



December 24, 2024

Mr. Andrew Bomberger, AICP, Executive Director  
320 Market Street, Suite 301E  
Harrisburg, PA 17101

Dear Mr. Bomberger:

You are hereby authorized to proceed effective December 23, 2024, with work outlined in your scope of work for the West Shore Trail Feasibility Study included as Exhibit "1" of Work Order #8, Agreement #C920001368. Enclosed is a fully executed copy of Work Order #8.

If you have any question, please feel free to contact Ms. Karen Russell of my staff at 717.787.7413.

Sincerely,

A handwritten signature in black ink that reads "Mark J. Tobin". The signature is written in a cursive style.

Mark J. Tobin, Director  
Center for Program Development  
and Management

Enclosures

**Pennsylvania Department of Transportation  
 Transportation Planning and Programming  
 Agreement C920001368**

Work Order No.                     8                      
 Contract No.: C920001368                    

Notice-to-Proceed Date: 12/23/2024  
 Ending Date: 12/31/2025.

Effective on the date of the Notice-to-Proceed, the Tri-County Planning Commission is authorized to conduct work as detailed in the attached is the scope of work for the West Shore Trail Feasibility Study, Exhibit "1".

The purpose of Work Order No. 8 is to perform services in the field of transportation and planning and programming as defined in the attached Exhibits "1", "2", and "3". All Project services shall be performed in accordance with the budget table contained in Exhibit "1" of this Work Order. As outlined in Exhibit 1, the total work order amount is **\$74,7400** and is itemized as follows:

<u>Amount</u>	<u>Source of Funding</u>
a.       \$74,7400  <hr style="width: 20%; margin-left: 0;"/> \$74,700	FHWA Surface Transportation Urban (STU) Funds (100%) (20.205/Highway Planning & Construction)  TOTAL AGREEMENT AMOUNT

All work as included in Exhibit "1" shall terminate on December 31, 2025. All terms and conditions of Contract No. C920001368 shall remain in full force and effect and shall take precedence over any statements in the attached Exhibits.

CONTRACTOR

\_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_  
Title

COMMONWEALTH

\_\_\_\_\_ Date: \_\_\_\_\_  
Deputy Secretary for Planning

\_\_\_\_\_ Date: \_\_\_\_\_  
Transportation Program. Dev. Manager/Other  
Project Manager

\_\_\_\_\_ Date: \_\_\_\_\_  
Office of the Comptroller

**Central Office Use Only:**

Work Order No. 8 is 100% expenditure amount of \$74,400 for Surface Transportation Urban (STU) funds. There is an additional local contribution of \$18,600. The related federal assistance program name and number is 20.205/Highway Planning and Construction. This paragraph does not affect the costs to the Grantee.

## **TASK IV. SUPPLEMENTAL FUNDING**

### ***West Shore Gateway Trail Feasibility Study***

Norfolk Southern Railway Company (NS) filed an application with the Pennsylvania Public Utility Commission in April of 2023 to reconstruct the grade crossing of its tracks with Market Street in Lemoyne Borough. The purpose of the bridge reconstruction is to accommodate approximately 3,000 feet of new track construction to connect Norfolk Southern's existing Shippensburg Secondary with its Lurgan Branch to provide better connectivity between the two lines, lessen delays in the Harrisburg Terminal area, and reduce freight traffic from the route Amtrak uses to accommodate a second round trip passenger train between Harrisburg and Pittsburgh each day. In addition to the track reconstruction, Norfolk Southern will remove track from an unneeded section of rail line running from the Market Street crossing to "a point west of 10th Street" in Lemoyne.

The new track construction runs perpendicular to a Susquehanna River Bridge owned by the Susquehanna Regional Transportation Authority (SRTA). The bridge has been identified in local, county, and regional plans as an important active transportation connection between Dauphin and Cumberland Counties. Norfolk Southern designed its new track construction with an underpass that would enable access to the SRTA Bridge.

As part of its PUC application, Norfolk Southern worked with Lemoyne Borough to develop a memorandum of understanding (MOU) that sets the stage for future active transportation access, as well as maintenance access, to the SRTA Bridge and Market Street. One of the initial steps in the feasibility study will involve clarifying the changes in the access easement as described in the original Susquehanna River Bridge deed. The MOU has other easements that facilitate public and maintenance access from other locations close to the SRTA Bridge along the rail trails proposed to be developed.

With the MOU in place, Lemoyne Borough is working in partnership with the Harrisburg Area Transportation Study, Cumberland County, and its neighboring municipalities to determine the feasibility of a new trail that would run from a point to be defined west of 10th Street in Lemoyne to the SRTA Bridge and a branch of this trail that would run southward along an abandoned rail line to Lowther Street. This new "West Shore Gateway Trail" would be the initial section of a regional active transportation corridor that connects Cumberland and Dauphin Counties and offers considerable linkage opportunities with local active transportation facilities in the future.

The West Shore Gateway Trail feasibility study will achieve the following objectives:

- Determining Norfolk Southern's requirements for constructing and operating a trail on NS property through an easement, right-of-way or other ownership agreement.
- Developing an initial trail concept plan that complies with Norfolk Southern's requirements.
- Estimating the construction costs for the new trail.
- Evaluating potential active transportation connections to the new trail corridor.
- Analyzing future trail maintenance needs and responsibilities.

Products:

**PHASE 1**

- Outreach – Formation of a steering committee to include Lemoyne Borough, Cumberland County, HATS, and Norfolk Southern. Public input will be solicited through an online survey, key person interviews, and public meetings. The online survey will be used at the start of the project to gather input on residents' potential usage of the trail, design needs, and opportunities for connections to other active transportation facilities, with a public meeting to supplement information gathered from the online survey. Key person interviews will be conducted with government and nonprofit partner agencies to discuss the trail's design, construction, benefits, and long-term connection opportunities. Meeting with NS will be conducted at the outset of the project to understand their requirements that will drive the rest of the feasibility study regarding the extension of the existing easement or establishment of a right-of-way.
- Background Data Collection – The consulting team will perform a field view of the corridor and collect necessary data for trail planning and design.
- Preliminary Concept Plan – Using data gathered from municipal interviews, NS, and public engagement the consultant will develop a conceptual trail design necessary for feasibility determination that includes critical environmental features, corridor geometry, trail surface and required clearing and grubbing, access points and accessibility requirements, adjacent property owners, safety and security measures, and stormwater management. A regulatory feasibility analysis will be conducted of local land use requirements, federal state and local permitting, land acquisition or easements for non-NS owned property, liability and risk for long term ownership and maintenance. Finally, trail ownership feasibility will help identify the responsible party to own and maintain the trail following construction. Analysis of the trail's maintenance requirements and associated costs will inform ownership concepts and alternatives.

**PHASE 2**

- Survey – Perform boundary survey to identify the limits of the NS easement/right-of-way. Incorporate survey into final plan.
- Financial Feasibility – A cost estimate will be developed based upon the trail concept plan. The cost estimate will include contingencies for detailed design and construction elements not included in the concept plan. The trail's financial needs with prospective funding agencies to determine the grants, local match, or in-kind services that can aid in trail construction will also be discussed.
- Public Presentation – The final feasibility study will be presented to NS for review and comment at the conclusion of the study. A public meeting will be held to review and comment on final trail alignment and renderings.
- Feasibility Determination and Implementation Plan – A report will be produced that summarizes the project's design, regulatory, ownership/maintenance, and financial feasibility. Features or factors that must be addressed for the project to become feasible will be clearly identified. Addressing any such factors will be a key component of an implementation plan that includes those actions necessary to advance the project from concept to construction.
- Final Plan Presentation – The study's findings will be presented to the organizations involved in the project's development. NS comments will be required prior to any public release of the study.

Contract No: C920001368

Work Order: 8

Vendor No: 118938

Partnering Agencies:

- Tri-County Regional Planning Commission (HATS)
- Borough of Lemoyne (and consultant)
- Norfolk Southern
- Cumberland County Planning Department
- PennDOT
- Susquehanna Regional Transportation Authority (SRTA)
- Department of Conservation and Natural Resources (PA DCNR)
- Rails to Trails Conservancy
- South Mountain Partnership
- Capital Area Greenbelt Association
- Cumberland Valley Rails to Trails Council Inc
- Consultant

Project Cost and Funding:

<b>Total</b>	<b>Federal</b>			<b>State MLF</b>	<b>Local Match</b>	
	PL/STU	MPP	STBG		Hwy	Transit
<b>93,000</b>	74,400	0	0	0	18,600	0

WBS# 09880702SDY 0820 315

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**Budget Summary**

UPWP Budget – 2024-2025

TOTAL PROGRAM	FEDERAL			STATE MLF	LOCAL MATCH	
	PL/STU	MPP	STBG		Hwy	Transit
<b>I. MPO ADMINISTRATION</b>	0	0	0	0	0	0
<b>II. REGIONAL TRANSPORTATION PLAN</b>	0	0	0	0	0	0
A. Public Participation/Outreach	0	0	0	0	0	0
B. Congestion Management Process	0	0	0	0	0	0
C. Intermodal Management Systems	0	0	0	0	0	0
D. Data Development & Support	0	0	0	0	0	0
<b>III. PLAN IMPLEMENTATION</b>	0	0	0	0	0	0
A. Transportation Improvement Program (TIP/STIP)	0	0	0	0	0	0
<b>TOTAL REGULAR PROGRAM</b>	0	0	0	0	0	0
<b>IV. SUPPLEMENTAL PLANNING FUNDS</b>	93,000	74,400	0	0	18,600	0
A. Safe and Accessible Transportation Options	0	0	0	0	0	0
B. Regional Congestion Management Process	0	0	0	0	0	0
C. West Shore Gateway Trail Feasibility WBS# 09880702SDY 0820.315	93,000	74,400	0	0	18,600	0
<b>V. SPECIAL PROJECTS</b>	0	0	0	0	0	0
<b>TOTAL LOCAL PROGRAM</b>	93,000	74,400	0	0	18,600	0

**From:** [Green, Raymond C](#)  
**To:** [Russell, Karen](#)  
**Cc:** [Sheehe, Edward](#)  
**Subject:** FW: [External] TCRPC/HATS - revised Work Order #8 request - West Shore Gateway Trail Feasibility Study  
**Date:** Thursday, December 19, 2024 9:07:28 AM  
**Attachments:** [24-12-17 HATS WO#8 - West Shore Gateway Trail Feasibility Study.pdf](#)  
[RE External HATS - Work Order #8 request - West Shore Gateway Trail Feasibility Study.msg](#)

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Karen,

Please see attached the WO#8 request. We included the STU in the budget tables. I also included the District charge codes as requested.

Any questions, 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](http://www.penndot.gov)

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**From:** Myers-Krug, Diane <dkrug@tcrpc-pa.org>  
**Sent:** Tuesday, December 17, 2024 12:59 PM  
**To:** Russell, Karen <KARUSSELL@pa.gov>; Green, Raymond C <raygreen@pa.gov>; Sheehe, Edward <edsheehe@pa.gov>  
**Cc:** Bomberger, Andrew <abomberger@tcrpc-pa.org>  
**Subject:** [External] TCRPC/HATS - revised Work Order #8 request - West Shore Gateway Trail Feasibility Study

***ATTENTION:*** *This email message is from an external sender. Do not open links or attachments from unknown senders. To report suspicious email, use the [Report Phishing button in Outlook](#).*

Please find attached the revised UPWP description and budget summary to generate a new work order (#8) as approved by the HATS Coordinating Committee on September 27, 2024 using STU funds for the West Shore Gateway Feasibility Study project. The assigned WBS# is 09880702SDY 0820 315 and MPMS is 122136.

The duration for the project is estimated at 12 months and we request an end date of December 31, 2025 for the work order.

If you have any questions, please let me know.



Thanks,

*Diane*

Diane Myers-Krug, AICP | Associate Director  
Tri-County Regional Planning Commission

**320 Market Street, Suite 301E**

Harrisburg, PA 17101

717-234-2639

Contract: C920001368 - Signature Log  
The effective date of this agreement is 12/23/2024 ("Effective Date")

	<b><u>Date</u></b>	<b><u>Name</u></b>	<b><u>Title</u></b>
Grantee	12/19/2024	Diane AICP, Krug-Myers	Associate Director
Division Manager	12/20/2024	Mosca, James	CWOPA Employee
Executive	12/20/2024	Mulkerin, Kristin	CWOPA Employee
Comptroller	12/23/2024	Katalin Gotshall	Comptroller