment A**.

Analysis Results

An emissions analysis has been completed for the 1997 8-hour ozone NAAQS and the 2006 24-hour PM_{2.5} NAAQS. Forecast years have been estimated using the procedures and assumptions provide in this conformity report. A detailed emission summary is also provided in **Attachment B**. Example MOVES importer (XML) and run specification (MRS) files are provided in **Attachment C**.

Exhibit 10 summarizes the Harrisburg region annual PM_{2.5} and NO_x emissions. Emissions are compared against the available 2017 and 2025 SIP MVEBs listed in **Exhibit 8**. The results illustrate that projected emissions are below the applicable MVEBs.

Exhibit 10: ANNUAL PM_{2.5} EMISSION ANALYSIS RESULTS AND CONFORMITY TEST
(Annual)

Pollutant	2025 (tons/year)	2035 (tons/year)	2045 (tons/year)	2050 (tons/year)
PM _{2.5}	124	79	73	74
NO _x	3,701	2,303	2,305	2,394
MVEB - PM _{2.5}	275	275	275	275
MVEB - NO _x	7,024	7,024	7,024	7,024
Conformity Result	Pass	Pass	Pass	Pass

Conformity Analysis Results (Ozone)

On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision*¹(EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

¹ Available from <https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation>

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Harrisburg region's SIP maintenance plan does not include any TCMs. All remaining requirements are addressed in the conformity determination section of this document.

Conformity Determination

Financial Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), requires the transportation plan and TIP to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. HATS, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the Harrisburg area and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The TIP and RTP have been determined to be financially constrained.

Public Participation

The TIP and RTP have undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR Part 450, the HATS Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period starting May 1st, which included a public meeting.

Conformity Statement

The conformity rule requires that the TIP and RTP conform to the applicable SIP(s) and be adopted by the MPO/RPO before any federal agency may approve, accept, or fund projects. Conformity is determined by applying criteria outlined in the transportation conformity regulations to the analysis.

The TIP and RTP for the Harrisburg area are found to conform to the applicable air quality SIP(s) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the HATS and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system.

Resources

MOVES Model

Modeling Page within EPA's Office of Mobile Sources Website contains a downloadable model, MOVES users guide and other information. See (<http://www.epa.gov/omswww/models.htm>)

Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, General Conformity, and Other Purposes, US EPA Office of Transportation and Air Quality, EPA-420-B-20-044, November 2020.

MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity, US EPA Office of Transportation and Air Quality, EPA-420-B-20-052, November 2020.

Traffic Engineering

Highway Capacity Manual, fifth edition (HCM2010), Transportation Research Board, presents current knowledge and techniques for analyzing the transportation system.

Traffic Data Collection and Factor Development Report, 2020 Data, Pennsylvania Department of Transportation, Bureau of Planning and Research.

Highway Vehicle Emissions Analysis Glossary

AADT: Average Annual Daily Traffic, average of ALL days

CAA: Clean Air Act as amended

CARB: California Air Resources Board

CFR: Code of Federal Regulations

County Data Manager (CDM): User interface developed to simplify importing specific local data for a single county or a user-defined custom domain without requiring direct interaction with the underlying SQL database in the MOVES emission model

DEP: Department of Environmental Protection.

Emission rate or factor: Expresses the amount of pollution emitted per unit of activity. For highway vehicles, this is usually expressed in grams of pollutant emitted per mile driven

EPA: Environmental Protection Agency.

FC: Functional code. Applied to road segments to identify their type (freeway, local, etc.)

FHWA: Federal Highway Administration

FR: Federal Register

FTA: Federal Transit Administration

Growth factor: Factor used to convert volumes to future years

HPMS: Highway Performance Monitoring System

I/M: Vehicle emissions inspection/maintenance programs are required in certain areas of the country. The programs ensure that vehicle emission controls are in good working order throughout the life of the vehicle. The programs require vehicles to be tested for emissions. Most vehicles that do not pass must be repaired.

RTP: Regional Long Range Transportation Plan

MOVES: Motor Vehicle Emission Simulator. The latest model EPA has developed to estimate emissions from highway vehicles

MVEB: motor vehicle emissions budget

NAAQS: National Ambient Air Quality Standard

NTD: National Transit Database

Pattern data: Extrapolations of traffic patterns (such as how traffic volume on road segment types varies by time of day, or what kinds of vehicles tend to use a road segment type) from segments with observed data to similar segments

PPSUITE: Post-Processor for Air Quality. A set of programs that estimate speeds and prepares MOVES inputs and processes MOVES outputs

Road Type: Functional code, applied in data management to road segments to identify their type (rural/urban highways, rural/urban arterials, etc.)

RMS: Roadway Management System

SIP: State Implementation Plan

Source Type: One of thirteen vehicle types used in MOVES modeling

TAZ: Traffic Analysis Zone System

TIP: Transportation Improvement Program

VHT: Vehicle hours traveled

VMT: Vehicle miles traveled. In modeling terms, it is the simulated traffic volumes multiplied by link length

VOC: volatile organic compound emissions

ATTACHMENT A

Project List

2025-2028 TIP Air Quality Significant Projects

County	MPMS	Name	Description
Interstate Highway-Bridge Projects			
Dauphin	92931	Eisenhower Interchange	This project consists of roadway and structure improvements on 40th St, Paxton St, Derry St, Pen-Har Dr, new Paxton Street Connector, Chambers Hill Road, and the new Paxton St Interchange in Swatara Township, Dauphin County.
Dauphin	113357	I-83 East Shore Section 3B	Reconstruct and widen for additional lanes on I-83 from SR 0230 (Cameron Street) to about 1500 feet west of SR 3013 (29th Street) overpass and along the SR 3010 (Paxton Street) and 17th Street corridors; and structure replacements in Harrisburg City and Swatara Township, Dauphin County.
Dauphin	113376	I-83 East Shore Section 3C	Replace and widen I-83 Viaduct Structure from the Susquehanna River to SR 0230 (Cameron Street) in Harrisburg City, Dauphin County. <i>Construction of this project will initiate beyond TIP years.</i>
Dauphin	113378	Eisenhower Interchange B	Reconstruction and widening for lane additions from the Eisenhower Interchange: I-83 to the north to Union Deposit Interchange, I-283 to the south to PA 441 Interchange, and US-322 to the east to Pen-Har Interchange in Swatara and Lower Paxton Townships, Dauphin County. <i>Construction of this project will initiate beyond TIP years.</i>
Dauphin	113380	Eisenhower Interchange C	Reconstruction and widening for lane additions from the Eisenhower Interchange: I-83 to the south to the 29th Street overpass in Swatara Township, Dauphin County. <i>Construction of this project will initiate beyond TIP years.</i>
Dauphin	113381	Eisenhower Interchange D	This project consists of the I-83 Eisenhower Interchange reconstruction and widening, Derry Street Interchange and bridge replacements in Swatara Township, Dauphin County. <i>Construction of this project will initiate beyond TIP years.</i>
Dauphin	113754	I-83 South Bridge Replacement	Bridge Replacement, Widening and Interchange Improvements of I-83 South Bridge over the Susquehanna River in Harrisburg City.
Non-Interstate Highway-Bridge Projects			
Cumberland	114202	Lemoyne Bottleneck Improvements	This project may consist of bicycle, pedestrian and safety improvements from the intersection of Market St (SR 1010) with S. Third St (SR 2035) to Front St (SR 1027) in Lemoyne Borough, Cumberland County with the installation of a bike lane, sidewalk upgrades and roadway lane reconfiguration in Lemoyne and Wormleysburg Boroughs. May also include Front Street traffic signal upgrade and signal coordination.

County	MPMS	Name	Description
Cumberland	114315	Sporting Hill Turn Lane	project consists of resurfacing, adding turn lanes, coordinated signal replacements at 4 intersections and updating bicycle and pedestrian accommodations on South Sporting Hill Road (SR 1013) from Trindle Road (PA 641) to Carlisle Pike (SR 1010), in Hampden Township Cumberland County.
Cumberland	117594	SR 641 and Locust Point Rd Intersection HSM	The project consists of safety improvements at the intersection of SR 0641 (Trindle Road) and SR 1007 (Locust Point Road), in Silver Spring and Monroe Townships, Cumberland County.
Cumberland	117596	SR 641 and Middlesex Rd Intersection HSM	This project may consist of installing a roundabout, installing a traffic signal, increasing triangular sight distance, improving intersection skew angle, and installing systemic signing and marking improvements for stop controlled intersections at the intersection of PA 641 and T 560, T 684 (Middlesex Road) in Middlesex Township, Cumberland County.
Cumberland	117675	West St, Willow St, Walnut Bottom Rd	This project may consist of a mini-roundabout at the intersection of SR 3023 (Walnut Bottom Road) West Street and Willow Street in Carlisle Borough, Cumberland County.
Dauphin	106554	Riverlands Safety Implementation	This project consists of the implementation of safety improvements identified in the study, which consist of low-cost safety improvements, reconfiguration of interchanges, auxiliary lanes on US 22. The westbound US 22 went from 2 lanes to 3 lanes in certain locations, with the addition of the frontage road. The westbound acceleration lane on the Clarks Ferry Bridge is being extended 1,300 feet until the frontage road begins. The frontage road is approximately 4,555 feet. This will include a 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.
Dauphin	114316	Cameron/Maclay Intersection	This project consists of intersection, traffic signal coordination, and pedestrian facilities improvements on Cameron Street (SR 230) from Paxton Street (SR 3009) to Elmerton Avenue (SR 3026). These improvements will also help to reduce congestion and improve pedestrian safety in the City of Harrisburg, Dauphin County.

County	MPMS	Name	Description
Dauphin	116786	Middletown Rd Safety and Congestion Improvements	This project consists of widening Middletown Road (SR 2003) from SR 283 to SR 322 in Derry and Londonderry Townships, Dauphin County. Potential improvements from the corridor transportation evaluation include improved access management, geometric improvements at the intersection of Middletown Road and the Route 322 eastbound exit ramp, addition of a turn lane or median, and widening the roadway altogether (long term).
Dauphin	117612	PA 743 and PA 341 Intersection HSM	This project may consist of a change of intersection skew angle, installation of a roundabout and change of intersection sight distance at the intersection of PA 743 (Elizabethtown Road) and PA 341 (Colebrook Road) in Conewago Township, Dauphin County.
Transit Projects			
Dauphin	112974 (Hwy-Bridge) & 112975 (Transit)	SRTA Employment Access	Funding will be used in coordination with MPMS# 113077 from the YAMPO TIP for a demonstration project to provide access to employment centers along the I-83corridor between York and Harrisburg beyond the current SRTA (York County) or SRTA (Harrisburg Area) fixed route service areas.

2045 RTP Air Quality Significant Projects
(no new air quality significant projects since last conformity determination)

County	Location	RTP Timeframe	Long Project Description
Cumberland	Trindle Road (Sporting Hill Road to Camp Hill Borough)	Mid-Range	Traffic volumes are heavy on this roadway with significant commercial, residential, and office development along the corridor. The Township is requesting the corridor be widened to four lanes.
Cumberland	Intersection of Orrs Bridge Road, Carlisle Pike & Central Blvd	Mid-Range	Realignment of Central Boulevard to address offset intersection alignment and improve traffic movements as well as safety
Cumberland	Intersection of Carlisle Pike and St. Johns Church Rd	Mid-Range	Re-delineate the center two-way left turn lane on the westbound approach to provide 290' of storage and investigate extending the eastbound right turn lane to provide 295' of storage
Cumberland	Hogestown - Carlisle Pike from Commerce Drive to SR 114	Mid-Range	This high-volume roadway is disruptive to the community and presents safety and character concerns. This creates a situation that is directly adverse to the goals of the Township's Comprehensive Plan, which strives to safely and efficiently accommodate regional pass-through traffic. Per the Comprehensive Plan from 2019 for Silver Spring Township, an objective outlines requires all improvement to consider preservation of rural and suburban character of the Township by directing future development and redevelopment towards areas of existing development. Preserving the historical portions of the village and ensuring this residential land use location maintains integrity. Traffic concerns will be further compromised with upcoming planned development of the Hempt Farms property.
Cumberland	Wertzville Road (Orrs Bridge Road to North Enola Drive)	Mid-Range	Wertzville Road is currently a two lane roadway traversing the Township in an east/west direction and serves as a major east/west corridor providing access to businesses located in the Township. During peak traffic periods, left turns into private residences and other businesses/commercial areas reduce capacity of the through movements. By providing a continuous two way center turn lane, capacity will be significantly improved along the corridor.

County	Location	RTP Timeframe	Long Project Description
Dauphin	US 422, 322, and Hershey Park Drive Interchange	Mid-Range	The Route 322/422/Hersheypark Drive Interchange has been identified as a problem interchange for several years within Derry Township. The interchange has several loops and does not efficiently merge traffic at the ramp terminals. Additionally, Derry Township Police has temporarily closed a lane along westbound Route 322 in order to provide safe merging areas for event traffic from Hersheypark Drive. The interchange also divides this area of the Township and precludes bike/pedestrian movements between Walton Avenue/Hummelstown area and Route 322/Hershey Medical Center area. The shoulders are too narrow to support bicycle traffic and there are no sidewalks. Considering the volume and speed of traffic within the interchange, there are safety concerns with non-motorized uses traversing this area.
Cumberland	Intersection of Simpson Ferry Road & Wesley Dr/Sheely Ln	Mid-Range	Separation of the current shared right/through lane to an individual right turn lane and an individual through lane to alleviate congestion.
Dauphin	Route 147, Route 225, 4th Street, Armstrong Street	Mid-Range	Preferred Alternative in Freight Study - Modification of 4th Street and Armstrong Street to one-way traffic patterns to create a partial one-way loop
Cumberland	Wertzville Road (Valley Road to East Pennsboro Twp)	Mid-Range	Due to the arterial nature of Route 944 in the Township and its related high traffic volumes, Hampden Township is requesting the road be widened to four lanes.
Dauphin	Route 422 (W Chocolate Ave) and Old West Chocolate Ave	Mid-Range	North-south mobility for vehicles and bikes/pedestrians is lacking in several portions of Derry Township. In this specific area, access to and from Old West Chocolate Ave from Route 422 is restricted for motorists, cyclists, and pedestrians. A railroad traverses this area, limiting the potential connection points. Motorists, bicyclists and pedestrians typically use the cut through residential roadways of 2nd Avenue to travel north on N Hockersville Road. Based on 2019 traffic counts, over 100 vehicles traverse this residential neighborhood during a typical peak hour. Additionally, there are frequent long queues and delays at the nearby intersection of Route 422 and N Hockersville Road.
Cumberland	Intersection of Hummel Avenue and 18th Street	Mid-Range	Traffic volumes have been increasing for many years. Congestion, delays, and safety concerns have increased along with the volumes. Roadways approach from six directions, through three traffic signals, converging on a single bridge. A busy at-grade railroad crossing within the project limits affects traffic operations. The
Cumberland	Intersection of Hummel Avenue and 17th Street	Mid-Range	

County	Location	RTP Timeframe	Long Project Description
Cumberland	Intersection of State Street and 17th Street	Mid-Range	Township is requesting that three signalized intersections be upgraded: Hummel at 18th, Hummel at 17th, and State at 17th (cost includes all of these intersections).
Cumberland	US 15/Rossmoyne Rd/Wesley Dr Interchange	Long-Range	Traffic accessing interchange ramps currently functions at poor levels of service. Turn lane stacking frequently exceeds capacity of the lanes. Congestion occurs daily. Lower Allen is requesting upgrades to existing signalized intersections or existing alignments.
Cumberland	Intersection of Gettysburg Road and St. Johns Road	Long-Range	Traffic volumes on Gettysburg Road have been increasing for many years. Congestion, delays, and safety concerns have increased along with the volumes. The Township is requesting two intersections on Gettysburg Road be upgraded - upgrade existing signalized intersection at Slate Hill Road/Locust Street and install a new traffic signal at St. Johns Road (cost includes both intersections).
Cumberland	Route 944/Miller's Gap and Old Willow Mill	Long-Range	Per HRG's 2014 Wertzville Road Corridor Study, safe stopping distance is not provided for 45 mph posted speed limit Northbound - looking left, and Southbound looking right. Houses limit intersection sight distance. In addition to the sight distance concerns, turn lane warrants indicate multiple turn lanes should be provided to provide safe egress from Wertzville Road - an eastbound left turn lane and westbound left and right turn lanes. The 2017 SR 0944 Safety Study, performed by WBCM also notes the limited intersection sight distance and reports a significant number of angle crashes at this intersection - more than at any other study intersection within Silver Spring Township. Intersection safety concerns are compounded by the heavy side-street traffic along Old Willow Mill Road and Millers Gap Road and tight intersection radii on all legs of the intersection.
Cumberland	York Rd, Petersburg Rd, and Carlton Avenue	Long-Range	Installation of traffic signal to mitigate congestion and improve safety
Perry	Bloomfield Rd (SR 274) and Locust Street	Long-Range	Intersection improvements to address sight distance concerns due to retaining walls
Cumberland	Intersection of Lisburn Rd and Creek Rd	Long-Range	Intersection improvements to address increasing traffic volumes, congestion and delays, and safety concerns (cost includes intersections of Lisburn Road at Creek Road, Carlisle Road, and Spanglers Mill Road)

County	Location	RTP Timeframe	Long Project Description
Cumberland	Intersection of Lisburn Rd and Carlisle Rd	Long-Range	Intersection improvements to address increasing traffic volumes, congestion and delays, and safety concerns (cost includes intersections of Lisburn Road at Creek Road, Carlisle Road, and Spanglers Mill Road)
Cumberland	Intersection of Lisburn Rd and Spanglers Mill Rd	Long-Range	Intersection improvements to address increasing traffic volumes, congestion and delays, and safety concerns (cost includes intersections of Lisburn Road at Creek Road, Carlisle Road, and Spanglers Mill Road)
Cumberland	Spring Rd (RT34) and Longs Gap Road	Long-Range	Intersection realignment to a "T" intersection, installation of a 3-way traffic signal, construction of a left turn lane on Spring Road (Rt34) for those who want to turn left onto Longs Gap Road
Cumberland	Intersection of Holly Pike (Rt 34) and Pine Road	Long-Range	The intersection is a "T" intersection with a heavily traveled state highway. Previous studies conducted by a developer in the area indicate that a turn lane is warranted. The project in question never materialized. The wait for opportunities to make left turns has caused people to risk pulling out onto Pine Road in unsafe conditions. The issues at this intersection were also independently reported by Dickinson Township.

ATTACHMENT B
Detailed Emission Results

Detailed Emission Results for Annual PM_{2.5} Analysis

2025 Annual PM_{2.5} by Road Type

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Cumberland	Off-Network	N/A	N/A	339.95	10.70
	Rural Restricted	567,429,746	63.7	488.59	12.14
	Rural UnRestricted	363,141,329	39.9	148.60	5.82
	Urban Restricted	1,166,586,330	58.1	701.60	19.24
	Urban UnRestricted	1,004,512,278	27.2	346.10	17.50
	<i>Subtotal</i>	<i>3,101,669,683</i>		<i>2,024.84</i>	<i>65.40</i>
Dauphin	Off-Network	N/A	N/A	302.83	10.67
	Rural Restricted	92,792,129	63.5	51.66	1.37
	Rural UnRestricted	324,760,725	40.1	109.17	4.60
	Urban Restricted	1,416,995,090	57.3	830.82	22.99
	Urban UnRestricted	1,221,555,806	29.2	382.06	19.46
	<i>Subtotal</i>	<i>3,056,103,750</i>		<i>1,676.54</i>	<i>59.08</i>
Off-Model Project Emission Benefits				0.00	0.00
Region Total		6,157,773,433		3,701.38	124.49
			(Kg/Year)	3,357,835	112,931

2035 Annual PM_{2.5} by Road Type

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Cumberland	Off-Network	N/A	N/A	272.50	8.50
	Rural Restricted	542,424,474	64.7	239.85	4.59
	Rural UnRestricted	347,778,059	39.4	82.01	3.30
	Urban Restricted	1,461,231,076	57.6	462.85	11.09
	Urban UnRestricted	1,139,361,377	26.2	222.52	13.50
	<i>Subtotal</i>	<i>3,490,794,985</i>		<i>1,279.73</i>	<i>40.99</i>
Dauphin	Off-Network	N/A	N/A	230.16	8.85
	Rural Restricted	141,993,194	63.7	38.62	0.92
	Rural UnRestricted	349,557,325	39.4	61.91	3.03
	Urban Restricted	1,590,186,830	56.7	479.48	11.82
	Urban UnRestricted	1,283,562,754	28.8	213.59	13.76
	<i>Subtotal</i>	<i>3,365,300,103</i>		<i>1,023.76</i>	<i>38.38</i>
Off-Model Project Emission Benefits				0.00	0.00
Region Total		6,856,095,088		2,303.49	79.37
			(Kg/Year)	2,089,693	72,000

2045 Annual PM_{2.5} by Road Type

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Cumberland	Off-Network	N/A	N/A	283.94	6.39
	Rural Restricted	670,581,594	64.6	262.44	4.69
	Rural UnRestricted	387,723,041	39.1	83.79	3.29
	Urban Restricted	1,586,901,819	57.6	449.08	10.25
	Urban UnRestricted	1,201,489,488	25.4	218.97	13.39
	<i>Subtotal</i>	<i>3,846,695,942</i>		<i>1,298.20</i>	<i>38.00</i>
Dauphin	Off-Network	N/A	N/A	229.19	6.44
	Rural Restricted	204,689,075	63.6	48.06	1.06
	Rural UnRestricted	380,411,716	38.2	61.88	3.00
	Urban Restricted	1,691,442,095	56.7	455.11	10.70
	Urban UnRestricted	1,383,628,450	28.0	212.56	13.92
	<i>Subtotal</i>	<i>3,660,171,336</i>		<i>1,006.80</i>	<i>35.12</i>
Off-Model Project Emission Benefits				0.00	0.00
Region Total		7,506,867,278		2,305.00	73.11
			(Kg/Year)	2,091,062	66,328

2050 Annual PM_{2.5} by Road Type

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	PM _{2.5}
Cumberland	Off-Network	N/A	N/A	296.46	5.84
	Rural Restricted	691,930,679	64.6	265.31	4.67
	Rural UnRestricted	396,924,664	38.8	85.25	3.32
	Urban Restricted	1,709,582,137	57.5	480.34	10.79
	Urban UnRestricted	1,243,709,349	24.9	226.31	13.85
	<i>Subtotal</i>	<i>4,042,146,829</i>		<i>1,353.67</i>	<i>38.47</i>
Dauphin	Off-Network	N/A	N/A	235.51	5.78
	Rural Restricted	237,859,293	63.5	54.65	1.19
	Rural UnRestricted	383,853,768	38.1	61.90	2.98
	Urban Restricted	1,755,187,167	56.6	465.65	10.82
	Urban UnRestricted	1,451,574,321	27.5	222.67	14.61
	<i>Subtotal</i>	<i>3,828,474,549</i>		<i>1,040.38</i>	<i>35.39</i>
Off-Model Project Emission Benefits				0.00	0.00
Region Total		7,870,621,378		2,394.05	73.86
			(Kg/Year)	2,171,848	67,001

2025 Annual PM_{2.5} by Source Type

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Cumberland	Motorcycle	18,061,658	14.19	0.43
	Passenger Car	1,182,493,900	73.73	8.71
	Passenger Truck	1,247,744,900	318.48	16.51
	Light Commercial Truck	147,886,860	63.10	2.74
	Intercity Bus	10,684,850	42.77	1.00
	Transit Bus	5,391,703	20.37	0.36
	School Bus	1,903,168	4.81	0.19
	Refuse Truck	1,626,605	4.77	0.09
	Single Unit Short-haul Truck	165,076,816	183.90	4.67
	Single Unit Long-haul Truck	11,099,814	10.26	0.27
	Motor Home	5,183,935	13.91	0.49
	Combination Short-haul Truck	60,180,104	202.80	4.02
	Combination Long-haul Truck	244,335,370	1,071.74	25.94
	<i>Subtotal</i>	<i>3,101,669,683</i>	<i>2,024.84</i>	<i>65.40</i>
Dauphin	Motorcycle	18,683,914	14.42	0.45
	Passenger Car	1,223,234,230	78.88	9.42
	Passenger Truck	1,290,733,380	336.62	17.72
	Light Commercial Truck	152,978,486	66.68	2.92
	Intercity Bus	4,602,738	19.18	0.46
	Transit Bus	9,336,143	36.94	0.66
	School Bus	1,338,600	3.62	0.14
	Refuse Truck	1,186,526	3.64	0.07
	Single Unit Short-haul Truck	120,276,444	141.29	3.60
	Single Unit Long-haul Truck	8,084,199	7.97	0.21
	Motor Home	3,778,028	11.40	0.41
	Combination Short-haul Truck	43,849,666	153.68	3.12
	Combination Long-haul Truck	178,021,396	802.23	19.91
	<i>Subtotal</i>	<i>3,056,103,750</i>	<i>1,676.54</i>	<i>59.08</i>
Off-Model Project Emission Benefits		0.00	0.00	
Region Total		6,157,773,433 (Kg/Year)	3,701.38 3,357,835	124.49 112,931

2035 Annual PM_{2.5} by Source Type

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Cumberland	Motorcycle	20,263,364	15.64	0.49
	Passenger Car	1,326,639,700	34.81	8.91
	Passenger Truck	1,399,835,800	88.33	13.03
	Light Commercial Truck	165,921,220	13.98	1.66
	Intercity Bus	12,273,443	27.00	0.39
	Transit Bus	6,112,176	11.28	0.10
	School Bus	2,166,758	2.70	0.05
	Refuse Truck	1,720,832	3.63	0.03
	Single Unit Short-haul Truck	189,577,297	150.60	2.64
	Single Unit Long-haul Truck	12,634,140	8.27	0.15
	Motor Home	5,359,907	7.33	0.30
	Combination Short-haul Truck	67,014,929	169.67	2.45
	Combination Long-haul Truck	281,275,420	746.50	10.79
	<i>Subtotal</i>	<i>3,490,794,985</i>	<i>1,279.73</i>	<i>40.99</i>
Dauphin	Motorcycle	20,486,338	15.59	0.49
	Passenger Car	1,341,244,440	37.27	9.30
	Passenger Truck	1,415,251,600	93.44	13.66
	Light Commercial Truck	167,729,164	14.75	1.74
	Intercity Bus	5,323,024	12.63	0.19
	Transit Bus	10,508,981	21.09	0.20
	School Bus	1,506,730	2.11	0.03
	Refuse Truck	1,249,709	2.79	0.02
	Single Unit Short-haul Truck	137,109,706	115.80	2.05
	Single Unit Long-haul Truck	9,126,266	6.43	0.12
	Motor Home	3,876,730	6.25	0.27
	Combination Short-haul Truck	48,449,319	128.81	1.90
	Combination Long-haul Truck	203,438,096	566.79	8.39
	<i>Subtotal</i>	<i>3,365,300,103</i>	<i>1,023.76</i>	<i>38.38</i>
Off-Model Project Emission Benefits		0.00	0.00	
Region Total	6,856,095,088 (Kg/Year)	2,303.49 2,089,693	79.37 72,000	

2045 Annual PM_{2.5} by Source Type

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Cumberland	Motorcycle	22,194,817	17.14	0.53
	Passenger Car	1,453,096,500	27.68	8.40
	Passenger Truck	1,533,265,700	62.92	11.31
	Light Commercial Truck	181,731,250	9.09	1.45
	Intercity Bus	14,374,519	27.83	0.25
	Transit Bus	6,616,209	11.35	0.09
	School Bus	2,342,588	2.63	0.04
	Refuse Truck	1,978,018	4.07	0.03
	Single Unit Short-haul Truck	215,276,376	165.99	2.91
	Single Unit Long-haul Truck	14,274,528	9.08	0.16
	Motor Home	6,099,593	4.76	0.13
	Combination Short-haul Truck	75,589,463	181.63	2.45
	Combination Long-haul Truck	319,856,380	774.06	10.24
	<i>Subtotal</i>	<i>3,846,695,942</i>	<i>1,298.20</i>	<i>38.00</i>
Dauphin	Motorcycle	22,260,553	16.87	0.53
	Passenger Car	1,457,395,010	29.48	8.75
	Passenger Truck	1,537,825,640	66.46	11.82
	Light Commercial Truck	182,255,637	9.60	1.51
	Intercity Bus	6,075,916	12.93	0.12
	Transit Bus	11,283,133	21.33	0.18
	School Bus	1,621,639	2.08	0.03
	Refuse Truck	1,382,450	3.04	0.02
	Single Unit Short-haul Truck	150,104,462	124.35	2.20
	Single Unit Long-haul Truck	9,962,869	6.90	0.13
	Motor Home	4,252,736	3.70	0.10
	Combination Short-haul Truck	52,709,230	134.57	1.87
	Combination Long-haul Truck	223,042,060	575.49	7.84
	<i>Subtotal</i>	<i>3,660,171,336</i>	<i>1,006.80</i>	<i>35.12</i>
Off-Model Project Emission Benefits		0.00	0.00	
Region Total	7,506,867,278 (Kg/Year)	2,305.00 2,091,062	73.11 66,328	

2020 Annual PM_{2.5} by Source Type

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Cumberland	Motorcycle	23,267,813	17.98	0.56
	Passenger Car	1,523,338,800	27.95	8.61
	Passenger Truck	1,607,391,900	59.78	11.03
	Light Commercial Truck	190,522,850	8.78	1.43
	Intercity Bus	15,513,233	29.84	0.27
	Transit Bus	6,852,974	11.74	0.09
	School Bus	2,425,049	2.72	0.04
	Refuse Truck	2,107,900	4.32	0.03
	Single Unit Short-haul Truck	228,758,671	175.93	3.08
	Single Unit Long-haul Truck	15,203,718	9.65	0.17
	Motor Home	6,482,312	4.97	0.14
	Combination Short-haul Truck	80,762,938	191.42	2.53
	Combination Long-haul Truck	339,518,670	808.58	10.48
	<i>Subtotal</i>	<i>4,042,146,829</i>	<i>1,353.67</i>	<i>38.47</i>
Dauphin	Motorcycle	23,270,691	17.61	0.56
	Passenger Car	1,523,533,090	29.54	8.99
	Passenger Truck	1,607,606,020	62.92	11.52
	Light Commercial Truck	190,525,560	9.24	1.49
	Intercity Bus	6,557,838	13.91	0.13
	Transit Bus	11,694,105	22.14	0.19
	School Bus	1,676,809	2.15	0.03
	Refuse Truck	1,462,673	3.22	0.03
	Single Unit Short-haul Truck	157,629,682	130.64	2.32
	Single Unit Long-haul Truck	10,459,959	7.26	0.13
	Motor Home	4,466,839	3.82	0.11
	Combination Short-haul Truck	55,658,587	140.85	1.92
	Combination Long-haul Truck	233,932,696	597.08	7.98
	<i>Subtotal</i>	<i>3,828,474,549</i>	<i>1,040.38</i>	<i>35.39</i>
Off-Model Project Emission Benefits		0.00	0.00	
Region Total		7,870,621,378 (Kg/Year)	2,394.05 2,171,848	73.86 67,001

2025 Annual PM_{2.5} by Emission Process

County	Emission Process	ProcessID	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Cumberland	Running Exhaust	1	1,789.50	36.14
	Start Exhaust	2	151.94	6.89
	Brakewear	9	0.00	10.11
	Tirewear	10	0.00	5.52
	Evap Permeation	11	0.00	0.00
	Evap Fuel Vapor Venting	12	0.00	0.00
	Evap Fuel Leaks	13	0.00	0.00
	Crankcase Running Exhaust	15	14.21	5.41
	Crankcase Start Exhaust	16	0.01	0.06
	Crankcase Extended Idle Exhaust	17	0.50	0.38
	Extended Idle Exhaust	90	64.35	0.81
	Auxiliary Power Exhaust	91	4.33	0.08
	<i>Subtotal</i>			<i>2,024.84</i>
Dauphin	Running Exhaust	1	1,458.43	30.53
	Start Exhaust	2	159.21	7.58
	Brakewear	9	0.00	10.55
	Tirewear	10	0.00	5.28
	Evap Permeation	11	0.00	0.00
	Evap Fuel Vapor Venting	12	0.00	0.00
	Evap Fuel Leaks	13	0.00	0.00
	Crankcase Running Exhaust	15	10.94	4.20
	Crankcase Start Exhaust	16	0.01	0.06
	Crankcase Extended Idle Exhaust	17	0.35	0.26
	Extended Idle Exhaust	90	44.60	0.56
	Auxiliary Power Exhaust	91	3.00	0.05
	<i>Subtotal</i>			<i>1,676.54</i>
Off-Model Project Emission Benefits			0.00	0.00
Region Total			3,701.38	124.49
		(Kg/Year)	3,357,835	112,931

2025 Annual PM_{2.5} by Emission Process

County	Emission Process	ProcessID	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Cumberland	Running Exhaust	1	1,106.82	13.40
	Start Exhaust	2	109.18	7.39
	Brakewear	9	0.00	11.75
	Tirewear	10	0.00	6.24
	Evap Permeation	11	0.00	0.00
	Evap Fuel Vapor Venting	12	0.00	0.00
	Evap Fuel Leaks	13	0.00	0.00
	Crankcase Running Exhaust	15	15.35	1.76
	Crankcase Start Exhaust	16	0.00	0.06
	Crankcase Extended Idle Exhaust	17	0.42	0.19
	Extended Idle Exhaust	90	38.79	0.18
	Auxiliary Power Exhaust	91	9.17	0.03
	<i>Subtotal</i>			1,279.73
Dauphin	Running Exhaust	1	869.51	11.32
	Start Exhaust	2	108.95	7.96
	Brakewear	9	0.00	11.62
	Tirewear	10	0.00	5.81
	Evap Permeation	11	0.00	0.00
	Evap Fuel Vapor Venting	12	0.00	0.00
	Evap Fuel Leaks	13	0.00	0.00
	Crankcase Running Exhaust	15	11.81	1.33
	Crankcase Start Exhaust	16	0.00	0.06
	Crankcase Extended Idle Exhaust	17	0.29	0.13
	Extended Idle Exhaust	90	26.85	0.12
	Auxiliary Power Exhaust	91	6.35	0.02
	<i>Subtotal</i>			1,023.76
Off-Model Project Emission Benefits			0.00	0.00
Region Total			2,303.49	79.37
		(Kg/Year)	2,089,693	72,000

2045 Annual PM_{2.5} by Emission Process

County	Emission Process	ProcessID	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Cumberland	Running Exhaust	1	1,125.67	10.70
	Start Exhaust	2	106.21	5.54
	Brakewear	9	0.00	12.97
	Tirewear	10	0.00	6.90
	Evap Permeation	11	0.00	0.00
	Evap Fuel Vapor Venting	12	0.00	0.00
	Evap Fuel Leaks	13	0.00	0.00
	Crankcase Running Exhaust	15	16.65	1.53
	Crankcase Start Exhaust	16	0.00	0.04
	Crankcase Extended Idle Exhaust	17	0.42	0.16
	Extended Idle Exhaust	90	37.82	0.13
	Auxiliary Power Exhaust	91	11.43	0.02
	<i>Subtotal</i>			<i>1,298.20</i>
Dauphin	Running Exhaust	1	859.15	8.66
	Start Exhaust	2	102.20	5.80
	Brakewear	9	0.00	12.94
	Tirewear	10	0.00	6.34
	Evap Permeation	11	0.00	0.00
	Evap Fuel Vapor Venting	12	0.00	0.00
	Evap Fuel Leaks	13	0.00	0.00
	Crankcase Running Exhaust	15	12.53	1.13
	Crankcase Start Exhaust	16	0.00	0.05
	Crankcase Extended Idle Exhaust	17	0.28	0.11
	Extended Idle Exhaust	90	25.06	0.09
	Auxiliary Power Exhaust	91	7.57	0.01
	<i>Subtotal</i>			<i>1,006.80</i>
Off-Model Project Emission Benefits			0.00	0.00
Region Total			2,305.00	73.11
		(Kg/Year)	2,091,062	66,328

2050 Annual PM_{2.5} by Emission Process

County	Emission Process	ProcessID	Emissions (Tons/Year)	
			NOx	PM _{2.5}
Cumberland	Running Exhaust	1	1,175.30	10.61
	Start Exhaust	2	108.49	5.01
	Brakewear	9	0.00	13.70
	Tirewear	10	0.00	7.27
	Evap Permeation	11	0.00	0.00
	Evap Fuel Vapor Venting	12	0.00	0.00
	Evap Fuel Leaks	13	0.00	0.00
	Crankcase Running Exhaust	15	17.45	1.54
	Crankcase Start Exhaust	16	0.00	0.04
	Crankcase Extended Idle Exhaust	17	0.44	0.16
	Extended Idle Exhaust	90	39.71	0.13
	Auxiliary Power Exhaust	91	12.27	0.01
	<i>Subtotal</i>			<i>1,353.67</i>
Dauphin	Running Exhaust	1	890.13	8.48
	Start Exhaust	2	102.96	5.16
	Brakewear	9	0.00	13.73
	Tirewear	10	0.00	6.65
	Evap Permeation	11	0.00	0.00
	Evap Fuel Vapor Venting	12	0.00	0.00
	Evap Fuel Leaks	13	0.00	0.00
	Crankcase Running Exhaust	15	13.04	1.13
	Crankcase Start Exhaust	16	0.00	0.04
	Crankcase Extended Idle Exhaust	17	0.29	0.10
	Extended Idle Exhaust	90	25.94	0.08
	Auxiliary Power Exhaust	91	8.01	0.01
	<i>Subtotal</i>			<i>1,040.38</i>
Off-Model Project Emission Benefits			0.00	0.00
Region Total			2,394.05	73.86
		(Kg/Year)	2,171,848	67,001

ATTACHMENT C

**Sample MOVES Data Importer (XML) Input File
and
Run Specification (MRS) Input File**

(Sample for 2025 Annual Runs)

MOVES County Data Manager Importer File – Annual Run (MOVESIMPORTER.XML)

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AIR QUALITY RESOLUTION FOR HARRISBURG AREA TRANSPORTATION STUDY (HATS) MPO

Conformity of the 2045 Regional Transportation Plan (RTP) Update and the 2025–2028 Transportation Improvement Program (TIP) and in Accordance with the Clean Air Act Amendments of 1990

WHEREAS the Congress of the United States enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as “the CAAA”; and,

WHEREAS the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in non-attainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and,

WHEREAS effective April 5, 2005, the Cumberland and Dauphin County portion of the HATS MPO has been designated under the 1997 fine particulate matter (PM_{2.5}) annual standard (as retained under the 2006 PM_{2.5} NAAQS) as a non-attainment area by EPA; and,

WHEREAS effective December 14, 2009, the Cumberland and Dauphin County portion of the HATS MPO area has been designated under the 2006 PM_{2.5} 24-hour NAAQS as a non-attainment area by EPA; and,

WHEREAS effective December 8, 2014, the Cumberland and Dauphin County portion of the HATS MPO area has been redesignated as an attainment area under both the 1997 and 2006 PM_{2.5} NAAQS with an approved Maintenance State Implementation Plan that includes mobile vehicle emission budgets; and,

WHEREAS effective October 24, 2016, EPA finalized rulemaking to revoke the 1997 PM_{2.5} annual NAAQS removing transportation conformity requirements for that standard in the HATS MPO area; and,

WHEREAS effective July 15, 2004, the HATS MPO area was designated by EPA as a non-attainment area under the 1997 8-hour ozone NAAQS; and,

WHEREAS, on July 25, 2007, the HATS MPO area has been re-designated as an attainment area under the 1997 8-hour ozone standard with an approved Maintenance State Implementation Plan that includes mobile vehicle emission budgets; and,

WHEREAS effective July 20, 2012, the HATS MPO area has been designated as an attainment area under the 2008 8-hour ozone NAAQS; and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in South Coast Air Quality Management District v. EPA on February 16, 2018 addressing air quality requirements for former 1997 ozone areas, and this region was maintenance for the 1997 ozone standard at the time the 1997 ozone revocation in 2015; and,

WHEREAS the transportation plans and programs are required to conform to the purposes of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d)); and,

WHEREAS the EPA issued the Final Rule on Transportation Conformity on November 24, 1993 for transportation plans and programs and projects; and,

WHEREAS the EPA amended the Final Conformity Rule various times between 1996 and the present; and,

WHEREAS the Harrisburg Area Transportation Study (HATS), the Metropolitan Planning Organization (MPO) for the area is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and,

WHEREAS the final conformity rule (and subsequent amendments) requires that the HATS Coordinating Committee determine that the transportation plans and programs conform within the CAAA requirements by meeting the criteria described in the final guidelines.

NOW, THEREFORE BE IT RESOLVED that the Harrisburg Metropolitan Planning Organization has found that the 2025–2028 TIP and the 2045 RTP contribute to the achievement and maintenance of the NAAQS; and,

NOW, THEREFORE BE IT FURTHER RESOLVED that the Harrisburg Area Transportation Study (HATS) finds that the 2025–2028 TIP and the 2045 RTP are consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments.

I hereby certify that this Resolution was adopted by the HATS Coordinating Committee at its meeting on June 28, 2024.

ATTEST:

By

Jeffrey T. Haste
HATS Chairman

**SELF-CERTIFICATION RESOLUTION
HARRISBURG AREA TRANSPORTATION STUDY**

RESOLUTION OF THE Harrisburg Area Transportation Study to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration and the Federal Transit Administration as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.324 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity ; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the American Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Divisions A and C of the Infrastructure Investment and Jobs Act (IIJA – Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

WHEREAS, the provisions of 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

WHEREAS, the provision of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that the Harrisburg Area Transportation Study, the MPO for the Harrisburg Transportation Management Area (TMA), certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's plans and programs, including the FFY 2023-2026 TIP.

I, Jeffrey T. Haste, HEREBY CERTIFY that I am Chairman of the Harrisburg Area Transportation Study: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said MPO at a meeting duly called and held on the 28th day of June 2022, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

ATTEST:

By _____
Jeffrey T. Haste
HATS Chairman

Harrisburg Area Transportation Study

FFY 2025-2028 Transportation Improvement Program

Public Comments Received



Thank you for the opportunity to offer comments on behalf of Bicycle South Central PA to the draft HATS FFY 2025-2028 Transportation Improvement Program (TIP).

We have identified those projects that we strongly support and those which we believe should include bicycle/pedestrian facilities as appropriate.

Strongly Support:

- HATS Bikeshare-Expansion of the Bike Share program within the City of Harrisburg, Dauphin County and Cumberland County. PennDOT Project Id: 111064
- Extension of Cumberland Valley Rail Trail in Shippensburg. PennDOT Project Id: 119303
- Lemoyne Bottleneck Improvements. PennDOT Project Id: 114202
- Silver Spring Township Multi-Use Trail. PennDOT Project Id: 115795
- Boiling Springs Ped bike/ped improvements on Forge Road. PennDOT Project Id: 115796
- Paxtang Parkway Restoration. Capital Area Greenbelt improvements. PennDOT Project Id: 111655
- HATS RTP Implementation Program-HATS Multi-Modal Fund. PennDOT Project Id: 114200
- Sporting Hill Turn Lane - Bicycle and Pedestrian facilities on South Sporting Hill Road from Trindle Road to McDonald Drive. PennDOT Project Id: 114315

Should Include Bicycle/Pedestrian Facilities:

- Cameron/Maclay Intersection Improvements-In addition to pedestrian improvements, include bicycle accommodations at these critical crossings. PennDOT Project Id: 114316
- Quarry Road Sidewalk Extension-Ensure safe connections and transitions for bicycle riders between U.S. Route 322 overpass, Quarry Road sidewalks and multi-modal pathway on south side of overpass in Derry Township (near roundabout). PennDOT Project Id: 115787
- Middletown Road Safety and Congestion Improvements. Include bicycle and pedestrian accommodations along this roadway heavily used by bicycle riders. PennDOT Project Id: 116786

- Nyes Road Over Beaver Creek-Ensure bridge rehabilitation maintains wide shoulders for safe transit by bicycle riders. Note: South Hanover Township draft trails plan links Pine Hill Road to Nyes Road to provide bicycle connections to Derry Street. PennDOT Project Id: 117189
- Thirteenth Street Over NS-Ensure new bridge over NS tracks includes bicycle/pedestrian facilities consistent with those on new overpass over I-83. PennDOT Project Id: 117665
- Maclay Street Bridge replacement. Ensure planned bicycle and pedestrian facilities are included on the new bridge along with SAFE bicycle/pedestrian connections and transitions at 7th Street and Cameron Street intersections. PennDOT Project Id: 74521
- Bridge Improvement US 11 over Letort Spring. Bicycle riders frequently ride across the very narrow bridge (narrow/no shoulder) while travelling between North Middlesex and South Middlesex Roads. Bridge should be widened. PennDOT Project Id: 117479
- Rolling Stock Replacement. Ensure new buses include bicycle racks. PennDOT Project Id: 94636
- Paxton Street Over NS-Ensure bridge includes safe bicycle/pedestrian facilities in both directions. PennDOT Project Id: 117698
- East and West Spans of Market Street Bridge rehabilitation projects. Include bicycle/pedestrian pathway on top of proposed utility bridge with safe transition facilities at terminus of western span in Wormleysburg. PennDOT Project Id: 93176 PennDOT Project Id: 93177

We also would suggest including funding to construct the planned multi-modal pathway in Lemoyne once Norfolk-Southern removes the tracks from the bottleneck to West Shore Plaza.

We would be pleased to discuss these and other projects regarding bicycle travel and facilities in the three-county area served by HATS.

Sincerely,



Jim Buckheit
 President
 Bicycle South Central PA

From: [Marilyn Chastek](#)
To: [Bomberger, Andrew](#)
Cc: [Jim Buckheit](#)
Subject: Comments on the 2025-2028 Tip
Date: Saturday, May 4, 2024 10:55:19 PM

Hi Andrew,

I'll give the plan a closer look but 2 big concerns I have about the plan are:

1. The plan to widen Trindle Road from Sporting Hill Rd. to Camp Hill Borough is problematic for several reasons. One is that Trindle currently serves at the primary East/West route for bicyclists riding between Camp Hill and Mechanicsburg. Making Trindle a 4 lane "highway" will make it less safe and less attractive for cyclists. There is no good alternative, even though Simpson Ferry Road is the designated state bike route. Simpson has heavy vehicle traffic and inadequate shoulders to allow for safe cycling.

Another reason is that Trindle is a lower speed, lower traffic road and is preferred by many older drivers who are uncomfortable driving in fast, heavy traffic. It is the main east/west route for us "old folks" to use to get to the places we need to go.

Also, making Trindle 4 lanes is just going to create more of a bottleneck when it goes down to 2 lanes heading west from Sporting Hill Road. There's no way the road can be widened through Mechanicsburg Borough.

2. My second concern is for the Sporting Hill Road/Trindle Road area improvements. A through bike lane for riders heading east on Trindle Road at Sporting Hill Road would be very helpful. Riders heading east are often on the shoulder and by the time they reach the intersection, it's too late for them to merge across 2 lanes of traffic to get into the lane that goes straight. A through bike lane would offer them guidance on how to best approach the intersection when going straight.

Roads should be built to serve all people and for all modes of transportation.

And here's an unpopular argument, but it's true. If we keep making it more convenient for people to drive everywhere, why would people even consider taking public transportation or using active modes of transportation? We would all be better off if fewer vehicles were on the roads...less particulate matter, less noise, less congestion, fewer vehicle related fatalities, healthier people, etc. When driving becomes more inconvenient, drivers will seek alternatives.

Drivers who want to travel faster already have other east/west options to use, namely Carlisle Pike and Route 581 and even Simpson.. Save Trindle Road for the rest of us.

Marilyn

From: [Puher, Jeffrey](#)
To: [Bomberger, Andrew](#)
Cc: [Mullins, Carey R](#); [Zejirovic, Kenana](#); [Green, Raymond C](#); [Sheehe, Edward](#); [Rimer, Michael](#); [Szekeres, Daniel](#); [Szekeres, Dan](#)
Subject: RE: [External] RE: EXTERNAL: MPMS 116786 public comment review
Date: Thursday, May 30, 2024 10:36:03 AM

Andrew,

Below is the updated public comment previously sent:

PennDOT District 8-0 is officially submitting a draft 2025-2028 HATS TIP Public Comment. Please see below.

MPMS 116786 – Middletown Road (SR 2003) from SR 283 to SR 322 Hummelstown Borough, Derry and Londonderry Townships, Dauphin County. This project is programmed on the DRAFT 2025-2028 TIP. It was determined that the project description should include congestion relief and widening should be removed due to no added capacity. The project description has since been updated.

Any questions regarding this public comment, please let me know.

Thanks,
Jeff

Jeff Puher | Transportation Planning Specialist
PA Department of Transportation
PennDOT Engineering District 8-0
2140 Herr St. | Harrisburg PA 17103-1699
Phone: 717.787.4272
www.penndot.pa.gov

From: [Green, Raymond C](#)
To: [Bomberger, Andrew](#)
Cc: [Sheehe, Edward](#); [Mullins, Carey R](#); [Zejirovic, Kenana](#); [Puher, Jeffrey](#)
Subject: 2025-2028 DRAFT HATS TIP Public Comment / PennDOT Central Office Request
Date: Tuesday, May 28, 2024 1:42:18 PM

Good afternoon, Andrew:

PennDOT Central office is officially submitting a draft 2025-2028 HATS TIP Public Comment. Please see below.

MPMS 90328 – Elizabethtown Road over Trib to Conewago Creek. This project is programmed on the DRAFT 2025-2028 TIP. It was determined that the project description mistakenly included York County, instead of Dauphin County within the project limits. The project description has since been updated.

Any questions regarding this public comment, please let me know.

Thanks,
Ray

Ray Green | Transportation Planning Manager
Department of Transportation
Center for Program Development and Management
400 North Street, 6th Floor | Harrisburg PA 17120
Phone: 717.787.2358 | Fax: 717.787.5247

www.penndot.gov

From: [PAS](#)
To: [Bomberger, Andrew](#)
Subject: Comments to 2025-28 HATS TIP
Date: Thursday, May 23, 2024 1:03:35 PM

Andrew:

Great review of the 2025-28 TIP today! I want to reiterate my plea to add the remainder of Route 233 in Tyrone Township, Perry County (Green Park Road), to the Sheaffer's Valley Road (Route 233) resurfacing that's slated to begin next year. This addition would cover approx. 3 miles from Landisburg to Green Park.

The entire 12-mile stretch of Route 233 in Perry County was done at the same time in 1999 (25 years ago!); the remaining 3 miles is actually the most worn/damaged/heavily travelled part of the highway.

Thanks for all you do.

Perry

Rep. Perry Stambaugh

717-636-8127

pastamb@gmail.com

From: [Stoner, Kirk D.](#)
To: [Bomberger, Andrew](#)
Subject: Comments on FFY 2025-2028 HATS TIP
Date: Wednesday, May 29, 2024 3:26:10 PM
Attachments: [image001.png](#)
[image003.png](#)
[image005.png](#)
[image007.png](#)
[image009.png](#)
[image011.png](#)
[image002.png](#)
[image004.png](#)
[image006.png](#)
[image008.png](#)
[image010.png](#)
[image012.png](#)

Hi Andrew,

I reviewed the draft 2025-2028 TIP. I noticed the I-81 Auxiliary Lane project (MPMS # 117799) was not included in the HATS or Interstate TIPs. The project is shown on the 2023-2026 TIP with \$2.6M for PE in 2023. This is a high priority project for our county and we want to make sure that it will be carried over into future TIPs.

Thanks,

Kirk

Kirk D. Stoner, AICP

Planning Department | Director of Planning

o: 717.240.5381 | f: 717.240.6517

310 Allen Road. Carlisle . PA 17013

cumberlandcountypa.gov

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From: [Ross Willard](#)
To: [Bomberger, Andrew](#)
Subject: comments on tip
Date: Friday, May 31, 2024 10:57:27 PM

Comments for Harrisburg MPO TIP - Highway & Bridge Projects

PennDOT Project ID 74521 page 11 of 43 McClay Street Bridge

The McClay Street Bridge will be replaced and the street in front of the Farm Show rehabilitated. A bike lane is planned but ends before Cameron or 7th street. No transition – no warning. Anyone riding west would crest the bridge in a bike lane and then stick out their arm to enter the right turn lane with cars expecting a high speed yield turn ahead. Then the bike rider would stick out their arm to enter the straight thru lane with cars wondering why is this bicyclist in their way and not in a bike lane (that disappeared). Cameron Street intersection is just as bad but seems to have less bike traffic. I discussed it with PennDOT and they are looking into it. Their initial reply was that project did not extend into the intersections, but it does on the west end to Jefferson Street. While it's being rebuilt – it should have transition lanes from the curb to the straight lane with signs warning drivers to yield to bicycles if the cars are making a right turn.

Ross Willard

recyclebicycle@verizon.net

303 Park Avenue

Enola, Pa 17025

717-571-2008

Harrisburg Area Transportation Study
FFY 2025-2028 Transportation Improvement Program
Public Comment Responses



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

June 4, 2024

Dear Jim:

Thank you for participating in the public comment period for the FFY 2025-2028 Transportation Improvement Program. Your comments will be included in the official submission and be forwarded to the appropriate PennDOT staff.

We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Steven B. Deck". The signature is stylized and written in a cursive-like font.

Steven B. Deck, AICP
Executive Director
Tri-County Regional Planning Commission
Chairman, HATS Technical Committee



HARRISBURG AREA TRANSPORTATION STUDY

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

June 4, 2024

Dear Marilyn:

The “Trindle Road Widening” is identified as a transportation need on the 2045 Regional Transportation Plan (RTP), not a project on the draft FFY 2025-2028 Transportation Improvement Program (TIP). It is included in the Air Quality Conformity Analysis only because we include both the draft TIP and existing RTP when doing that analysis. No significant improvements or projects are proposed for Trindle Road on the draft FFY 2025-2028 TIP.

Thank you for participating in the public comment period for the FFY 2025-2028 Transportation Improvement Program. Your comments will be included in the official submission and be forwarded to the appropriate PennDOT staff.

We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads 'Steven B. Deck'.

Steven B. Deck, AICP
Executive Director
Tri-County Regional Planning Commission
Chairman, HATS Technical Committee



HARRISBURG AREA TRANSPORTATION STUDY

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

June 4, 2024

Dear Ray:

Thank you for participating in the public comment period for the FFY 2025-2028 Transportation Improvement Program. Your comments will be included in the official submission and be forwarded to the appropriate PennDOT staff.

We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process with any questions or concerns.

Sincerely,

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Steven B. Deck, AICP
Executive Director
Tri-County Regional Planning Commission
Chairman, HATS Technical 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

June 4, 2024

Dear Jeff:

Thank you for participating in the public comment period for the FFY 2025-2028 Transportation Improvement Program. Your comments will be included in the official submission and be forwarded to the appropriate PennDOT staff.

We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process with any questions or concerns.

Sincerely,

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Steven B. Deck, AICP
Executive Director
Tri-County Regional Planning Commission
Chairman, HATS Technical Committee



HARRISBURG AREA TRANSPORTATION STUDY

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

June 4, 2024

Dear Representative Stambaugh:

Thank you for participating in the public comment period for the FFY 2025-2028 Transportation Improvement Program. Your comments will be included in the official submission and be forwarded to the appropriate PennDOT staff.

We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process with any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven B. Deck". The signature is stylized with a large, sweeping initial "S".

Steven B. Deck, AICP
Executive Director
Tri-County Regional Planning Commission
Chairman, HATS Technical 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

June 4, 2024

Dear Kirk:

Thank you for participating in the public comment period for the FFY 2025-2028 Transportation Improvement Program. Your comments will be included in the official submission and be forwarded to the appropriate PennDOT staff.

We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Steven B. Deck". The signature is stylized and written in a cursive-like font.

Steven B. Deck, AICP
Executive Director
Tri-County Regional Planning Commission
Chairman, HATS Technical 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

June 4, 2024

Dear Ross:

Thank you for participating in the public comment period for the FFY 2025-2028 Transportation Improvement Program. Your comments will be included in the official submission and be forwarded to the appropriate PennDOT staff.

We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Steven B. Deck". The signature is stylized and written in cursive.

Steven B. Deck, AICP
Executive Director
Tri-County Regional Planning Commission
Chairman, HATS Technical Committee

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			115795	Multi-Use Trail	+C	IMOD	STU	525,696				525,696																				10/24/2024 E
Cumberland	11	128	117464	US 11 over Burd Run	+F	BRDG			185	300,000		300,000																				
Cumberland	11	128	117464	US 11 over Burd Run	+C	BRDG							BRIP	1,604,081					1,604,081													6/18/2026 E
Cumberland	11	129	117479	US 11 ov Letort Spring	+F	BRDG							STP	400,000					400,000													
Cumberland	11	129	117479	US 11 ov Letort Spring	C	BRDG														185	1,511,772			1,511,772			185	1,411,984		1,411,984	3/25/2027 E	
Cumberland	11	139	119708	I-81 & US 11/15 Lighting	+C	TENH							STU	8,235					8,235												1/16/2025 E	
Cumberland	11	139	119708	I-81 & US 11/15 Lighting	+C	TENH	NHPP	866,619				866,619	CRPU	1,118,978					1,118,978												1/16/2025 E	
Cumberland	11	139	119708	I-81 & US 11/15 Lighting	+C	TENH	CRPU	224,640				224,640	CRP	640,000					640,000												1/16/2025 E	
Cumberland	11	140	115948	Hempt Farms	C	HCON			e581	2,000,000		2,000,000			e581	2,000,000			2,000,000													
Cumberland	15	060	116119	Blue-Gray Resurf	C	HRST									581	2,533,896			2,533,896													2/12/2026 E
Cumberland	15	060	116119	Blue-Gray Resurf	C	HCON														581	3,146,546			3,146,546			581	2,840,222		2,840,222	2/12/2026 E	
Cumberland	114	037	117702	Lisburn Rd ov Mill Race	F	BRDG									185	100,000			100,000													
Cumberland	114	037	117702	Lisburn Rd ov Mill Race	+C	BRDG														STP	1,015,908			1,015,908								8/26/2027 E
Cumberland	174	017	116120	Walnut Bottom Resurf	C	HRST	STP	1,236,104				1,236,104	STP	354,585					354,585													1/30/2025 E
Cumberland	174	017	116120	Walnut Bottom Resurf	C	HRST							STU	2,969,791					2,969,791													1/30/2025 E
Cumberland	581	009	88314	American Ex-POW Mem Hwy	C	HRST			581	11,573,000		11,573,000			581	10,188,779			10,188,779			581	1,092,967		1,092,967						10/10/2024 E	
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	F	SAMI	HSIP	333,300				333,300																				
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	U	SAMI	HSIP	77,074				77,074																				
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	R	SAMI	HSIP	303,200				303,200																				
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	C	SAMI														STU	682,115			682,115								1/1/2026 E
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	C	HCON																			HSIP	1,912,500				1,912,500	1/1/2026 E	
Cumberland	641	038	117594	SR 641 and Locust Point Rd Intersection HSM	C	SAMI														HSIP	1,550,393			1,550,393								1/1/2026 E
Cumberland	641	039	117596	SR 641 and Middlesex Rd Intersection HSM	F	SAMI	HSIP	342,000				342,000																				
Cumberland	641	039	117596	SR 641 and Middlesex Rd Intersection HSM	U	SAMI	HSIP	100,000				100,000																				
Cumberland	641	039	117596	SR 641 and Middlesex Rd Intersection HSM	R	SAMI	HSIP	470,100				470,100																				
Cumberland	641	039	117596	SR 641 and Middlesex Rd Intersection HSM	C	SAMI	HSIP	485,176				485,176	HSIP	1,077,102					1,077,102	HSIP	1,137,870			1,137,870								1/1/2026 E
Cumberland	696		119303	CVRT Downtown Ship	+C	IMOD	TAU	253,347				253,347																				11/7/2024 E
Cumberland	997	044	90346	Roxbury Road ov Whiskey Run	F	BRDG			185	300,000		300,000																				
Cumberland	997	044	90346	Roxbury Road ov Whiskey Run	C	BRDG															185	603,185			603,185							1/14/2027 E
Cumberland	1006	009	114319	Center/21st Intersection	+C	HCON	CRPU	1,097,280				1,097,280	STP	60,604					60,604													2/13/2025 E
Cumberland	1006	009	114319	Center/21st Intersection	+C	HCON	CRP	617,000				617,000	CRPU	215,498					215,498													2/13/2025 E
Cumberland	1006	009	114319	Center/21st Intersection	+C	HCON	CAQ	204,640				204,640	CAQ	245,048					245,048													2/13/2025 E
Cumberland	1010	029	114202	Lemoine Bottleneck Improvements	+C	HRST	CAQ	1,645,348				1,645,348	CAQ	2,156,984					2,156,984													11/6/2025 E
Cumberland	1013	018	114315	Sporting Hill Turn Lane	C	HCON																			STP	60,000				60,000	6/1/2027 E	
Cumberland	1013	018	114315	Sporting Hill Turn Lane	C	HCON														CAQ	2,318,675	581	579,668	2,898,343	CAQ	2,473,884	581	633,471	3,107,355	6/1/2027 E		
Cumberland	2014	022	110474	Simpson Ferry Rd/ Sheely Ln Imp	+F	HCON							STP	245,000					245,000													
Cumberland	2014	022	110474	Simpson Ferry Rd/ Sheely Ln Imp	+C	HCON																			STU	895,539				895,539	1/1/2028 E	
Cumberland	2014	024	115788	Ped Safety Impr	+C	TENH	STU	20,000				20,000																				12/12/2024 E
Cumberland	2019	021	99813	Old Forge Rd over Yellow Breeches Ck	F	BRDG			185	260,000		260,000																				
Cumberland	2019	021	99813	Old Forge Rd over Yellow Breeches Ck	+C	BRDG							STU	4,998					4,998													12/17/2026 E
Cumberland	2019	021	99813	Old Forge Rd over Yellow Breeches Ck	+C	BRDG							BRIP	3,113,507					3,113,507													12/17/2026 E
Cumberland	2021	010	115789	Wesley and Royal Drive	+C	TENH	STU	54,240				54,240																				12/12/2024 E
Cumberland	2031	016	117646	Lisburn Rd over Cedar Run	F	BRDG			185	100,000		100,000																				
Cumberland	2031	016	117646	Lisburn Rd over Cedar Run	+C	BRDG														STP	1,141,930			1,141,930								9/24/2026 E
Cumberland	2035		119304	Phase II Streetscape Improvements - 3rd St	C	TENH	TAU	800,653				800,653	TAU	901,447					901,447													
Cumberland	2037	003	115796	Boiling Springs Ped	+C	TENH	STU	486,591				486,591																				1/16/2025 E
Cumberland	3006	023	87421	Pine Road ov Irishtown Gap Hol Crk	F	BRDG			185	300,000		300,000																				
Cumberland	3006	023	87421	Pine Road ov Irishtown Gap Hol Crk	C	BRDG																					185	224,751		224,751	2/11/2027 E	
Cumberland	3007	019	90741	Big Spring Rd ov Big Spring Ck	F	BRDG	BOF	300,000				300,000																				
Cumberland	3007	019	90741	Big Spring Rd ov Big Spring Ck	+C	BRDG														BOF	1,187,521			1,187,521								11/4/2027 E
Cumberland	3011	010	90749																													

RPT# TIP200

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						^ Milestones	
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total		
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				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								11,193,008		15,273,625	46,875	26,513,508		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	88,219,455	
Dauphin			84324	HATS Bridge Reserve Line Item	C	BRDG																			BRIP	880,426				880,426		
Dauphin			84324	HATS Bridge Reserve Line Item	C	BRDG	BOF	866,761	185	46,730		913,491													BOF	320,000	185	160,000		480,000		
Dauphin			88058	TAP Line Item	C	TENH													TAU	641,759				641,759	TAU	1,076,000				1,076,000		
Dauphin			88060	HSIP Reserve Line Item	C	SAMI							HSIP	496,880				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				285,721														
Dauphin			88068	STU Reserve Line Item	C	TENH													STU	899,999				899,999								
Dauphin			88069	Delivery/ Consult Assist	P	PRA			581	1,500,000		1,500,000				581	1,500,000	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	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	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				120,000	CAQ	160,000				160,000	CAQ	160,000			160,000		1/1/2023 E	
Dauphin			112974	SRTA Employment Access	f C	IMOD							CAQ	112,320				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				407,148	CAQ	403,580				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	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			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		LOC	119310	Emaus Streetscape Project	+P	TENH	STU	119,310				119,310																				
Dauphin		LOC	119310	Emaus Streetscape Project	+F	TENH	STU	38,150				38,150																				
Dauphin		LOC	119310	Emaus Streetscape Project	+U	TENH	STU	2,800				2,800																				
Dauphin		LOC	119310	Emaus Streetscape Project	+C	TENH							STU	942,731				942,731														
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								
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																				
Dauphin	22	105	119783	22 Concrete Patching & Diamond Grinding																												

Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					^ Milestones						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones		
Dauphin	22	320	114316	Cameron/Maclay Intersec	+C	HRST	CAQ	311,051				311,051																			4/27/2023 A		
Dauphin	147	022	90771	South River Rd ov Powells Ck	F	BRDG			185	200,000		200,000																					
Dauphin	147	022	90771	South River Rd ov Powells Ck	+C	BRDG													STP	2,365,377									2,365,377		1/1/2028 E		
Dauphin	209	017	90341	SR 209 ov Tributary to Wiconisco Ck	F	BRDG			185	100,000		100,000																					
Dauphin	209	017	90341	SR 209 ov Tributary to Wiconisco Ck	C	BRDG									185	500,000		500,000														1/1/2025 E	
Dauphin	209	018	99870	US-209 over Wiconisco Creek	F	BRDG			185	150,000		150,000																					
Dauphin	209	018	99870	US-209 over Wiconisco Creek	C	BRDG													STP	2,185,454									2,185,454		2/11/2027 E		
Dauphin	209	019	100202	US 209 Resurfacing	C	HRST							STP	2,060,000	581	515,000		2,575,000													7/10/2025 E		
Dauphin	230	042	87454	Cameron St ovr Asylum Run	F	BRDG			185	400,000		400,000																					
Dauphin	230	042	87454	Cameron St ovr Asylum Run	C	BRDG															581	339,581		339,581			185	2,000,000	2,000,000		11/11/2027 E		
Dauphin	283	017	117825	I-283 ITS Fiber Inter	+C	SAMI	sSTP	176,900				176,900																				5/23/2024 E	
Dauphin	441	037	118276	Eisenhower BI Safety Improv	+C	SAMI	HVRU	148,000				148,000																				1/30/2025 E	
Dauphin	441	037	118276	Eisenhower BI Safety Improv	+C	SAMI	STU	750,485				750,485																				1/30/2025 E	
Dauphin	441	037	118276	Eisenhower BI Safety Improv	+C	SAMI	STP	526,343				526,343																				1/30/2025 E	
Dauphin	743	038	90328	Elizabethtown Rd over Trib to Conewago Ck	F	BRDG			185	100,000		100,000																					
Dauphin	743	038	90328	Elizabethtown Rd over Trib to Conewago Ck	C	BRDG									185	106,090		106,090														12/10/2026 E	
Dauphin	743	039	113283	Elizabethtown Rd Resurfacing	+C	HRST	STP	1,215,236				1,215,236	STP	1,575,260				1,575,260														1/9/2025 E	
Dauphin	743	039	113283	Elizabethtown Rd Resurfacing	+C	HRST	STU	1,241,954				1,241,954																				1/9/2025 E	
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	F	SAMI	HSIP	150,000				150,000																					
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	U	SAMI	HSIP	50,000				50,000																					
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	R	SAMI	HSIP	100,000				100,000																					
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	C	SAMI							STP	449,130				449,130														12/11/2025 E	
Dauphin	743	040	117612	PA 743 and PA 341 Intersection HSM	C	SAMI							HSIP	2,251,018				2,251,018														12/11/2025 E	
Dauphin	849	020	18977	Market St ov Juniata River	F	BRDG			185	400,000		400,000																					
Dauphin	849	020	18977	Market St ov Juniata River	+C	BRDG													STP	1,078,358				1,078,358								2/11/2027 E	
Dauphin	849	020	18977	Market St ov Juniata River	+C	BRDG													BRIP	3,057,459				3,057,459	BRIP	1,000,000			1,000,000		2/11/2027 E		
Dauphin	1003	027	87653	Mountain House Rd ov N Brch of Armstrong Ck	F	BRDG			185	150,000		150,000																					
Dauphin	1003	027	87653	Mountain House Rd ov N Brch of Armstrong Ck	C	BRDG									185	315,334		315,334														3/12/2026 E	
Dauphin	1007	024	99912	Wilhour Rd over Wiconisco	F	BRDG	BOF	189,975				189,975																					
Dauphin	1007	024	99912	Wilhour Rd over Wiconisco	+C	BRDG													STU	41,308				41,308								1/1/2026 E	
Dauphin	1007	024	99912	Wilhour Rd over Wiconisco	+C	BRDG							STP	107,843				107,843	STP	31,920				31,920								1/1/2026 E	
Dauphin	1007	024	99912	Wilhour Rd over Wiconisco	+C	BRDG							BOF	1,583,224				1,583,224	BOF	2,512,075				2,512,075							1/1/2026 E		
Dauphin	1017	007	87459	Honeymoon Trail ov Trib to Pine Ck	+F	BRDG	BOF	100,000				100,000																					
Dauphin	1017	007	87459	Honeymoon Trail ov Trib to Pine Ck	+C	BRDG																				BOF	2,278,252			2,278,252		1/1/2028 E	
Dauphin	2001	018	117216	Hillsdale Rd ov Trib Conewago Cr	F	BRDG			185	175,000		175,000																					
Dauphin	2001	018	117216	Hillsdale Rd ov Trib Conewago Cr	C	BRDG									185	530,450		530,450														3/11/2027 E	
Dauphin	2003	033	116786	Middletown Rd Safety and Congestion Impr	+F	HCON	STU	820,000				820,000																					
Dauphin	2003	033	116786	Middletown Rd Safety and Congestion Impr	C	HCON																			STP	1,057,362	581	1,200,933	2,258,295		1/1/2028 E		
Dauphin	2003	033	116786	Middletown Rd Safety and Congestion Impr	C	HCON																			STU	3,746,373			3,746,373		1/1/2028 E		
Dauphin	2005	019	100083	Roundtop Road over Iron M	F	BRDG			185	200,000		200,000																					
Dauphin	2005	019	100083	Roundtop Road over Iron M	+C	BRDG							STP	848,720				848,720														1/14/2027 E	
Dauphin	2005	021	115787	Quarry Rd Sidewalk Ext	+C	TENH							TAU	174,553				174,553	TAU	434,241				434,241							12/11/2025 E		
Dauphin	2018		119305	Hummelstown Ped Impr	+P	TENH	STU	98,000				98,000																					
Dauphin	2018		119305	Hummelstown Ped Impr	+F	TENH	STU	63,819				63,819																					
Dauphin	2018		119305	Hummelstown Ped Impr	+U	TENH	STU	30,000				30,000																					
Dauphin	2018		119305	Hummelstown Ped Impr	+C	TENH							STU	732,504				732,504															
Dauphin	2019	022	117189	Nyes Rd ovr Beaver Creek	+F	BRDG	BRIP	139,000				139,000																					
Dauphin	2019	022	117189	Nyes Rd ovr Beaver Creek	+C	BRDG							BRIP	2,000,000				2,000,000	BRIP	1,303,337				1,303,337							12/11/2025 E		
Dauphin	3004	009	115797	Highland St Connectivity	+C	TENH	STU	453,675				453,675																				1/16/2025 E	
Dauphin	3009	023	117698	Paxton St ov NS	P	BRDG															581	800,000		800,000									
Dauphin	3009	023	117698	Paxton St ov NS	P	BRDG																											

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	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	STP	400,000	183	75,000	25,000.00	500,000																					
Totals for: Dauphin								48,383,096	7,610,694	114,231	56,108,021		45,484,411	6,734,416	103,951	52,322,778		55,047,086	14,339,899	210,071	87,052,799	54,517,802	15,512,599	49,265	70,079,666	248,107,521							
Perry			115791	S Main St Bridge Imp</																													

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Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					^ Milestones					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total	
Perry	17	020	87485	PA 17 BR over Raccoon Crk	F	BRDG															185	100,000		100,000								
Perry	22	101	117225	US 22 ov Cocolamus Cr	F	BRDG			185	250,000		250,000																				
Perry	22	101	117225	US 22 ov Cocolamus Cr	C	BRDG															185	1,581,739		1,581,739			581	3,141,190		3,141,190	6/1/2027 E	
Perry	34	047	101093	Spring Road over Little J	+C	BRDG	BRIP	2,492,119				2,492,119																			11/7/2024 E	
Perry	34	049	90710	Carlisle Street Bridge	C	BRDG			185	1,023,483		1,023,483																			11/7/2024 E	
Perry	34	059	90708	Spring Road Bridge 1	C	BRDG							185	1,000,000		1,000,000					581	663,491		663,491							1/1/2028 E	
Perry	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	SAMI													STP	1,548,401				1,548,401	STP	2,681,313			2,681,313	1/1/2028 E		
Perry	34	060	114321	PA 34 Safety Improvements and Resurfacing	C	SAMI													HSIP	1,136,737				1,136,737	HSIP	1,912,500			1,912,500	1/1/2028 E		
Perry	34	067	20579	PA 34 over Little Buffalo	F	BRDG			185	100,000		100,000																				
Perry	34	067	20579	PA 34 over Little Buffalo	+C	BRDG	BRIP	124,073				124,073	BRIP	3,000,000				3,000,000	STP	440,551				440,551							5/20/2027 E	
Perry	34	069	117545	PA 34 over Juniata River	F	BRDG																					581	550,000		550,000		
Perry	34	073	121179	SR 34 Bridge over Juniata River Repairs	C	BRDG			185	150,000		150,000																			11/7/2024 E	
Perry	233	022	108605	Scheaffers Valley Rd Resf	+C	HRST	STP	4,752,832				4,752,832																			3/13/2025 E	
Perry	274	028	99983	Montour Creek Bridge	C	BRDG	BRIP	1,486,491				1,486,491																			11/7/2024 E	
Perry	274	030	113299	Big Spring Road Resurface 2	+C	HRST							STP	2,376,416				2,376,416													9/26/2024 E	
Perry	849		119313	Sidewalks and Curbs Reconstruction Phase 2	+C	TENH	STP	520,000				520,000																				
Perry	850	015	101108	PA 850 over Trib Shermans	C	BRDG			185	498,846		498,846			185	62,604		62,604			185	164,286		164,286							11/7/2024 E	
Perry	850	015	101108	PA 850 over Trib Shermans	C	BRDG									581	306,325		306,325			581	754,590		754,590							11/7/2024 E	
Perry	1008	004	100368	Pfoutz Valley Rd ov Cocolamus Ck	+F	BRDG	BOF	100,000				100,000																				
Perry	1008	004	100368	Pfoutz Valley Rd ov Cocolamus Ck	+C	BRDG									185	753,641		753,641													1/1/2026 E	
Perry	1015	009	20576	Juniata Parkway ov Cocolamus Ck	+F	BRDG	BOF	150,000				150,000																				
Perry	1015	009	20576	Juniata Parkway ov Cocolamus Ck	+C	BRDG							BOF	1,764,573				1,764,573													1/1/2026 E	
Perry	1015	020	87479	Juniata Parkway over Tributary to Juniata Rvr	F	BRDG			185	100,000		100,000																				
Perry	1015	020	87479	Juniata Parkway over Tributary to Juniata Rvr	C	BRDG															581	648,047		648,047							11/19/2026 E	
Perry	1015	021	90332	Juniata Py ov Trib to Juniata Rvr	F	BRDG			185	100,000		100,000																				
Perry	1015	022	90907	Juniata Pkwy ov Trb Juniata River	F	BRDG			185	100,000		100,000																				
Perry	1015	022	90907	Juniata Pkwy ov Trb Juniata River	C	BRDG									581	235,000		235,000														11/19/2026 E
Perry	1015	023	117251	Juniata over Howe Run	F	BRDG			185	100,000		100,000																				
Perry	1015	023	117251	Juniata over Howe Run	C	BRDG									185	210,896		210,896														11/19/2026 E
Perry	3002	021	117252	Horse Val Rd ov Horse Val Run	F	BRDG			185	100,000		100,000																				
Perry	3016	011	87490	Pisgah State Rd ov Trib to Shermans Ck	F	BRDG			185	100,000		100,000																				
Perry	4005	014	91397	Cold Storage Rd ov Little Buffalo Ck	F	BRDG	BOF	100,000				100,000																				
Perry	4007	018	100456	Stone Arch Rd over Trib	+F	BRDG	BOF	100,000				100,000																				
Perry	4007	018	100456	Stone Arch Rd over Trib	+C	BRDG							BOF	500,000				500,000														3/26/2026 E
Perry	4008	023	63084	Middle Ridge Road ov Big Buffalo Ck	F	BRDG																					185	165,000		165,000		
Perry	4008	032	115794	Market Street Improvements (Newport)	C	TENH	STP	230,485			101,371.00	331,856																				3/12/2026 E
Perry	7210	BRG	106558	Center Rd Bridge T-403	C	BRDG	BOF	760,000	183	142,500	47,500.00	950,000																				1/1/2025 E
Perry	7211		119311	Perry County Covered Bridges	+P	BRDG	BRIP	237,600				237,600																				
Perry	7211		119311	Perry County Covered Bridges	+F	BRDG	BRIP	126,720				126,720																				
Perry	7211		119311	Perry County Covered Bridges	+C	BRDG	BRIP	978,865				978,865	BRIP	563,339				563,339														
Perry	7219		120273	Perry County Bridge Bundle	F	BRDG	BOF	558,400	183	104,700	34,900.00	698,000																				
Perry	7219		120273	Perry County Bridge Bundle	C	BRDG							BOF	1,082,480	183	202,965	67,655	1,353,100	BOF	1,082,480	183	202,965	67,655	1,353,100	BOF	1,082,480	183	202,965	67,655	1,353,100		
Totals for: Perry								14,113,216		5,258,681	183,771	19,555,668		9,286,808		8,041,369	67,655	17,395,832		4,208,169		7,723,265	67,655	99,051,888		5,676,293		10,604,062	67,655	16,348,010	65,298,599	
Overall Totals:								73,689,320		28,143,000	344,877	102,177,197		71,382,288		29,846,000	254,119	101,482,407		69,057,192		29,669,000	325,696	99,051,888		67,378,192		31,371,000	164,891	98,914,083	401,625,575	

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

June 28, 2024

Julia Chain
South Mountain Partnership
PO Box 122
Boiling Springs, PA 17007

Re: West Shore Gateway Trail Feasibility Study

Dear Ms. Chain:

The Harrisburg Area Transportation Study (HATS), as the Metropolitan Planning Organization (MPO) for Cumberland, Dauphin, and Perry Counties, fully supports the West Shore Gateway Trail Feasibility Study and expects to consider it as a candidate for the next round of the HATS RTP Implementation Grant Program projected for later this year.

The West Shore Gateway Trail Feasibility Study will seek to address issues related to construction of trails extending from the SRTA Bridge to both 10th Street and Lowther Street in Lemoyne Borough. The issues addressed will include determining Norfolk Southern requirements for trail construction and developing a conceptual design to meet those requirements, estimating costs and benefits, and identifying future maintenance needs and responsibilities.

When constructed, the West Shore Gateway Trail would provide non-motorized access from multiple Cumberland County communities to the CAT Intermodal Bridge Project (MPMS 102733), a currently programmed PennDOT project focused on rehabilitating an abandoned railroad bridge over the Susquehanna River for bicycle and pedestrian use, connecting to Harrisburg's City Island, Riverfront Park, and Capital Area Greenbelt. Combined with the CAT Intermodal Bridge, the West Shore Gateway Trail would be a dedicated non-motorized transportation connection between Lemoyne and Harrisburg, providing safer and more secure transportation options between the two communities, while also tying into the larger existing bicycle and pedestrian networks in the region.

The proposed study 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 CAT Intermodal Bridge and its associated trails is identified in the draft HATS Regional Active Transportation Plan as a Short-Term Priority.

For the above stated reasons, the Harrisburg Area Transportation Study fully supports the West Shore Trail Feasibility Study.

Sincerely,

Jeff Haste, Chairman
HATS Coordinating Committee



HATS 2050

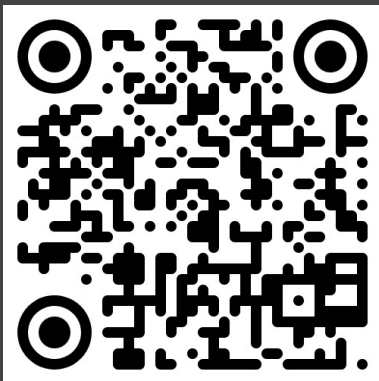
Regional Transportation Plan

Get Involved!

We want to hear from you!

Public outreach is a vital component of the RTP update. We'll be collecting input from the region's residents and visitors throughout summer and fall 2024 by attending events and public gatherings, as well as through an online survey.

To take the survey, submit a [Transportation Needs Form](#), or find out what events we'll be attending in the future, please click the QR code below.



What is the Regional Transportation Plan (RTP)?

HATS develops a Regional Transportation Plan (RTP), which documents the current status of transportation projects and programs, identifies long-term needs and recommends projects to meet those needs. The long-range RTP sets a framework and priorities for the expenditure of federal transportation funds over a 25-year period for Cumberland, Dauphin and Perry counties.



Photo: Michael Baker

It determines how we will:

- Prepare for an increase in cars and trucks
- Manage congestion and traffic safety
- Improve our roads and bridges
- Get our goods from one place to another
- Provide convenient public transit
- Accommodate bike riders and pedestrians
- Keep our rail traffic flowing
- Improve our airports
- Offer access to the disabled and elderly
- Protect our environment

