



HATS

HARRISBURG AREA TRANSPORTATION STUDY

FFY 2025-2028
Transportation Improvement Program

Submission Materials

Tri-County Regional Planning Commission
320 Market Street, Suite 301E
Harrisburg, PA, 17101

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Arabic

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل بالرقم 1 (717) 412 5300.

Burmese

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို

ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1

(717) 412-5300 သို့ ခေါ်ဆိုပါ။

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सूचना: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा

सकती हैं। कॉल करें १ (७१७) ४१२-५३००

Italian

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (717) 412-5300.

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ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेक अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सकिन्छ। 1 (717) 412-5300 मा फोन गर्नुहोस्।

Urdu

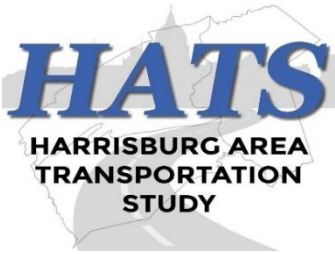
توجہ دیں: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فراہم کرائی جاسکتی ہے۔ براہ کرم 1 (717) 412-5300 پر کال کریں۔

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ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (717) 412-5300.



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

Ms. Kristin Mulkerin, Deputy Secretary of Planning
Pennsylvania Department of Transportation
Center for Program Development and Management
400 North Street, 6th Floor
Harrisburg, PA 17120

Dear Ms. Mulkerin:

The Harrisburg Area Transportation Study (HATS) Coordinating Committee adopted the FFY 2025-2028 Transportation Improvement Program (TIP) at its June 28, 2024 meeting.

As requested, the following have been digitally submitted via PennDOT's Sharepoint site:

- TIP Development/Project Selection Process Documentation and Timeline
- PM1, PM2, and PM3 Narrative Documentation
- Transit Performance Measures Narrative Documentation
- Highway and Bridge TIP Listing with Public Narrative
- Public Transportation TIP Listing with Public Narrative
- Regional Portion of Interstate TIP Listing with Public Narrative
- Regional Portion of Statewide TIP Listing
- TIP Financial Constraint Chart
- Public Transportation Financial Capacity Analysis
- EJ Analysis and Documentation
- Air Quality Conformity Determination Report
- Air Quality Resolution
- Public Comment Period Advertisement
- Documented Public Comments received
- Title VI Policy Statement
- TIP Modification Procedures MOU
- MPO Self-Certification Resolution
- List of major projects from the previous TIP that were implemented
- List of major regional projects from the previous TIP that were delayed
- TIP Checklist

Please contact me at (717) 234-2639 if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink that reads 'Steve Deck'.

Steve Deck, AICP
Executive Director, Tri-County Regional Planning Commission

FFY 2025-2028 HATS TIP Development & Project Selection Process Documentation

Introduction

The goal of the TIP update process is to select transportation improvements with the greatest benefit to the region, counties, and individual municipalities. Above all else, preservation and management of the existing transportation system is the highest priority for both HATS and PennDOT. Nearly all projects proposed for the 2025-2028 TIP are dedicated to preserving the system or improving its safety, reliability, traffic flow, or security. The only exceptions to this are those projects proposing to construct non-motorized alternatives to the current system.

The transportation program must fulfill requirements defined in federal transportation laws and regulations and achieve the goals and objectives expressed in the Commonwealth's Long Range Transportation Plan and the goals of the HATS 2045 Regional Transportation Plan along with other key documents. Major capital candidate projects are selected from existing long range transportation plans for inclusion in the transportation program.

HATS TIP Project Selection Process

New projects are selected for the TIP after all funds needed for phases of current projects are accounted for. Maintenance projects for highways and bridges are proposed by PennDOT. Other projects are selected from the HATS RTP, which prioritizes regional transportation projects and problems on a rolling basis in accordance with the planning factors defined in federal transportation regulation. All projects are given a regional priority ranking (high/medium/low) that reflects the project's ability to address a variety of regional needs. The regional needs include the following:

- Safety (corridors and intersections identified using PennDOT's Highway Screening Tool)
- Congestion (corridors and intersections identified in HATS Congestion Management Plan)
- Asset condition (bridge and pavement condition provided by PennDOT)
- Non-motorized needs (bike/pedestrian demand analysis and Regional Backbone from RTP)
- Mobility needs (demographic data on population 65+ years of age and/or disability)
- Environmental Justice (concentration of minority and/or low-income populations)
- Freight movement (corridors identified in the HATS Regional Freight Study)

The HATS RTP Implementation Work Group, Technical and Coordinating Committees also provide input into project selection.

PennDOT and HATS staff utilized the following methodology in the development of the 2025-2028 TIP:

1. Financial guidance provided by PennDOT estimated approximately \$284 million of federal funding and \$115 million of state funding, for a total of \$399 million, would be available for FFY 2025-2028. (Please Note: Other sources of funding that are distributed statewide to counties, municipalities and through PennDOT maintenance, but are not included in the TIP/STIP or PennDOT Financial Guidance are discussed later in this document.)
2. Once funding was identified and established, projects carried over from the FFY 2023-2026 TIP were included in the FFY 2025-2028 TIP. Carryover projects include projects or phases of projects in which:
 - Federal funds were not or are not anticipated to be obligated in FFY 2023 or 2024

- State funds were not or are not anticipated to be encumbered in FFY 2023 or 2024, and
- Construction projects have estimated let dates after 10/1/2024.

In the HATS region, there were 114 carry-over projects proposed for the FFY 2025-2028 TIP, examples of which include:

- *Old Forge Road over Yellow Breeches Creek (MPMS 99813)*
- *Sporting Hill Road Turn Lanes (MPMS 114315)*
- *Riverlands Safety Implementation (MPMS 106554)*
- *Market Street Bridge East & West (MPMS 93176 & 93177)*
- *Maclay Street Bridge (MPMS 74521)*
- *Schaeffers Valley Road Resurfacing (MPMS 108605)*

In addition to the above noted projects, the following bridges were carried-over using the funds under the “local bridge line item” programmed on the previous FFY 2023-2026 TIP. A bridge bundle was added for each county, with two bridges programmed separately because of considerations of construction timelines.

- *Cumberland County Bridge Bundle (MPMS 120270)*
 - *Ladnor Lane over Montour Creek (BR 14101)*
 - *Village Road over Hogestown Run (BR 14091)*
 - *Wildwood Road over Locust Creek (BR 40691)*
- *Dauphin County Bridge Bundle (MPMS 120271)*
 - *Crums Mill Road over Paxton Creek (BR 14683)*
 - *Meadow Lane over Manada Creek (BR 14655)*
 - *Walnut Street over Jonestown Road (BR 14741)*
- *Perry County Bridge Bundle (MPMS 120274)*
 - *Ernest Road over Montour Creek (BR 29753)*
 - *Kennedy Valley Road over McCabe Run (BR 29752)*
 - *Book Road over Bull Run (BR 29714)*
 - *Bloomfield Avenue over Little Buffalo Creek (BR 29724)*
 - *Montbello Road over Little Juniata Creek (BR 29761)*
- *Quarry Road over Mountain Creek (MPMS 120308)*
- *Kohn Road over Paxton Creek (MPMS 120307)*

3. Next, asset management needs identified, in part, through the PennDOT District 8-0 Roadway Selection Process (further explained later) and regional priorities identified in the 2045 RTP were considered, from which new projects were considered and added to the TIP. A total of 4 new projects are proposed for the FFY 2025-2028 TIP:

- *UPS for Existing Sites – HATS TSMO (MPMS 121186)*
- *SR 34 Bridge over Juniata River Repairs (MPMS 121179)*
- *22 Concrete Patching & Diamond Grinding (MPMS 119783)*
- *Susquehanna Trail Restoration (MPMS 119784)*

4. Next, the RTP Implementation Program was added as a line item. Established as part of the development of the FFY 2021-2024 TIP, this program will evaluate and fund planning studies and construction projects that are consistent with the HATS Regional Transportation Plan and TCRPC

Regional Growth Management Plan goals while “providing for safer, more walkable, bikeable and transit-friendly transportation systems.”

These steps took place with internal review among HATS staff after the initial carry-over projects, remaining allocation tables, and candidate projects were received in July 2023, and formal cooperative meetings were held on July 13, 2024 and November 8, 2024 between PennDOT District 8-0 and HATS staff. Between those two meeting dates, informal discussions with regional stakeholders occurred throughout the fall. Before formal presentation to the HATS Technical and Coordinating Committees in February 2024, the draft FFY 2025-2028 TIP was reviewed by the HATS RTP Implementation Work Group on November 14, 2023, and PennDOT Central Office personnel on January 30, 2024.

Determination of Funding Type

As prioritized needs progress through the process to become projects, available funding types are considered. For funding types with specific requirements, like CMAQ and HSIP, projects are preliminarily reviewed with PennDOT and/or FHWA staff, as appropriate. Because of the importance of congestion reduction, multi-modal mobility, and safety improvements in our RTP Project Pipeline evaluation criteria, projects that rank as a high priority are often eligible under CMAQ and HSIP requirements. Any additional evaluation (such as a cost/benefit analysis for potential HSIP projects) before funding is applied to a project.

Incorporation of Performance Based Planning and Programming

HATS has adopted statewide targets for PM-1, PM-2, and PM-3 and worked closely with District 8-0 staff to identify and support inclusion of projects to make progress toward them. For specific activities and impacts on project selection, refer to the Performance Measure Documentation.

Public Participation and HATS Committee Review

In the initial stages of development for the FFY 2025-2028 TIP, HATS Committees were presented information regarding the carry-over projects and remaining allocation balances in each funding category at the December 1 and 15, 2023 meetings. The full draft 2025-2028 TIP was first brought before the HATS Committees at the meetings on February 9 and 23, 2024. At these meetings, PennDOT representatives discussed new project starts that were on the draft program at that time. The HATS Committees had a second opportunity to review and comment on the draft program at the Technical Committee meeting held April 12, 2024 and the Coordinating Committee meeting held April 26, 2024.

The formal comment period was advertised in the Patriot News on April 28, 2024, began on May 1, 2024 and closed on June 1, 2024. In addition to extensive outreach conducted online via social media, a public meeting took place on May 15, 2024 at 11:30 am in the Strawberry Square Atrium in Harrisburg and virtual public information sessions were held on May 7, 2024 at 6:00 pm and May 23, 2024 at 12:00 pm. Recordings of the public information sessions were available on the TCRPC website and distributed via social media outreach.

The HATS Technical Committee reviewed of all TIP submission materials at the June 14, 2022 meeting and recommended approval of the FFY 2025-2028 TIP. The HATS Coordinating Committee considered the final draft at the June 28, 2024 meeting and voted to formally approve.

Linkage to HATS RTP Vision, Goals, and Objectives

The FFY 2025-2028 TIP aligns with the vision, goals and objectives of the HATS 2045 Regional Transportation Plan (RTP), adopted September 2021.

The FFY 2025-2028 TIP for HATS consists of the following:

- 67 bridge projects
- 26 roadway projects
- 2 intermodal projects
- 19 bicycle and pedestrian projects

The above projects do not include interstate projects or line items.

The vision of the HATS 2045 RTP is a safe, efficient, environmentally responsible, and seamless multi-modal transportation system integrated with sustainable land use patterns to serve the mobility and accessibility needs of our residents, businesses and through-travelers. The 2025-2028 TIP incorporates projects to improve the efficiency of our region's transportation system for all modes, including automobiles, trucks, bicycles, pedestrians, buses, and more.

The 2025-2028 TIP project listing aligns with the goals and objectives of the HATS 2045 RTP:

1. Provide an efficient, seamless and reliable transportation system

The improvements on the 2025-2028 TIP provide an overall improvement to not just the local community it is taking place, but the regional system as a whole. Each improvement provides for better movement and a more reliable system.

2. Improve the performance and operation of our transportation system for all modes

The improvements programmed on the 2025-2028 TIP provide for all modes of transportation including cars, trucks, bicycles, pedestrians and transit (on the Public Transit TIP).

Some of the programmed projects that improve the performance and operations of cars and trucks include:

- Middletown Road Safety and Congestion Improvements (MPMS 116786)
- Center Street and 21st Street Intersection (MPMS 114319)
- PA 34 Turn Lanes (MPMS 114321)

Programmed projects that improve the performance and operations for bicycles and pedestrians include:

- Lemoyne Bottleneck Improvements (MPMS 114202)
- Eisenhower Boulevard Safety Improvements (MPMS 118276)
- Sidewalks and Curbs Reconstruction Phase 2 (MPMS 119313)

Programmed projects improving transit in the region include:

- SRTA Employment Access (MPMS 112974)
- HATS Bikeshare (MPMS 111064)

3. Expand transportation choices

The HATS Region continues to strive for diverse transportation options to serve all of the region's residents and visitors. The 2025-2028 TIP supports this goal through several programmed projects. The HATS Bikeshare project (MPMS 111064) provides funding for a micro-mobility service across the City of Harrisburg, while also allowing for future expansion throughout the region. The Lemoyne Bottleneck Improvements (MPMS 114202) will provide a safer, more convenient connection across the Susquehanna River for non-motorized users. The Boiling Springs Pedestrian Improvements (MPMS 115792) and Sidewalks and Curbs Reconstruction Phase 2 (MPMS 119313) serve as examples of projects expanding transportation choices in our region's rural communities.

In addition to these projects, the HATS RTP Implementation Program will continue to facilitate the study and implementation of improvements that provide for safer, more walkable, bikeable and transit-friendly transportation systems.

4. Improve quality of life, promote human health and provide a safe experience for all users

While efficient movement and improved operations are important components of a regional transportation system, it is also very important that residents enjoy where they live and for visitors to enjoy their stay in the Harrisburg area. Some improvements programmed on the TIP will provide healthy living opportunities including the HATS Bikeshare as well as the Lemoyne Bottleneck Improvements.

Most importantly, the safety of the region's travelers is a high priority for HATS and the TIP includes projects that reflect this:

- D-8 Pedestrian Countdown Signals VRU Safety Project (MPMS 119233)
- SR 641 and Locust Point Road Intersection HSM (MPMS 117594)
- SR 641 and Middlesex Road Intersection HSM (MPMS 117596)
- Riverlands Safety Implementation (MPMS 106554)
- Sycamore and Paxton Street Intersection Improvements (MPMS 113384)
- Eisenhower Boulevard Safety Improvements (MPMS 118276)
- PA 743 and PA 341 Intersection HSM (MPMS 117612)

5. Reduce environmental impacts

The HATS RTP continues to promote coordination between agencies to ensure limited to no impact on the region's environmental resources. While the details of many of these projects have yet to be revealed due to being programmed in various years, environmental screening is completed regularly to identify any environmental concerns.

Congestion management and reduction also continues to be a method of improving our environmental impact. Some of the TIP projects programmed that will help with congestion include:

- Center Street and 21st Street Intersection (MPMS 114319)
- Sporting Hill Road Turn Lanes (MPMS 114315)
- Cameron Street and Maclay Street Intersection (MPMS 114316)

6. Encourage livable communities and efficient land use

HATS continues to promote the importance of livable communities and efficient land use. The PennDOT Connects Policy, the local government collaboration initiative that began in 2016, allows for these connections to have higher clarity. PennDOT, HATS, and local officials meet to discuss the programmed projects on the TIP and how these projects will ultimately impact the community, with specific focus on bicycle/pedestrian/transit needs, local congestion and operations concerns, and long-term compatibility with local land use plans.

In addition to meetings held previously to discuss transportation needs as part of the development of the 2045 HATS RTP and subsequent follow up meetings thereafter, HATS and PennDOT District 8-0 staff held PennDOT Connects meetings with municipal representatives for each new project being proposed for the 2025-2028 TIP.

7. Efficiently utilize existing transportation funds and pursue other funding opportunities for transportation system improvements.

HATS staff and PennDOT met informally to discuss the available funding once carry-over project needs were established and the MPO's regional priorities for consideration throughout the development of the TIP, with a formal meeting on November 8, 2023. Through other means of collaboration (conference calls, etc), HATS was able to provide input on the use of federal funds on the TIP.

HATS continues to search for other opportunities for transportation improvements and assist local governments with finding funding opportunities for localized projects.

PennDOT District 8-0 Bridge and Roadway Project Prioritization Process

Bridge

State and Federal policy has shifted in recent years from an emphasis on “reducing the number of structurally deficient bridges” (i.e. worst-first replacements) to an emphasis on obtaining “Lowest Lifecycle Cost” (LLC). In response to this policy shift, District 8-0 direction for the 2025 TIP update and beyond will be also be switching from programming bridge candidates in a “worst-first” ranking over to a Lowest Lifecycle Cost (LLC) ranking. Through a comprehensive exercise the District 8-0 Bridge Unit analyzed the entire state-owned bridge network in District 8-0. During the review of state-owned bridges, the Bridge Unit determined that a number of current bridge projects on the Twelve-Year Program (TYP) could be re-scoped as preservations to follow the LLC approach and provide additional capacity for future funding.

PennDOT's Bridge Asset Management (BAMS) Tool is named Bridge Care and seeks to develop a LLC program weight according to Bridge Risk Score. The Bridge Risk Score Calculation is shown below and can best be thought of as a bridge “importance score” primarily based on the size of the bridge and the amount of traffic using it. This software, along with extensive manual review of potential candidates,

was used to determine the bridge candidates to submit to the MPO’s for consideration in the 2025 Transportation Improvement Program (TIP) update. After the MPO’s received the candidates from District 8-0, they compared them to their scoring process to see how they ranked against their bridge priorities for programming.

Bridge Risk Score Calculation

The risk score for each bridge is calculated using the formula below. Appendix Table J.2 defines the factors and the parameters that determine factor values.

$$\text{Bridge Risk} = (\sqrt{\text{Deck Area} * \text{Annual Average Daily Traffic}}) * F_s * F_{fc} * F_{det} * F_{aadtt} * F_{flood}$$

Appendix Table J.2: Bridge Risk Score Factors

Factor	Definition	Parameter	Factor Value
F_s	Scour Factor	Scour Rating = A	1.2
		Scour Rating ≠ A	1.0
F_{fc}	Fracture Critical Factor	Fracture Critical Rating < 5	1.4
		Fracture Critical Rating ≥ 5	1.0
F_{det}	Detour Length Factor	Detour Length > 30 miles	2.0
		Detour Length ≥ 10 miles	1.5
		Detour Length < 10 miles	1.0
F_{aadt}	Annual Average Daily Truck Traffic Factor	Truck traffic > 20% total traffic	2.0
		Truck traffic ≥ 10% total traffic	1.5
		Truck traffic < 10% total traffic	1.0
F_{flood}	Bridge Closed for Flooding Event Factor	Bridge has been closed for flooding	3.0
		Bridge has been overtopped due to flooding	1.5
		Bridge has not been closed or overtopped due to flooding	1.0

Pavement

District 8-0 utilized data from the Roadway Management System (RMS) along with input from our County Maintenance Managers to identify our TIP and A-409 pavement candidates for the 2025 TIP update. Both our District Maintenance Services Manager and District Maintenance Program Manager analyzed segments of roadway on our four business plan networks based on International Roughness Index (IRI), Overall Pavement Index (OPI), Average Daily Traffic (ADT), Average Daily Truck Traffic (ADTT) and last year of resurfacing. The County Maintenance Manager identified pavement priorities for their county and shared the list with our District Maintenance Services Manager and District Maintenance Program Manager, which were compared with the RMS data to identify the candidates for the A- team rides.

County A-Team rides were conducted including the following staff: District Executive, Assistant District Executive-Design and Maintenance, District Maintenance Services Manager, District Maintenance Program Manager District Highway Design Engineer, District Traffic Engineer, and County Maintenance Manager. The A-Team ride provides the District staff within person knowledge of the priorities to help determine the needs. Maintenance Staff then conducted a meeting to discuss the priorities and funding availability from both maintenance and Transportation Improvement Programs (TIP) with the Planning and Programming Manager. Projects deemed to be more appropriate for TIP Funding were shared with the MPO for funding consideration. A-409 considered projects were also shared with the MPO for any specific feedback.

PA Transportation Funding Not in the STIP

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities and through PennDOT maintenance. This funding includes:

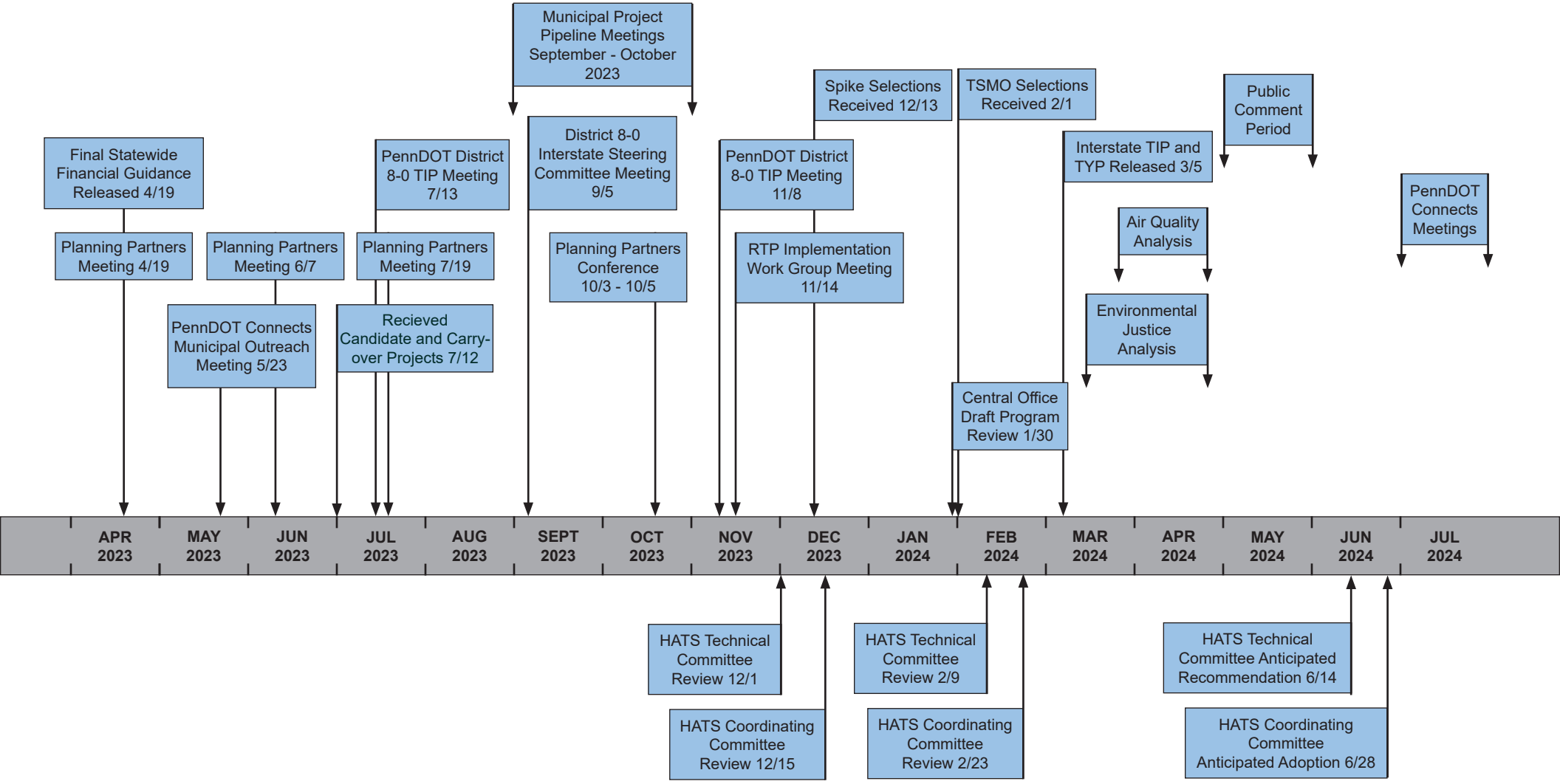
- County/Municipal Liquid Fuels Tax Fund Allocations
- PennDOT County Maintenance A-582/A-409
- Statewide Distribution of Funds:
 - Green Light Go
 - Highway Transfer/Turnback Program
 - Highway Systems Technology
 - Debt Service
 - Pennsylvania Infrastructure Bank (PIB)
 - Act 44 Bridge
 - \$5 County Fee for Local Use Fund
 - Marcellus Shale
 - A-409 Discretionary

As defined by [23 USC 450.218\(m\)](#), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.4 Billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth and contributes significantly to providing a state of good repair. It should be noted that existing and future transportation needs are much greater than what current financial resources can provide in Pennsylvania. These needs go beyond traditional highway and bridge infrastructure and include multi-modal facilities such as public transit, aviation, rail, marine, ports, bicycle, pedestrian, and other assets.

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 22-23	SFY 23-24	SFY 24-25	SFY 25-26	SFY 26-27
Harrisburg	79,347,584	79,942,312	80,437,719	80,937,937	81,431,577

FFY 2025 - 2028 HATS TIP Development Timeline



Transportation Performance Management

The Bipartisan Infrastructure Law (BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

National Goal Areas	
Safety	<ul style="list-style-type: none"> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	<ul style="list-style-type: none"> To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	<ul style="list-style-type: none"> To achieve a significant reduction in congestion on the National Highway System
System Reliability	<ul style="list-style-type: none"> To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	<ul style="list-style-type: none"> To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	<ul style="list-style-type: none"> To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance Based Planning and Programming

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (L RTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans

- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP.

Evaluating 2025-2028 STIP Performance

The Federal Fiscal Year (FFY) 2025-2028 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT’s current long range transportation plan ([Pennsylvania 2045](#)). These include safety, mobility, equity, resilience, performance, and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.



The following sections provide an overview of the federal performance measures and how the current project selection process for the FY2025-2028 STIP supports meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced

to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background		
The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) (81 FR 13881 and 81 FR 13722) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924 . Targets for the safety measures are established on an annual basis.		
Data Source		
Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).		
2024 Safety Measures and Targets (Statewide)		
Measure	Baseline (2018-2022)	Target (2020-2024)
Number of fatalities	1,157.4	1,164.1
Rate of fatalities per 100 million VMT	1.182	1.219
Number of serious injuries	4682.4	4,721.0
Rate of serious injuries per 100 million VMT	4.783	4.939
Number of non-motorized fatalities & serious injuries	804.6	817.6
Methods for Developing Targets		
An analysis of Pennsylvania’s historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State’s safety targets. The targets listed above are based on the five-year average value for each measure from 2020-2024. The 2023 and 2024 values are projected from the actual 2022 values. A determination of having met or made significant progress toward meeting the 2022 safety targets will be issued by the FHWA in April 2024.		

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and L RTPs are developed and managed to support progress toward the achievement of the statewide safety targets. At this time, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT’s [Strategic Highway Safety Plan \(SHSP\)](#) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving

Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to [23 CFR 490.211\(c\)\(2\)](#), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under [23 CFR 490.209\(a\)](#) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target.

For Pennsylvania’s 2021 targets, the FHWA determined in April 2023 that Pennsylvania did not meet the statewide targets and is subject to the provisions of [23 U.S.C. 148\(i\)](#). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2024 an amount equal to the FFY 2020 HSIP apportionment.

The FHWA has established certain special rules for HSIP under [23 U.S.C. 148\(g\)](#). Among them is the Vulnerable Road User Safety special rule created by IJA-BIL [23 U.S.C. 148\(g\)\(3\)](#). This new special rule provides that the total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state. [Additional guidance](#) on the Vulnerable Road Users Safety special rule was released by FHWA on February 2, 2022.

PennDOT was notified by FHWA in April 2023 that Pennsylvania triggered the Vulnerable Road Users Safety special rule. For calendar year 2021, the number of Vulnerable Road Users fatalities exceeded 15% of the total annual crash fatalities. PennDOT is therefore required to obligate in FFY 2024 not less than 15% of the amount apportioned under 23 U.S.C. 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users.

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

HATS TIP

- **HATS Performance Measure Target Letters, and applicable Annual Reports are attached to this file.**
- Performance Measure 1 (Safety) data is provided through PennDOT's Pennsylvania Crash Information Tool (PCIT).
- Performance Measure 2 (Bridges and Pavement) data is provided in a report from PennDOT.
- Performance Measure 3 (Interstate Reliability and Air Quality) data is provided through RITIS and the American Community Survey.
- HATS works closely with PennDOT Central Office and Engineering District 8-0 Staff to ensure planning consistency with PennDOT's Performance Measure Targets. Engineering District 8-0 Staff are frequently consulted and included as part of HATS planning program to provide guidance and insight into best practices based on PennDOT's strategy for meeting established performance measures.

Evaluation of STIP for Target Achievement:

The following will ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2025-2028 STIP includes \$534 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives. A complete listing of the HSIP projects is included in appendix.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis is generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the STIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹

¹ For more information on SPFs: <https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx>

- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many restoration or reconstruction projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

HATS TIP (PM-1)

- *HATS will continue to work with PennDOT Central Office and Engineering District 8-0 to review progress towards achieving the established Statewide Performance Measure Targets on an ongoing basis. This will ensure a continuing, comprehensive, and coordinated approach towards meeting the Performance Measure Targets.*
- *HATS has \$67,505,542 programmed on the FFY 2025-2028 TIP for safety related projects.*
- *Regarding PM-1, in addition to the incorporation of safety into our RTP Project Pipeline evaluations, MPO and District 8-0 staff prioritized candidates using PennDOT's Network Screening Tool, compared those with locally identified safety needs, and evaluated conceptual designs to determine cost/benefit analysis required for inclusion in the HSIP program.*
- *TCRPC/HATS has contracted with Kittelson & Associates to analyze planned, programmed, and projects in the HATS Pipeline. The purpose of this contract is to help HATS present more candidate projects to Engineering District 8-0 and PennDOT Central Office in order to better utilize HSIP as a funding source.*
- *TCRPC/HATS Staff created an ArcGIS Online WebApp to showcase the last 5-years of PCIT data. This primarily is focused on non-interstate routes. This WebApp helps to be a public-facing tool.*
- *TCRPC Staff is working to analyze publicly available crash data from PennDOT in GIS. Spatial analysis of crashes helps us to understand where crashes are occurring as well as giving us the opportunity to analyzing the attributing factors of the crashes. This analysis will help TCRPC to effectively build new partnerships and work with stakeholders to determine the most appropriate approach to reducing and ultimately eliminating fatal and suspected serious injury crashes.*
- *TCRPC/HATS has contracted with Kittelson & Associates to develop a Qualified Safety Action Plan. The plan will allow TCRPC/HATS and local jurisdictions within the region to apply for SS4A Implementation funding for safety related projects an programs identified in the plan.*
- *HATS has programmed \$48,258,733 in regional TIP funding (non-HSIP) that is used to support safety.*

HSIP Project Totals Programmed on FFY 2025-2028 HATS TIP			
Project	Project Title	Project Cost	HSIP Application Number & Status
117594	SR 641 and Locust Point Rd Intersection HSM**	\$ 4,858,582	2022-08-034 (approved)
117596	SR 641 and Middlesex Rd Intersection HSM	\$ 3,612,248	2022-08-036 (approved)
88060	HSIP Reserve Line Item	\$ 496,880	n/a
117612	PA 743 and PA 341 Intersection HSM**	\$ 3,000,148	2022-08-043 (approved)
114321	PA 34 Safety Improvements and Resurfacing**	\$ 7,278,951	2022-08-029 (approved)
Total		\$ 19,246,809	
** Partially HSIP Funded Projects			

Non-HSIP Safety Projects on the FFY 2025-2028 HATS TIP		
Project Name	Estimated Project Cost	MPMS ID
Boiling Springs Pedestrian	\$ 486,591	115796
Maple Drive Multi-Use Trail	\$ 525,696	115795
Lemoyne Bottleneck Improvements	\$ 3,802,332	114202
Wesley and Royal Drive	\$ 54,240	115789
Union Deposit Improvements	\$ 64,888	115790
Highland Street Connectivity	\$ 453,675	115797
Riverlands Safety Implementation	\$ 17,750,570	106554
Simpson Ferry Road/Sheely Lane Improvements	\$ 1,140,539	110474
Sycamore/Paxton Intersection Improvement	\$ 2,137,448	113384
18th and Hummel Pedestrian Safety	\$ 20,000	115788
Market Street Improvements (Newport)	\$ 331,856	115794
Middletown Road Safety and Congestion Improvements	\$ 6,824,668	116786
Walnut Bottom Road/West Street/Willow Street	\$ 1,249,647	117675
Eisenhower Boulevard Safety Improvements	\$ 1,424,828	118276
D-8 Ped Countdown Signals	\$ 3,000,000	119233
Herr Street Pedestrian Improvements	\$ 925,000	118502
Emaus Streetscape Project	\$ 1,102,991	119310
Union Deposit Corridor Improvements	\$ 977,426	119307
Cameron/Maclay Intersection Improvements	\$ 311,051	114316
Quarry Road Sidewalk Extension	\$ 608,794	115787
Center/21st Intersection	\$ 2,440,070	114319
Phase II Streetscape Improvements - 3rd Street	\$ 1,702,100	119304

Hummelstown Pedestrian Improvements	\$	924,323	119305
Total	\$	48,258,733	

Pavement/Bridge Performance Measures (PM2)

Background			
<p>The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (82 FR 5886) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at 23 CFR 490 Subpart C and Subpart D. Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.</p>			
Data Source			
<p>Data for the pavement and bridge measures are based on information maintained in PennDOT’s Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).</p>			
2022-2025 Pavement Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%
Methods for Developing Targets			
<p>Pennsylvania’s pavement and bridge targets were established in late 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA’s Pennsylvania Division. The targets are consistent with PennDOT’s asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.² Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.</p>			

Progress Towards Target Achievement and Reporting:

Improving Pennsylvania’s pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania’s transportation network at the State and Federal level. Improving the condition and

² For more information on LLCC: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf>

performance of transportation assets is another goal area of the 2045 Statewide LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment.

PennDOT's [TAMP](#) formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair. PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices should be applied on all state and local networks.

HATS TIP (PM-2)

- *HATS Staff works closely with PennDOT Engineering District 8-0 to ensure consistency with Performance Measure 2 targets as established by PennDOT. HATS will continue to work closely with District 8-0 on an ongoing basis to ensure planning and project programming is consistent with PennDOT best practices.*
- *Continue to monitor pavement / bridge conditions based on PennDOT annual reports.*
- *For PM-2, candidate projects to address asset management were matched with regional needs identified in the HATS Regional Transportation Plan. MPO staff worked with District 8-0 staff to address immediate needs and opportunities where they intersected with the RTP needs.*

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to maintain a desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- Nearly 85% of PennDOT’s STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state’s interstate and NHS roadways.
- Pennsylvania’s investment strategy, reflected in the statewide 2025 Twelve Year Program (TYP) and 2025-2028 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.³ The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT’s asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT’s PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2025 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management

³ The 2025 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

HATS TIP (PM-2)

- *As part of the HATS Regional Transportation Plan, Asset Management was one of the scoring criteria for the project development process. Asset Management, more specifically roadway segment / bridge conditions were a factor in the project development process. This also helped to determine the eligibility for projects on the RTP project pipeline.*
- *The highest possible points were awarded to bridges identified as being in “Poor” condition, with progressively lower points awarded to bridges in “Fair” or “Good” condition.*
- *Roadway segments were prioritized in a similar fashion with the highest points being awarded to segments with a “Poor” International Roughness Coefficient, with progressively lower points awarded to segments with “Fair,” “Good,” or “Excellent” ratings.*
- *There is currently no Spike Funding programmed on the FFY 2025-2028 TIP for Pavement/Bridge projects.*
- *Below is a table of preserved or improved bridge deck area & miles of pavement based on HATS Highway/Bridge and Interstate TIPs.*
- *The HATS Regional Transportation Plan does not contain or identify specific performance targets for PM-2 aside the statewide targets adopted by HATS MPO in February 2024. HATS will continue to program projects that contribute to meeting or making significant progress toward those established statewide targets. Within the FFY 2025-2028 TIP, those projects primarily consist of those included in the following tables.*

Improved Bridge Deck Area based on FFY 2025-2028 TIP Projects		
MPMS #	Project Title	Deck Area (SqFt)
18977	Market St over Juniata River	18850
20576	Juniata Parkway over Cocolamus Creek	1742
20579	PA 34 over Little Buffalo Creek	1820
63084	Middle Ridge Road over Big Buffalo Creek	2044
74521	Maclay Street Bridge	30670
78706	Rutter Rd over Armstrong Creek	1697
87421	Pine Road over Irishtown Gap Hollow Run	510
87454	Cameron St over Asylum Run	2120
87459	Honeymoon Trail ov Tributary to Pine Creek	515
87462	State Road over Fishing Creek	1470
87479	Juniata Parkway over Tributary to Juniata River	573
87485	PA 17 Bridge over Raccoon Creek	656
87490	Pisgah State Rd over Tributary to Shermans Creek	456

87653	Mountain House Rd over N Branch of Armstrong Creek	515
90328	Elizabethtown Rd over Tributary to Conewago Creek	476
90332	Juniata Parkway over Tributary to Juniata River	184
90341	SR 209 over Tributary to Wiconisco Creek	248
90346	Roxbury Road over Whiskey Creek	288
90706	Raccoon Valley Rd over Tributary to Raccoon Creek	386
90708	Spring Road Bridge 1	533
90710	Carlisle Street Bridge	897
90741	Big Spring Rd over Big Spring Creek	648
90749	Hays Grove Rd over Yellow Breeches Creek	263
90771	South River Rd over Powells Creek	1898
90849	Powells Valley Rd over Rattling Creek	1815
90907	Juniata Parkway over Tributary to Juniata River	232
91397	Cold Storage Rd over Little Buffalo Creek	1006
93176	Market St Bridge West	77674
93177	Market St Bridge East	81504
93178	Clarks Ferry Bridge PM	245497
99813	Old Forge Rd over Yellow Breeches Creek	4891
99870	US-209 over Wiconisco Creek	4180
99885	Enders Road over Armstrong Creek	708
99912	Wilhour Rd over Wiconisco Creek	7599
99980	Market St over Rattling Creek	3223
99983	Montour Creek Bridge	640
100083	Roundtop Road over Iron Mine Run	766
100271	Susquehanna Trail over Little Juniata Creek	30783
100368	Pfoutz Valley Rd over Cocolamus Creek	1674
100456	Stone Arch Rd over Tributary to Buffalo Creek	841
101093	Spring Road over Little Juniata Creek	748
101108	PA 850 over Tributary to Shermans Creek	392
106558	Center Rd Bridge T-403 over Bixler Run	1008
106563	West Cross Rd Bridge	754
115791	S Main St Bridge Improvements	978
117189	Nyes Rd over Beaver Creek	3089
117216	Hillsdale Rd over Tributary to Conewago Creek	212
117225	US 22 over Cocolamus Creek	28256
117251	Juniata Parkway over Howe Run	336
117252	Horse Valley Rd over Horse Valley Run	360
117464	US 11 over Burd Run	2652
117469	Straws Church Rd over Tributary to Armstrong Creek	956
117479	US 11 over Letort Spring Run	3473
117545	PA 34 over Juniata River	22388
117646	Lisburn Rd over Cedar Run	1297
117663	Derry Street over Spring Creek	1850

117665	Thirteenth Street over NS	7194
117667	Market Street over Paxton Creek	4278
117698	Paxton St over NS	9912
117702	Lisburn Rd over Mill Race	1033
119311	Perry County Covered Bridges	5062
120307	Kohn Road over Paxton Creek	1846
120308	Quarry Road over Mountain Creek	594
121179	SR 34 Bridge over Juniata River	22388
Total		653548

Improved / Preserved Linear Miles of Pavement for FFY 2025-2028 Interstate TIP		
MPMS #	Project Title	Linear Miles
92931	Eisenhower Interchange	5.93
113357	I-83 East Shore Section 3B	3.48
113376	I-83 East Shore Section 3C	3.07
113378	Eisenhower Interchange B	5.05
113380	Eisenhower Interchange C	4.07
113754	I-83 South Bridge Replacement	2.61
116481	I-81 over Stone House Rd	0.04
119677	I-81 MM 47 to 52 Concrete Patch w/Diamond Grinding	9.78
Total		34.03

Improved / Preserved Linear Miles of Pavement for FFY 2025-2028 Highway/Bridge TIP		
MPMS #	Project Title	Linear Miles
88314	American Ex-POW Memorial Highway	13.39
100202	US 209 Resurfacing	5.06
106554	Riverlands Safety Implementation	3.26
108605	Scheaffers Valley Rd Resurface	5.96
110474	Simpson Ferry Rd/ Sheely Ln Improvements	1.72
113283	Elizabethtown Rd Resurfacing	5.29
113299	Big Spring Road Resurface 2	4.20
113384	Sycamore/Paxton Intersection Improvements	0.15
114202	Lemoyne Bottleneck Improvements	1.03
114315	Sporting Hill Turn Lane	0.86
114316	Cameron/Maclay Intersection Improvements	5.88
114319	Center/21st Intersection	0.82
114321	PA 34 Safety Improvements & Resurfacing	6.67
116119	Blue-Gray Resurface	7.35
116120	Walnut Bottom Resurface	5.16
116786	Middletown Rd Safety and Congestion Improvements	3.40

117675	Walnut Bottom Road/West Street/Willow Street	0.42
119783	22 Concrete Patching & Diamond Grinding	14.72
119784	Susquehanna Trail Restoration	33.70
	Total	119.04

System Performance Measures (PM3)

Background			
<p>The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program</i> (82 FR 5970) became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at 23 CFR 490 Subparts E, F, G & H. Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.</p>			
Data Source			
<p>The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and emissions measures.</p>			
Travel Time and Annual Peak Hour Excessive Delay Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Interstate Reliability	Statewide	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia	15.2	15.1
	Pittsburgh	10.5	10.5
	Reading	6.5	6.5
	Allentown	8.4	8.4
	Harrisburg	9.1	9.1
	York	6.4	6.4
	Lancaster	3.7	3.7
Non-SOV Travel Measure Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia	30.0%	30.0%
	Pittsburgh	27.0%	27.0%
	Reading	20.2%	20.2%
	Allentown	18.6%	18.6%
	Harrisburg	20.2%	20.2%
	York	15.8%	15.8%
	Lancaster	21.9%	21.9%
CMAQ Emission Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	Statewide	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000

CO and PM10 Emissions (kg/day)		0.000	0.000
Methods for Developing Targets			
The System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.			

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs work to ensure that the STIP, regional TIPs, and LRTP are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the MPOs/RPOs. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps MPOs/RPOs, in collaboration with each PennDOT District, to assess progress and pinpoint areas for capacity or traffic flow improvements in order to meet the established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP (where applicable) in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

PennDOT LRTP Mobility Goal and Objectives

MOBILITY

Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.

- Continue to improve system efficiency and reliability.
- Continue to improve public transportation awareness, access, and services throughout Pennsylvania.
- Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.
- Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.
- Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.
- Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)

HATS TIP (PM-3)

- *HATS will continue to work with PennDOT Central Office and Engineering District 8-0 and review progress towards achieving the established Statewide Performance Measure Targets on an ongoing basis. This will ensure a continuing, comprehensive, and coordinated approach towards meeting the Performance Measure Targets.*
- *Federal and State Guidance for achieving established Performance Measure Targets will be considered and integrated into the HATS planning program.*
- *HATS will use safety and available performance measure data in evaluating in updating its congestion management process.*
- *Priority congestion corridors and intersections based on the 2017 HATS CMP is part of the evaluation criteria for the HATS Project Pipeline. This project pipeline is the primary avenue for identification of candidate projects to be programmed on the HATS TIP. Through coordination with Engineering District 8-0, candidate projects with are eligible for CMAQ funding are identified through the PennDOT CMAQ selection process.*

Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2025-2028 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

HATS TIP (PM-3)

- *System performance measures are integrated into the HATS Regional Transportation Plan evaluation criteria. System performance was a factor in the project development process and also helped to determine eligibility for projects on the RTP project pipeline.*
- *\$10,220,000 has been programmed for CMAQ projects on the FFY 2025-2028 HATS TIP.*
- *Support of the Susquehanna Regional Transportation Partnership (SRTP) Commuter Services and Transportation Set Aside (formerly TAP) programs continue to be a HATS funding priority.*
- *\$385,406,101 is programmed on the FFY 2025-2028 HATS Interstate TIP using Spike funding. These programmed projects will work towards improvement of interstate highways within the HATS Region therefore supporting PM-3 Interstate Reliability Targets.*
- *The following are noted as key congestion relief projects within the HATS Region based on the FFY 2025-2028 HATS TIP:*

- *MPMS 110474 Simpson Ferry Road & Sheely Lane Intersection*
- *MPMS 117825 I-283 ITS Fiber*

- *The table with key CMAQ projects and their primary improvement focus is shown below.*

Key CMAQ Projects on the FFY 2025-2028 HATS TIP				
MPMS #	Project Name	Fund	Project Amount	Improvement
114319	Center / 21st Intersection	CMAQ	\$ 2,440,070	Operational Improvements
114315	Sporting Hill Turn Lane	CMAQ	\$ 6,005,698	Operational Improvements
114202	Lemoyne Bottleneck Improvements	CMAQ	\$ 3,802,332	Operational Improvements
111064	HATS Bikeshare	CMAQ	\$ 560,000	Bicycle Facilities / Services
114107	SRTP Rideshare Program	CMAQ	\$ 1,619,165	Ridesharing / Transit
114316	Cameron / Maclay Intersection	CMAQ	\$ 311,051	Operational Improvements

Transit Asset Management Performance Measures

Background

In July 2016, FTA issued a final rule ([TAM Rule](#)) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: [Transit Asset Management | FTA \(dot.gov\)](#)

Data Source

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at [PennDOT Group Plan](#). The group plan is updated annually with new targets as well as the current performance of the group.

Transit Asset Management Targets (for all agencies in PennDOT Group Plan)

Performance Measure	Asset Class	FY2021-22 Target	Current Performance	FY 2022-23 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	18%	29%	29%
	BR-Over-the-road Bus	18%	20%	20%
	BU – Bus	28%	31%	31%
	CU-Cutaway	52%	53%	53%
	VN-Van	63%	62%	62%
	SV-Sports Utility Vehicle	33%	36%	36%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	57%	45%	45%
	Trucks / Rubber Tire Vehicles	27%	21%	21%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	14%	14%
	Passenger / Parking Facilities	84%	66%	66%

Methods for Developing Targets

PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.

Progress Towards Target Achievement and Reporting:

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.

- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania’s transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT Bureau of Public Transit (BPT), transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

Evaluation of STIP for Target Achievement:

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
 - Vehicles that surpass age and mileage ESL
 - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard
 - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
 - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects
 - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- Import CPT Planner into DotGrants for the execution of capital grants

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process.

HATS TIP and YAMPO TIP

- *The SRTA has voting membership on both the Technical and Policy Boards of HATS and YAMPO, as well as ACTPO. The SRTA has active roles in coordinating with both HATS and YAMPO in their development processes for the Regional Transportation Plan (HATS) and Metropolitan Transportation Plan (YAMPO). The SRTA also actively coordinated with ACTPO in the development of their Long Range Transportation Plan (LRTP). Both HATS and YAMPO work with the SRTA to prioritize transit asset performance measure targets. The projects listed below illustrate the coordination between SRTA and their MPO partners for rolling stock replacements.*
- *HATS and CAT TIPs – Fixed Route Bus Replacements*

- *HATS Highway/Bridge TIP MPMS # 94636 Rolling Stock Replacement*
- *CAT Transit TIP MPMS # 102482 Transit Bus Purchase*

YAMPO and CPTA TIPs

- *YAMPO Highway/Bridge TIP MPMS # 112313 CPTA Replacement Buses*
- *CPTA Transit TIP MPMS # 110665*

Public Transit Safety Performance Measures

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule ([49 CFR 673](#)) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of [FTA Section 5307](#) funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive only [Section 5311](#) (Formula Grants for Rural Areas) or [Section 5310](#) (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

As part of the plan development process, performance targets must be established for the following areas:

1. Fatalities,
2. Injuries,
3. Safety Events
4. System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

HATS TIP and YAMPO TIP

- *Projects funded on the TIPs become physical elements – on-the-ground features that maintain and improve the safety and security of the transit community, enhancing the community-at-large where we operation. These projects are generated directly in pursuit of reaching performance measure targets.*
- *The following projects are examples of in transit safety performance measure targets investment priorities translated into TIP projects:*

- *HATS/CAT TIP: MPMS # 102467 Safety & Security and MPMS # 102475 Comm./Intell. Trans.*
- *YAMPO/CPTA TIP: MPMS # 116742 Shelter Replacement, MPMS # 116749 Shelter Improvements, and MPMS # 116755 Shelter Expansion*

Cumberland

PennDOT Project Id: 87421

Project Administrator: PennDOT

Title: Pine Road ov Irishtown Gap Hol Crk

Improvement Type: Bridge Improvement

State Route: 3006

Municipality: Penn (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/15/2027

Location: SR 3006 (Pine Road) over Irishtown Gap Hollow Run
Penn Township

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on SR 3006 (Pine Road) over Irishtown Gap Hollow Run in Penn Township, Cumberland County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$300	\$0	\$0	\$225	\$378	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$300	\$0	\$0	\$225	\$378	\$0
Total FFY 2025-2036 Cost	\$903					

PennDOT Project Id: 88314

Project Administrator: PennDOT

Title: American Ex-POW Mem Hwy

Improvement Type: Concrete Rehabilitation

State Route: 581

Municipality: Hampden (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/2024

Location: PA-581 from I-81 to US-11/15
East Pennsboro Twp, Hampden Twp, Lower Allen Twp, Camp Hill Borough and Lemoyne Borough

Project Description: This project consists of concrete patching, diamond grinding and replacement of two CAVC locations on PA 581 from I-81 to US 11/15 in East Pennsboro, Hampden and Lower Allen Townships, Camp Hill and Lemoyne Boroughs, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$11,573	\$10,189	\$1,093	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$11,573	\$10,189	\$1,093	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$22,855					

PennDOT Project Id: 90346

Project Administrator: PennDOT

Title: Roxbury Road ov Whiskey Run

Improvement Type: Bridge Improvement

State Route: 997

Municipality: Upper Mifflin (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/14/2027

Location: SR 997 Roxbury Road over Whiskey Creek
Upper Mifflin Township

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation)on PA-997 Roxbury Road over Whiskey Creek in Upper Mifflin Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$300	\$0	\$603	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$300	\$0	\$603	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$903					

PennDOT Project Id: 90741

Project Administrator: PennDOT

Title: Big Spring Rd ov Big Spring Ck

Improvement Type: Bridge Replacement

State Route: 3007

Municipality: North Newton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/4/2027

Location: SR 3007 (Big Spring Road) over Big Spring Creek
North Newton Township

Project Description: This project consists of a bridge replacement on SR 3007 (Big Spring Road) over Big Spring Creek in North Newton township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$300	\$0	\$1188	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$300	\$0	\$1,188	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,488					

PennDOT Project Id: 90749

Project Administrator: PennDOT

Title: Hays Grove Rd over Yellow Breeches Ck

Improvement Type: Bridge Replacement

State Route: 3011

Municipality: Penn (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/15/2027

Location: SR 3011 (Hays Grove Road) over Yellow Breeches Creek
Penn Township

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on SR 3011 (Hays Grove Road) over Yellow Breeches Creek in Penn Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$300	\$0	\$528	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$300	\$0	\$528	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$828					

PennDOT Project Id: 99813

Project Administrator: PennDOT

Title: Old Forge Rd over Yellow Breeches Ck

Improvement Type: Bridge Preservation Activities

State Route: 2019

Municipality: Lower Allen (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/26/2027

Location: SR 2019 (Old Forge Rd) over Yellow Breeches Creek
Lower Allen, Fairview Townships

Project Description: This project consists of a bridge preservation on State Road 2019 (Old Forge Road) over Yellow Breeches Creek in Lower Allen and Fairview Townships, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$3119	\$0	\$0	\$0	\$0
State:	\$260	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$260	\$3,119	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,379					

PennDOT Project Id: 110474

Project Administrator: PennDOT

Title: Simpson Ferry Rd/ Sheely Ln Imp

Improvement Type: Intersection Improvement

State Route: 2014

Municipality: Lower Allen (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 2014 (Simpson Ferry Road) from Gale St to Hann Way and SR 2021 (Wesley Dr/Sheely Ln) from E Trindle Rd to Wilson Ln
Hampden and Lower Allen Twp
Cumberland County

Project Description: This project may consist of an intersection improvement at the intersection of SR 2014 (Simpson Ferry Road) and the intersection of SR 2021 (Sheely LN) and PA 641 (E Trindle Road) and SR 2021 (Wesley Dr/Sheely Lane) from Gale Street to Hann Way and PA 641 (E Trindle Road) to Wilson Ln. Additional work may include the separation of the current shared right/through lane to an individual right turn lane and individual through lane to alleviate congestion in Hampden and Lower Allen Twp, Cumberland County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$245	\$0	\$896	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$245	\$0	\$896	\$0	\$0	
Total FFY 2025-2036 Cost	\$1,141						

PennDOT Project Id: 114202

Project Administrator: PennDOT

Title: Lemoyne Bottleneck Improvements

Improvement Type: Safety Improvement

State Route: 1010

Municipality: Lemoyne (BORO)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/6/2025

Location: Intersection of Market St (SR 1010) with S. Third St (SR 2035) to Front St (SR 1027) in Lemoyne Borough and Wormleysburg Boroughs, Cumberland County

Project Description: This project may consist of bicycle, pedestrians and safety improvements from the intersection of Market St (SR 1010) with S. Third St (SR 2035) to Front St (SR 1027) in Lemoyne Borough, Cumberland County with the installation of a bike lane, sidewalk upgrades and roadway lane reconfiguration in Lemoyne and Wormleysburg Boroughs, Cumberland County. May also include Front Street traffic signal upgrade.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$1645	\$2157	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$1,645	\$2,157	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$3,802						

PennDOT Project Id: 114315

Project Administrator: PennDOT

Title: Sporting Hill Turn Lane

Improvement Type: Resurface

State Route: 1013

Municipality: Hampden (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/1/2027

Location: S Sporting Hill Road (SR 1013) from Trindle Road (PA 641) to McDonald Drive intersection
Hampden Township
Cumberland County

Project Description: This 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.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$2319	\$2534	\$2456	\$0	
State:	\$0	\$0	\$580	\$633	\$614	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$2,899	\$3,167	\$3,070	\$0	
Total FFY 2025-2036 Cost	\$9,136						

PennDOT Project Id: 114319

Project Administrator: PennDOT

Title: Center/21st Intersection

Improvement Type: Intersection Improvement

State Route: 1006

Municipality: Camp Hill (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/13/2025

Location: Intersection Improvements at 21st and Center st
Camp Hill Borough and East Pennsboro Township
Cumberland County.

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1919	\$521	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$1,919	\$521	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,440					

PennDOT Project Id: 115788

Project Administrator: PennDOT

Title: Ped Safety Impr

Improvement Type: Pedestrian Facilities

State Route: 2014

Municipality: Lower Allen (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/10/2025

Location: Intersection of 18th Street (SR 2033) and Hummel Avenue (SR 2014)
Lower Allen Township
Cumberland County

Project Description: This project consists of installing pedestrian safety improvements including 2 ADA ramps, crosswalk, and pedestrian signal pedestals at the intersection of 18th Street and Hummel Avenue in Lower Allen Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$20	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$20	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$20					

PennDOT Project Id: 115789

Project Administrator: PennDOT

Title: Wesley and Royal Drive

Improvement Type: Pedestrian Facilities

State Route: 2021

Municipality: Lower Allen (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/24/2025

Location: Intersection of Wesley Drive (SR 2021) and Royal Drive (Wass Park Entrance)
Lower Allen Township
Cumberland County

Project Description: This project consists of installing pedestrian safety improvements including four pedestrian pedestals, two improved crosswalks, and two rectangular rapid flashing beacons at the intersection of Wesley Drive and Royal Drive in Lower Allen Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$54	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$54	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$54					

PennDOT Project Id: 115795

Project Administrator: PennDOT

Title: Multi-Use Trail

Improvement Type: Pedestrian Facilities

State Route: 0

Municipality: Silver Spring (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/27/2025

Location: from Carlisle Pike to Madison Road along Maple Dr and Paul Walters Memorial Park
Silver Spring Township
Cumberland County

Project Description: This project consists of installing a 5 foot concrete sidewalk and 15 foot wide asphalt multi-use path from the Rivendell residential development, through the Walden residential development, across Paul Walters Park, and then through the Township's right-of-way to Carlisle Pike in Silver Spring Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$526	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$526	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$526					

PennDOT Project Id: 115796

Project Administrator: PennDOT

Title: Boiling Springs Ped

Improvement Type: Pedestrian Facilities

State Route: 2037

Municipality: South Middleton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/23/2025

Location: Front Street (SR 2003) from High Street to 1st Street (SR 174) and Forge Road (SR 2003), from Arnold Street near school district to Lindsey Road (T-517)
South Middleton Township
Cumberland County

Project Description: This project consists of the construction of pedestrian safety improvements, including sidewalks and crosswalks, along Front Street, from High Street near the South Middleton School District Complex to the intersection with 1st Street (S.R. 174) in South Middleton Township, Cumberland County. This project also includes bike/ped improvements on Forge Road (SR 2003), from Arnold Street near school district to Lindsey Road (T-517) in South Middleton Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$487	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$487	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$487					

PennDOT Project Id: 115948

Project Administrator: PennDOT

Title: Hempt Farms

Improvement Type: Transportation Enhancement

State Route: 11

Municipality: Silver Spring (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Carlisle Pike (SR 11) from Hempt Road to Dapp Road
Silver Spring Township
Cumberland County

Project Description: This project consists of Transportation Enhancements on Carlisle Pike (SR 11) from Hempt Road to Dapp Road in Silver Spring Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2000	\$2000	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$2,000	\$2,000	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,000					

PennDOT Project Id: 116119

Project Administrator: PennDOT

Title: Blue-Gray Resurf

Improvement Type: Resurface

State Route: 15

Municipality: Lower Allen (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/12/2026

Location: Blue-Gray HW (US 15) from I-76 to Sprangler Rd (PA 581) and 32nd St (US 11) from Sprangler Rd (PA 581) to Trindle Rd (PA 641) Lower Allen, Upper Allen, and East Pennsboro Townships and Camp Hill Borough Cumberland County

Project Description: This project may consist of resurfacing on Blue-Gray HW (US 15) from I-76 to Sprangler Rd (PA 581) and 32nd St (US 11) from Sprangler Rd (PA 581) to Trindle Rd (PA 641) in Lower Allen, Upper Allen, and East Pennsboro Townships and Camp Hill Borough, Cumberland County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$2,534	\$3,147	\$2,840	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$2,534	\$3,147	\$2,840	\$0	\$0
Total FFY 2025-2036 Cost	\$8,521					

PennDOT Project Id: 116120

Project Administrator: PennDOT

Title: Walnut Bottom Resurf

Improvement Type: Resurface

State Route: 174

Municipality: Southampton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: Walnut Bottom Rd (PA 174) from Cramer Road to Maple Ave Shippensburg, Southampton, and South Newton Townships Cumberland County

Project Description: This project consists of resurfacing Walnut Bottom Rd (PA 174) from I-81 to Maple Ave in Shippensburg, Southampton, and South Newton Townships, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1,236	\$3,325	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$1,236	\$3,325	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,561					

PennDOT Project Id: 117464

Project Administrator: PennDOT

Title: US 11 over Burd Run

Improvement Type: Bridge Deck Rehabilitation

State Route: 11

Municipality: Shippensburg (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/18/2026

Location: US 11 over Burd Run Shippensburg Township Cumberland County

Project Description: This project consists of a bridge rehabilitation on US 11 over Burd Run in Shippensburg Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$1,604	\$0	\$0	\$0	\$0
State:	\$300	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$300	\$1,604	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,904					

PennDOT Project Id: 117479

Project Administrator: PennDOT

Title: US 11 ov Letort Spring

Improvement Type: Bridge Improvement

State Route: 11

Municipality: Middlesex (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/25/2027

Location: US 11 over Letort Spring Run
Middlesex Township
Cumberland County

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on US 11 over Letort Spring Run in Middlesex Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$400	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$1512	\$1412	\$3086	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$400	\$1,512	\$1,412	\$3,086	\$0
Total FFY 2025-2036 Cost	\$6,410					

PennDOT Project Id: 117594

Project Administrator: PennDOT

Title: SR 641 and Locust Point Rd Intersection HSM

Improvement Type: Safety Improvement

State Route: 641

Municipality: Silver Spring (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: Intersection of PA 641 and SR 1007 (Locust Point Road)
Silver Spring Township

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$713	\$0	\$2232	\$1913	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$713	\$0	\$2,232	\$1,913	\$0	\$0
Total FFY 2025-2036 Cost	\$4,858					

PennDOT Project Id: 117596

Project Administrator: PennDOT

Title: SR 641 and Middlesex Rd Intersection HSM

Improvement Type: Safety Improvement

State Route: 641

Municipality: Middlesex (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/5/2026

Location: Intersection of PA 641 and T-560, T-684 (Middlesex Road)
Middlesex Township

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1397	\$1077	\$1138	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,397	\$1,077	\$1,138	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,612					

PennDOT Project Id: 117646

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Lower Allen (TWP)

Title: Lisburn Rd over Cedar Run

State Route: 2031

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/24/2026

Location: Lisburn Rd over Cedar Run
Lower Allen Township
Cumberland County

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on Lisburn Rd over Cedar Run in Lower Allen Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$1142	\$0	\$0	\$0
State:	\$100	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$1,142	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,242					

PennDOT Project Id: 117675

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: Carlisle (BORO)

Title: Walnut Bottom Road/West Street/Willow Street

State Route: 3023

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 3023 (Walnut Bottom Road) West Street and Willow Street
Carlisle Borough
Cumberland County

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$175	\$0	\$1074	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$175	\$0	\$1,074	\$0	\$0
Total FFY 2025-2036 Cost	\$1,249					

PennDOT Project Id: 117702

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Lower Allen (TWP)

Title: Lisburn Rd ov Mill Race

State Route: 114

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/26/2027

Location: Lisburn Road (PA 114) over Mill Race
Lower Allen Township
Cumberland County

Project Description: This project consists of a bridge preservation on Lisburn Road (PA 114) over Mill Race in Lower Allen Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$1016	\$0	\$0	\$0
State:	\$0	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$100	\$1,016	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,116					

PennDOT Project Id: 119303

Project Administrator: PennDOT

Title: CVRT Downtown Ship

Improvement Type: Transportation Enhancement

State Route: 696

Municipality: Shippensburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: Fort Street from the CVRT to Earl Street; and Earl Street to Dykeman Park
Shippensburg Township
Shippensburg Borough
Cumberland County

Project Description: This project consists of extending the Cumberland Valley Rail Trail (CVRT) from the CVRT terminus at Fort Street along Fort Street to Earl Street and continuing south on Earl Street to Dykeman Park in Shippensburg Township and Borough, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$253	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$253	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$253					

PennDOT Project Id: 119304

Project Administrator: PennDOT

Title: Phase II Streetscape Improvements - 3rd St

Improvement Type: Transportation Enhancement

State Route: 2035

Municipality: Lemoyne (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Third St (SR 2035) from the Norfolk Southern Bridge to the intersection with Herman Street
Lemoyne Borough
Cumberland County

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$801	\$901	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$801	\$901	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,702					

PennDOT Project Id: 119708

Project Administrator: PennDOT

Title: I-81 & US 11/15 Lighting

Improvement Type: Lighting

State Route: 11

Municipality: East Pennsboro (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/16/2025

Location: Interchange of I-81 & US 11/15
East Pennsboro Township
Cumberland County

Project Description: This project consists of replacing all lighting fixtures with new LEDs and the removal of 30 poles as part of the new full interchange lighting system at the interchange of I-81 & US 11/15 in East Pennsboro Township, Cumberland County. The projects proposed design will have significant energy efficiency improvements.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1092	\$1767	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,092	\$1,767	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,859					

PennDOT Project Id: 120270

Project Administrator: PennDOT

Title: Cumberland County Bridge Bundle

Improvement Type: Bridge Replacement

State Route: 7213

Municipality: South Middleton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Three Bridges in Cumberland County
Ladnor Lane over Mountain Creek
Village Road over Hogestown Run
Wildwood Road over Locust Creek

Project Description: This project consists of three bridge replacements in Cumberland County. The Bridges are:
Ladnor Lane over Mountain Creek in South Middleton Township
Village Road over Hogestown Run in Silver Spring Township
Wildwood Road over Locust Creek in Lower Frankford Township

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$538	\$768	\$768	\$768	\$0	\$0
State:	\$101	\$144	\$144	\$144	\$0	\$0
Local/Other:	\$34	\$48	\$48	\$48	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$673	\$960	\$960	\$960	\$0	\$0
Total FFY 2025-2036 Cost	\$3,553					

PennDOT Project Id: 120308

Project Administrator: PennDOT

Title: Quarry Road over Mountain Creek

Improvement Type: Bridge Replacement

State Route: 7201

Municipality: Cooke (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Quarry Road over Mountain Creek
Cooke Township
Cumberland County

Project Description: This project consists of a bridge replacement on Quarry Road over Mountain Creek in Cooke Township, Cumberland County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$212	\$553	\$0	\$0	\$0	\$0
State:	\$40	\$104	\$0	\$0	\$0	\$0
Local/Other:	\$13	\$35	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$265	\$692	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$957					

Dauphin

PennDOT Project Id: 18977

Project Administrator: PENNDOT

Title: Market St ov Juniata River

Improvement Type: Bridge Improvement

State Route: 849

Municipality: Reed (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/2027

Location: Market Street (PA 849) over Juniata River
Reed Township and Wheatfield Township
Dauphin and Perry County

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation)on Market Street (PA 849) over Juniata River in Reed Township and Wheatfield Township, Dauphin and Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$4135	\$1000	\$0	\$0
State:	\$400	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$400	\$0	\$4,135	\$1,000	\$0	\$0
Total FFY 2025-2036 Cost	\$5,535					

PennDOT Project Id: 74521

Project Administrator: PennDOT

Title: Maclay Street Bridge

Improvement Type: Bridge Replacement

State Route: 3022

Municipality: Harrisburg (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/11/2025

Location: Maclay Street (State Route 3022) over Norfolk Southern Railroad
City of Harrisburg

Project Description: This project consists of a bridge replacement on Maclay Street (State Route 3022) over Norfolk Southern Railroad in the City of Harrisburg, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$7923	\$6450	\$6979	\$4000	\$0	\$0
State:	\$1981	\$1613	\$1745	\$1000	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$9,904	\$8,063	\$8,724	\$5,000	\$0	\$0
Total FFY 2025-2036 Cost	\$31,691					

PennDOT Project Id: 78706

Project Administrator: PennDOT

Title: Rutter Rd ov Armstrong Creek

Improvement Type: Bridge Improvement

State Route: 4001

Municipality: Jackson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/12/2026

Location: SR 4001 (Rutter Road) over Armstrong Creek
Jackson Township

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on SR 4001 (Rutter Road) over Armstrong Creek in Jackson Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1309	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$1,309	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,309					

PennDOT Project Id: 84324

Project Administrator: PennDOT

Title: HATS Bridge Reserve Line Item

Improvement Type: Bridge Rehabilitation

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: HATS Area

Project Description: This Highway & Bridge Reserve Line Item was created to provide extra funding where needed for projects in the HATS area that qualify for the following fund types:

- STP (Surface Transportation Program) - This is a formula-based distribution based on the region's bridge and highway needs on federal aid routes not on the National Highway System.
- BOF - This funding is reserved for federal aid bridges not on the National Highway System.
- BRIP-This funding is reserved for any bridge greater than 20'.
- 185 - This is state funding for state-owned bridges.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$867	\$0	\$0	\$1200	\$43589	\$56427
State:	\$47	\$0	\$0	\$160	\$12948	\$12291
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$914	\$0	\$0	\$1,360	\$56,537	\$68,718
Total FFY 2025-2036 Cost	\$127,529					

PennDOT Project Id: 87454

Project Administrator: PennDOT

Title: Cameron St ovr Asylum Run

Improvement Type: Bridge Replacement

State Route: 230

Municipality: Harrisburg (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/11/2027

Location: PA 230 (Cameron Street) Bridge over Asylum Run
City of Harrisburg

Project Description: This project consists of a structure replacement on PA 230 (Cameron Street) over Asylum Run in the City of Harrisburg, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$400	\$0	\$340	\$2000	\$3332	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$400	\$0	\$340	\$2,000	\$3,332	\$0
Total FFY 2025-2036 Cost	\$6,072					

PennDOT Project Id: 87459

Project Administrator: PennDOT

Title: Honeymoon Trail ov Trib to Pine Ck

Improvement Type: Bridge Improvement

State Route: 1017

Municipality: Lykens (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 1017 (Honeymoon Trail) over Tributary to Pine Creek
Lycens Township

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on SR 1017 (Honeymoon Trail) over Tributary to Pine Creek in Lycens Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$100	\$0	\$0	\$2278	\$0	\$150
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$100	\$0	\$0	\$2,278	\$0	\$150
Total FFY 2025-2036 Cost	\$2,528					

PennDOT Project Id: 87653

Project Administrator: PennDOT

Title: Mountain House Rd ov N Brch of Armstrong Ck

Improvement Type: Bridge Preservation Activities

State Route: 1003

Municipality: Jackson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/12/2026

Location: SR 1003 (Mountain House Road) over North Branch of Armstrong Creek
Jackson Township

Project Description: This project consists of a bridge preservation on SR 1003 (Mountain House Road) over North Branch of Armstrong Creek in Jackson Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$315	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$150	\$315	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$465					

PennDOT Project Id: 88058

Project Administrator: PennDOT

Title: TAP Line Item

Improvement Type: Transportation Enhancement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Harrisburg MPO

Project Description: This item provides funding for the Transportation Alternatives Program (TAP) Reserve Line Item, formerly the Transportation Enhancement Line Item. Funding was established by the Moving Ahead for Progress in the 21st century (MAP-21) Federal legislation.

Projects are submitted by application and then reviewed & evaluated by the Harrisburg Area Transportation Study (HATS) Technical Committee with input from PennDOT. The Technical Committee then forwards projects to the HATS Coordinating Committee for final approval.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$642	\$1076	\$4304	\$4304
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$0	\$642	\$1,076	\$4,304	\$4,304
Total FFY 2025-2036 Cost	\$10,326					

PennDOT Project Id: 88060

Project Administrator: PennDOT

Title: HSIP Reserve Line Item

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Harrisburg MPO

Project Description: Harrisburg Metropolitan Planning Organization's federal Highway Safety Improvement Program (HSIP) Reserve Line Item. These funds will be used for eligible projects on an approved list provided by the district.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$497	\$0	\$0	\$7650	\$15300
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$497	\$0	\$0	\$7,650	\$15,300
Total FFY 2025-2036 Cost	\$23,447					

PennDOT Project Id: 88061

Project Administrator: PennDOT

Title: Highway Reserve Line Item

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Harrisburg MPO

Project Description: Harrisburg Metropolitan Planning Organization's Highway Reserve Line Item. These funds will be used to address low bid cost increases, additional work on a project and adding additional project phases to the TIP.

NHPP (National Highway Performance Program) - These projects provide support for the condition and performance of the National Highway System.
 STP (Surface Transportation Program) - This is a formula-based distribution based on the region's bridge and highway needs on federal aid routes not on the National Highway System.
 581 - This is state funding for state-owned roadways and bridges.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$286	\$0	\$8825	\$87836	\$12064
State:	\$0	\$0	\$111	\$0	\$26841	\$25387
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$286	\$111	\$8,825	\$114,677	\$37,451
Total FFY 2025-2036 Cost	\$161,350					

PennDOT Project Id: 88068

Project Administrator: PennDOT

Title: STU Reserve Line Item

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Harrisburg MPO

Project Description: This Urban Reserve line item is utilized for cost overruns on approved highway and bridge projects from past and current Transportation Improvement Programs and for future projects that enhance urban access and mobility in the HATS MPO region.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$900	\$0	\$25726	\$5847
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$900	\$0	\$25,726	\$5,847
Total FFY 2025-2036 Cost	\$32,473					

PennDOT Project Id: 88069

Project Administrator: PennDOT

Title: Delivery/ Consult Assist

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Harrisburg MPO

Project Description: Harrisburg MPO's FFY 2023-2026 Delivery/Consultant Assistance Reserve Line Item. The district will use these funds to pay for consultant services to expedite the project delivery process.

Harrisburg MPO's FFY 2025-2028 Delivery/Consultant Assistance Reserve Line Item. The district will use these funds to pay for consultant services to expedite the project delivery process.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1980	\$1980	\$1980	\$1980	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$1,980	\$1,980	\$1,980	\$1,980	\$0	\$0
Total FFY 2025-2036 Cost	\$7,920					

PennDOT Project Id: 90328

Project Administrator: PennDOT

Title: Elizabethtown Rd over Trib to Conewago Ck

Improvement Type: Bridge Preservation Activities

State Route: 743

Municipality: Conewago (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/10/2026

Location: SR 743 Elizabethtown Road Bridge over tributary to Conewago Creek in Conewago Township.

Project Description: This project consists of a bridge preservation of the existing concrete arch culvert carrying SR 743 (Elizabethtown Road) over tributary to Conewago Creek in Conewago Township, Dauphin County. The preservation will include repairs to the existing structure.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$106	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$100	\$106	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$206					

PennDOT Project Id: 90341

Project Administrator: PennDOT

Title: SR 209 ov Tributary to Wisconsin Ck

Improvement Type: Bridge Improvement

State Route: 209

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/23/2026

Location: SR 209 over a Tributary to Wisconsin Creek
Washington Township

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on SR 209 over a Tributary to Wiconisco Creek in Washington Township, Dauphin County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$500	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$100	\$500	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$600					

PennDOT Project Id: 90771

Project Administrator: PennDOT

Title: South River Rd ov Powells Ck

Improvement Type: Bridge Rehabilitation

State Route: 147

Municipality: Reed (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 147 (South River Road) over Powells Creek
Reed Township

Project Description: This project consists of a bridge rehabilitation on PA 147 (South River Road) over Powells Creek in Reed Township, Dauphin County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$2365	\$3692	\$0	\$0
State:	\$200	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$200	\$0	\$0	\$2,365	\$3,692	\$0	\$0
Total FFY 2025-2036 Cost		\$6,257					

PennDOT Project Id: 90849

Project Administrator: PennDOT

Title: Powells Valley Rd ov Rattling Creek

Improvement Type: Bridge Rehabilitation

State Route: 4013

Municipality: Lykens (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/2027

Location: SR 4013 (Powells Valley Road) over Rattling Creek
Jackson Township

Project Description: The project consists of bridge rehabilitation to the bridge carrying SR 4013 (Powells Valley Road) over Rattling Creek, in Jackson Township, Dauphin County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$175	\$0	\$0	\$1261	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$175	\$0	\$0	\$1,261	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$1,436					

PennDOT Project Id: 93176

Project Administrator: PennDOT

Title: Market St Bridge West

Improvement Type: Bridge Rehabilitation

State Route: 3012

Municipality: Harrisburg (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/6/2025

Location: SR 3012 (Market Street) West Span Bridge over the Susquehanna River
City of Harrisburg

Project Description: This project consists of a bridge rehabilitation on SR 3012 (Market Street) West Span Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$5198	\$5308	\$13717	\$5805	\$1705	\$0
State:	\$425	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$5,623	\$5,308	\$13,717	\$5,805	\$1,705	\$0
Total FFY 2025-2036 Cost	\$32,158					

PennDOT Project Id: 93177

Project Administrator: PennDOT

Title: Market St Bridge East

Improvement Type: Bridge Rehabilitation

State Route: 3012

Municipality: Harrisburg (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/6/2025

Location: SR 3012 (Market Street) East Bridge over the Susquehanna River
City of Harrisburg

Project Description: This project consists of a bridge rehabilitation on SR 3012 (Market Street) East Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$5989	\$9149	\$8930	\$2486	\$763	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$5,989	\$9,149	\$8,930	\$2,486	\$763	\$0
Total FFY 2025-2036 Cost	\$27,317					

PennDOT Project Id: 93178

Project Administrator: PennDOT

Title: Clarks Ferry Bridge PM

Improvement Type: Bridge Preservation Activities

State Route: 22

Municipality: Reed (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/2027

Location: US 22 Clarks Ferry Bridge over the Susquehanna River
Reed Township

Project Description: This project consists of a bridge preservation (Clarks Ferry Bridge) on US Route 22 over the Susquehanna River in Reed Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$3842	\$7766	\$16838	\$0
State:	\$0	\$0	\$960	\$1942	\$4209	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$4,802	\$9,708	\$21,047	\$0
Total FFY 2025-2036 Cost	\$35,557					

PennDOT Project Id: 94636

Project Administrator: PennDOT

Title: Rolling Stock Replacement

Improvement Type: Transit System Improvement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Harrisburg MPO
Dauphin, Cumberland, Perry Counties

Project Description:

For FFY 2023-2026 TIP

These Federal funds will be used in coordination with MPMS # 116733 CAT Vehicles and MPMS# 102482 Transit Bus Purchase. 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. Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 5010.1E. All vehicle replacements include the cost of the bus and other systems and equipment necessary to operate service including, but not limited to: security cameras, fare collection systems, radio communication systems, head signs, CAD/AVL, etc.. Projects occurring under this MPMS number will assist in meeting CPTAs Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

For FFY 2025-2028 TIP

In accordance with the Transit Asset Management Plan targets, CAT will purchase replacement fixed route vehicles under this MPMS project. These Federal funds will be used in coordination with MPMS # 116733 CAT Vehicles and MPMS# 102482 Transit Bus Purchase on the Transit TIP via FLEX.

Total number planned to be replace is:

FFY 2025: We estimate the number of vehicles that will be eligible for replacement to be nineteen (19) 40 low floor diesel buses. 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.

FFY 2026: We estimate the number of vehicles that will be eligible for replacement to be nine (9) 40 low floor diesel buses. 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.

FFY 2027: We do not currently expect to replace any vehicles during this year. Funds are being programmed on the TIP for a future purchase.

FFY 2028: We do not currently expect to replace any vehicles this year. Funds are being programmed on the TIP for a future purchase.

Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 5010.1E. Prioritization of the replacement order of those eligible assets is then based on condition and maintenance needs, per above.

All vehicle replacements include the cost of the bus and other systems and equipment necessary to operate service including, but not limited to: security cameras, radio communication systems, etc.

Projects occurring under this MPMS number will assist in meeting CATs Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate and as reported to the National Transit Database (NTD).

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2528	\$2528	\$2528	\$2528	\$2528	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,528	\$2,528	\$2,528	\$2,528	\$2,528	\$0
Total FFY 2025-2036 Cost	\$12,640					

PennDOT Project Id: 99870

Project Administrator: PennDOT

Title: US-209 over Wiconisco Creek

Improvement Type: Bridge Preservation Activities

State Route: 209

Municipality: Wiconisco (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/2027

Location: US-209 over Wiconisco Creek
Wiconisco Township

Project Description: This project consists of a bridge preservation on US-209 over Wiconisco Creek in Wiconisco Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$2185	\$0	\$0
State:	\$150	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$0	\$0	\$2,185	\$0	\$0
Total FFY 2025-2036 Cost	\$2,335					

PennDOT Project Id: 99885

Project Administrator: PennDOT

Title: Enders Road ov Armstrong Ck

Improvement Type: Bridge Replacement

State Route: 4006

Municipality: Jackson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/13/2026

Location: State Route 4006 (Enders Road) over Armstrong Creek in Jackson Township

Project Description: This project consists of a bridge replacement on State Route 4006 (Enders Road) over Armstrong Creek in Jackson Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$100	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$696	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$696	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$796					

PennDOT Project Id: 99912

Project Administrator: PennDOT

Title: Wilhour Rd over Wiconisco

Improvement Type: Bridge Preservation Activities

State Route: 1007

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/6/2025

Location: SR 1007 (Wilhour Rd) over Wiconisco Creek
Washington Township

Project Description: This project consists of a bridge preservation on SR 1007 (Wilhour Road) over Wiconisco Creek in Washington Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$190	\$1691	\$2585	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$190	\$1,691	\$2,585	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,466					

PennDOT Project Id: 99980

Project Administrator: PennDOT

Title: Market St ov Rattling Cr

Improvement Type: Bridge Preservation Activities

State Route: 4013

Municipality: Lykens (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/2027

Location: SR 4013 (Market Street) over Rattling Creek
Lykens Borough

Project Description: This project consists of a bridge preservation on SR 4013 (Market Street) over Rattling Creek in Lykens Borough, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$100	\$0	\$1552	\$590	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$1,552	\$590	\$0	\$0
Total FFY 2025-2036 Cost	\$2,242					

PennDOT Project Id: 100083

Project Administrator: PennDOT

Title: Roundtop Road over Iron M

Improvement Type: Bridge Replacement

State Route: 2005

Municipality: Londonderry (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/14/2027

Location: State Route 2005 (Roundtop Road) over Iron Mine Run
Londonderry Township

Project Description: This project consists of a bridge replacement on State Route 2005 (Roundtop Road) over Iron Mine Run in Londonderry Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$849	\$0	\$0	\$0	\$0
State:	\$200	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$200	\$849	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,049					

PennDOT Project Id: 100202

Project Administrator: PennDOT

Title: US 209 Resurfacing

Improvement Type: Resurface

State Route: 209

Municipality: Millersburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/10/2025

Location: US 209 (State Street) from the Washington Township Line to PA 147 in Upper Paxton Township and Millersburg Borough

Project Description: This project consists of the resurfacing of US 209 (State Street) from the Washington Township Line to PA 147 in Upper Paxton Township and Millersburg Borough, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$2060	\$0	\$0	\$0	\$0
State:	\$0	\$515	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$2,575	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,575					

PennDOT Project Id: 102173

Project Administrator: PennDOT

Title: CMP implementation

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Cumberland, Dauphin, Perry Counties

Project Description: HATS CMP implementation line item for Cumberland, Dauphin, Perry Counties. Federal CMAQ funds are eligible to use on projects that improve air quality.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$159	\$0	\$6312	\$21638
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$159	\$0	\$6,312	\$21,638
Total FFY 2025-2036 Cost	\$28,109					

PennDOT Project Id: 106554

Project Administrator: PennDOT

Title: Riverlands Safety Implementation

Improvement Type: Safety Improvement

State Route: 22

Municipality: Reed (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/2027

Location: US 22/322 from 11/15 and US 22/322 interchange to the 147 and US 22/322 interchange
Reed Township, Dauphin County

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$7600	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$5368	\$4782	\$24167	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$7,600	\$0	\$5,368	\$4,782	\$24,167	\$0
Total FFY 2025-2036 Cost	\$41,917					

PennDOT Project Id: 106563

Project Administrator: PennDOT

Title: West Cross Rd Bridge

Improvement Type: Bridge Replacement

State Route: 7206

Municipality: Jefferson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/26/2026

Location: West Cross Road over North Fork of Powell Creek in Jefferson Township, Dauphin County

Project Description: This project consists of a bridge replacement on West Cross Road over North Fork of Powell Creek in Jefferson Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$554	\$0	\$0	\$0	\$0	\$0
State:	\$104	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$35	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$693	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$693					

PennDOT Project Id: 111064

Project Administrator: PennDOT

Title: HATS Bikeshare

Improvement Type: Bicycle Facilities/Services

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2023

Location: City of Harrisburg, Dauphin County, Cumberland County.

Project Description: This is a capital investment project, and consists of the expansion of the bikeshare program within the City of Harrisburg, Dauphin County and Cumberland County. The project will help reduce vehicular emissions, greenhouse gas emissions and energy consumption as a strategic congestion mitigation investment and through the connection of existing transit routes, sidewalks and trails, bikeways and roadways within the City of Harrisburg, Dauphin County and Cumberland County. The project is funding capital & equipment costs for the bikeshare program.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$120	\$120	\$160	\$160	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$120	\$120	\$160	\$160	\$0	\$0
Total FFY 2025-2036 Cost	\$560					

PennDOT Project Id: 111655

Project Administrator: PennDOT

Title: Paxtang Parkway Restoration

Improvement Type: Drainage Improvement

State Route: 0

Municipality: Harrisburg (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: Capital Area Greenbelt between Market St and Derry St
Susquehanna Twp, Paxtang Boro

Project Description: This project consists of streambank repair and restoration on the Capital Area Greenbelt between Market Street and Derry Street in Susquehanna Township and Paxtang Borough, Dauphin County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$900	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$900	\$0	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$900						

PennDOT Project Id: 112974

Project Administrator: PennDOT

Title: SRTA Employment Access

Improvement Type: Transit System Improvement

State Route: 0

Municipality:

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/5/2019

Location: Harrisburg and York Cities.

Project Description: Previous TIPs

This proposal is a joint effort between Capital Area Transit and rabbitransit.

The service delivery will be shared 50/50 by the two systems. Private employers have offered to assist in the funding of the service. This project creates a route to connect Harrisburg and York to address the need for expanded workforce in both regions - this project serving the HATS MPO portion of the route/service.

The route will connect the Harrisburg Transfer Center to the York Transfer Center with three large employer connections in between: FedEx Ground, ES3, and Harley Davidson. The connection to the transfer centers allows easy movement from one transit system to the other and allows for the connection to both of the urban fixed route transit networks.

FFY 2023-2026 TIP

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-83 corridor between York and Harrisburg beyond the current rabbitransit or CAT fixed route service areas.

FFY 2025-2028 TIP

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-83 corridor between York and Harrisburg beyond the current rabbitransit or CAT fixed route service areas. This project will only use CMAQ for 3 years of operating assistance. The project obligations will be tracked for three years only.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$225	\$112	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$225	\$112	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$337						

PennDOT Project Id: 113283

Project Administrator: PennDOT

Title: Elizabethtown Rd Resurfacing

Improvement Type: Resurface

State Route: 743

Municipality: Conewago (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2025

Location: Fishburn Rd (SR 743) from Cocoa Ave to Conewago Creek in Derry and Conewago Townships
Dauphin County

Project Description: This project consists of resurfacing on Fishburn Rd (SR 743) from Cocoa Ave to Conewago Creek in Derry and Conewago Townships, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2457	\$1575	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,457	\$1,575	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,032					

PennDOT Project Id: 113384

Project Administrator: PennDOT

Title: Sycamore/Paxton Intersection Imp

Improvement Type: Intersection Improvement

State Route: 3010

Municipality: Swatara (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/15/2026

Location: Intersection of Paxton St (SR 3010) and Sycamore St (SR 441) in the City of Harrisburg and Swatara Township Dauphin County

Project Description: This project consists of implementing recommendations from the Paxton Street Road Safety Audits (RSA), which may include a realignment of Sycamore Street and Paxton Street or low cost safety improvements at the intersection of Paxton St (3010) and Sycamore St (SR 441) in the City of Harrisburg and Swatara Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1768	\$369	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,768	\$369	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,137					

PennDOT Project Id: 114107

Project Administrator: PennDOT

Title: SRTP Rideshare Program

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Harrisburg MPO area

Project Description: Susquehanna Regional Transportation Partnership (SRTP) funding is used for ridesharing, vanpooling programs, and transit coordination in the Harrisburg Metropolitan Planning Organization area.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$401	\$407	\$404	\$408	\$412	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$401	\$407	\$404	\$408	\$412	\$0
Total FFY 2025-2036 Cost	\$2,032					

PennDOT Project Id: 114200

Project Administrator: PennDOT

Title: HATS RTP Implementation Program

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Dauphin, Cumberland, and Perry County

Project Description: The HATS Multi-Modal Program will fund transportation studies and improvements consistent with the goals and objectives of Recreational Trails Program (RTP) and the program guidance adopted by HATS in December 2019.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$3000	\$3000	\$3000	\$3000	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$0
Total FFY 2025-2036 Cost	\$12,000					

PennDOT Project Id: 114316

Project Administrator: PennDOT

Title: Cameron/Maclay Intersec

Improvement Type: Intersection Improvement

State Route: 22

Municipality: Harrisburg (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date: 4/27/2023

Estimated Construction Bid Date: 4/27/2023

Location: Cameron Street (SR 230) from Paxton Street (SR 3009 to Elmerton Avenue (SR 3026)
City of Harrisburg
Dauphin County

Project Description: This project consists of intersection, coordinated traffic signals, 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$311	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$311	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$311					

PennDOT Project Id: 115787

Project Administrator: PennDOT

Title: Quarry Rd Sidewalk Ext

Improvement Type: Pedestrian Facilities

State Route: 2005

Municipality: Hummelstown (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/16/2025

Location: West side of Quarry Road from U.S. Route 322 overpass north to Division Street
Hummelstown Borough
Dauphin County

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$175	\$434	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$175	\$434	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$609					

PennDOT Project Id: 115790

Project Administrator: PennDOT

Title: Union Deposit Impr

Improvement Type: Pedestrian Facilities

State Route: 3020

Municipality: Lower Paxton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/22/2025

Location: Intersection of Scenery Drive and Union Deposit Road (SR 3020)
Lower Paxton Township
Dauphin County

Project Description: This project consists of installing pedestrian safety improvements including ADA compliant push buttons, pedestrian countdown timer, ADA compliant curb ramps, improved crosswalks, and updated pedestrian signal timings at the intersection of Union Deposit Road (SR 3020) and Scenery Drive in Lower Paxton Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$65	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$65	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$65					

PennDOT Project Id: 115797

Project Administrator: PennDOT

Title: Highland St Connectivity

Improvement Type: Pedestrian Facilities

State Route: 3004

Municipality: Swatara (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/16/2025

Location: Along Highland Street, from Church Street to the proposed Bishop Park
Swatara Township
Dauphin County

Project Description: This project consists of the construction of sidewalks and crosswalks along north side of Highland Street, from Church Street to the proposed Bishop Park, filling existing sidewalk gaps in Swatara Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$454	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$454	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$454					

PennDOT Project Id: 115861

Project Administrator: PennDOT

Title: Inglenook X-ing

Improvement Type: Safety Improvement

State Route: 0

Municipality: Reed (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Inglenook Road rail road crossing
Reed Township
Dauphin County

Project Description: This project consists of closing the railroad crossing on Inglenook Road in Reed Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$8	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$8	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$8					

PennDOT Project Id: 116786

Project Administrator: PennDOT

Title: Middletown Rd Safety and Congestion Impr

Improvement Type: Intersection Improvement

State Route: 2003

Municipality: Derry (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/16/2027

Location: Middletown Road (SR 2003) from SR 283 to SR 322
Hummelstown Borough, Derry and Londonderry Townships
Dauphin County

Project Description: This project consists of congestion relief on 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$820	\$0	\$0	\$4803	\$6580	\$0
State:	\$0	\$0	\$0	\$1201	\$6580	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$820	\$0	\$0	\$6,004	\$13,160	\$0
Total FFY 2025-2036 Cost	\$19,984					

PennDOT Project Id: 117189

Project Administrator:

Title: Nyes Rd ovr Beaver Creek

Improvement Type: Bridge Deck Rehabilitation

State Route: 2019

Municipality: Lower Paxton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/11/2025

Location: Nyes Rd over Beaver Creek
Lower Paxton & South Hanover Twps
Dauphin County

Project Description: This project consists of a bridge rehabilitation on Nyes Rd over Beaver Creek in Lower Paxton Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$139	\$2000	\$1303	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$139	\$2,000	\$1,303	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,442					

PennDOT Project Id: 117216

Project Administrator: PennDOT

Title: Hillsdale Rd ov Trib Conewago Cr

Improvement Type: Bridge Replacement

State Route: 2001

Municipality: Londonderry (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/11/2027

Location: Hillsdale Rd ov Trib Conewago Cr
Londonderry Township
Dauphin County

Project Description: This project consists of a bridge replacement on Hillsdale Road over Tributary to Conewago Creek in Londonderry Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$175	\$530	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$175	\$530	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$705					

PennDOT Project Id: 117469

Project Administrator: PennDOT

Title: Straws Church ov Trib to Armstrong

Improvement Type: Bridge Rehabilitation

State Route: 4004

Municipality: Jackson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/12/2026

Location: Straws Church Road over Tributary to Armstrong Creek
Jackson Township
Dauphin County

Project Description: This project consists of a bridge rehabilitation on Straws Church Road over Tributary to Armstrong Creek in Jackson Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$811	\$167	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$811	\$167	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$978					

PennDOT Project Id: 117612

Project Administrator: PennDOT

Title: PA 743 and PA 341 Intersection HSM

Improvement Type: Safety Improvement

State Route: 743

Municipality: Conewago (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/11/2025

Location: Intersection of PA 743 (Elizabethtown Road) and PA 341 (Colebrook Road)
Conewago Township

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$300	\$2700	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$300	\$2,700	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,000					

PennDOT Project Id: 117663

Project Administrator: PennDOT

Title: Derry Street over Spring Creek

Improvement Type: Bridge Rehabilitation

State Route: 3012

Municipality: Swatara (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/25/2026

Location: SR 3012 (Derry Street) over Spring Creek
Swatara Township
Dauphin County

Project Description: This project consists of a bridge rehabilitation on SR 3012 (Derry Street) over Spring Creek in Swatara Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$400	\$2021	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$400	\$2,021	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,421					

PennDOT Project Id: 117665

Project Administrator: PennDOT

Title: Thirteenth Street over NS

Improvement Type: Bridge Improvement

State Route: 7301

Municipality: Harrisburg (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: Thirteenth Street over NS
Harrisburg City
Dauphin County

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on Thirteenth Street over NS in Harrisburg City, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$600	\$0	\$6209	\$0
State:	\$0	\$0	\$113	\$0	\$1164	\$0
Local/Other:	\$0	\$0	\$38	\$0	\$388	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$751	\$0	\$7,761	\$0
Total FFY 2025-2036 Cost	\$8,512					

PennDOT Project Id: 117667

Project Administrator: PennDOT

Title: Market Street over Paxton Creek

Improvement Type: Bridge Improvement

State Route: 7301

Municipality: Harrisburg (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: Market Street over Paxton Creek
Harrisburg City
Dauphin County

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on Market Street over Paxton Creek in Harrisburg City, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$400	\$0	\$0	\$0	\$4222	\$0
State:	\$75	\$0	\$0	\$0	\$792	\$0
Local/Other:	\$25	\$0	\$0	\$0	\$264	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$500	\$0	\$0	\$0	\$5,278	\$0
Total FFY 2025-2036 Cost	\$5,778					

PennDOT Project Id: 117698

Project Administrator: PennDOT

Title: Paxton St ov NS

Improvement Type: Bridge Improvement

State Route: 3009

Municipality: Harrisburg (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: Paxton St over Norfolk Southern RR
City of Harrisburg
Dauphin County

Project Description: This project may consist of a bridge improvement on Paxton St over Norfolk Southern RR in City of Harrisburg, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$650
State:	\$0	\$0	\$1300	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$1,300	\$0	\$0	\$650
Total FFY 2025-2036 Cost	\$1,950					

PennDOT Project Id: 117825

Project Administrator: PennDOT

Title: I-283 ITS Fiber Inter

Improvement Type: Transportation Enhancement

State Route: 283

Municipality: Swatara (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 5/23/2024

Estimated Construction Bid Date: 5/23/2024

Location: PA 283
Dauphin County

Project Description: This project consists of Intelligent Transportation System improvements by installing Fiber interconnection on PA 283 in Dauphin County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$177	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$177	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$177					

PennDOT Project Id: 118276

Project Administrator: PennDOT

Title: Eisenhower BI Safety Improv

Improvement Type: Safety Improvement

State Route: 441

Municipality: Swatara (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: SR 441 Eisenhower BI from Lindle Road to Highland Street
Swatara Township
Dauphin County

Project Description: This project consists of safety and pedestrian improvements that include adding/modifying sidewalk throughout the project limits on both sides of the roadway including adding/modifying pedestrian pushbuttons and ADA curb ramps at the signalized intersections and all associated crosswalk paint. Highway lighting throughout the project limits is also being proposed. The scope also includes resurfacing on SR 441 Eisenhower BI from Lindle Road to Highland Street in Swatara Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1424	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,424	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,424					

PennDOT Project Id: 118502

Project Administrator: PennDOT

Title: Herr St Ped Improv

Improvement Type: Pedestrian Facilities

State Route: 3018

Municipality: Harrisburg (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Herr St (SR 3018) from 15th St to Arsenal Blvd
City of Harrisburg
Dauphin County

Project Description: This project consists of Pedestrian Improvements that may include:
Sidewalk improvements, ADA ramps
Potential for slope layback for improved site distance,
Interested in adding a controlled intersection at Herr/15th St. due pedestrian fatality.
Possible resurfacing of the roadway (assuming impacts from curb cuts)
Review traffic data for traffic calming measures that can be added.
The project limits are from Herr St (SR 3018) from 15th St to Arsenal Blvd in City of Harrisburg, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$925	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$925	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$925					

PennDOT Project Id: 119283

Project Administrator: PennDOT

Title: Carbon Reduction Program (CRP) HATS MPO RLI

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Carbon Reduction Program (CRP) HATS MPO Reserve Line Item

Project Description: The HATS MPO Carbon Reduction Program (CRP) Reserve Line Item for Cumberland, Dauphin, Perry Counties. Federal CRP funds are eligible to use on projects that improve carbon reduction in the region.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$1992	\$1992	\$7968	\$7967
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$0	\$0	\$1,992	\$1,992	\$7,968	\$7,967
Total FFY 2025-2036 Cost	\$19,919					

PennDOT Project Id: 119305

Project Administrator: PennDOT

Title: Hummelstown Ped Impr

Improvement Type: Transportation Enhancement

State Route: 2018

Municipality: Hummelstown (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Downtown Hummelstown Borough
Dauphin County

Project Description: This project consists of pedestrian improvements that include sidewalk improvements and ADA Ramps in downtown Hummelstown Borough, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$192	\$733	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$192	\$733	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$925					

PennDOT Project Id: 119307

Project Administrator: PennDOT

Title: Union Deposit Corridor Impr

Improvement Type: Transportation Enhancement

State Route: 3020

Municipality: Lower Paxton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/22/2025

Location: Union Deposit Road between East Park and Southside Elementary School
Lower Paxton Township
Dauphin County

Project Description: 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 includes the following pedestrian improvements:
Sidewalk connection along north side of Union Deposit Road to Collingswood Drive
Sidewalk connection along south side of Union Deposit Road to South Side Elementary School
Pedestrian crossing near Collingswood Drive to include:

- o Piano-style crosswalks
- o Pedestrian refuge island
- o Street lighting

This project will resolve pedestrian safety hazards near Collingswood Drive and along the length of Union Deposit Road. It will allow for more pedestrians to safely utilize Union Deposit Road to access important locations including but not limited to South Side Elementary School, grocery stores, banks, hotels, parks, and pharmacies. Upon project completion, Union Deposit Road will be safe for both motorists and pedestrians.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$216	\$761	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$216	\$761	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$977					

PennDOT Project Id: 119310

Project Administrator: PennDOT

Title: Emaus Streetscape Project

Improvement Type: Transportation Enhancement

State Route: 0

Municipality: Middletown (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Emaus Street between Wood Street and Union Street intersections
Middletown Borough
Dauphin County

Project Description: This project consists of pedestrian improvements that include sidewalk improvements and ADA Ramps on Emaus Street between Wood Street and Union Street intersections in Middletown Borough, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$160	\$943	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$160	\$943	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,103					

PennDOT Project Id: 119783

Project Administrator: PennDOT

Title: 22 Concrete Patching & Diamond Grinding

Improvement Type: Concrete Rehabilitation

State Route: 22

Municipality: Reed (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: SR 22
Reed and Middle Paxton Townships, Dauphin Borough
Dauphin County

Project Description: This project may consist of Concrete Patch & Diamond Grind and Asphalt Overlay on SR 22 in Reed and Middle Paxton Townships and Dauphin Borough, Dauphin County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$0	\$2300	\$2300	\$2300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$150	\$0	\$2,300	\$2,300	\$2,300	\$0
Total FFY 2025-2036 Cost	\$7,050					

PennDOT Project Id: 120271

Project Administrator: PennDOT

Title: Dauphin County Bridge Bundle

Improvement Type: Bridge Deck Replacement

State Route: 7208

Municipality: Lower Paxton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Three local Bridges in Dauphin County:
Crums Mill Road over Paxton Creek
Meadow Lane over Manada Creek
Walnut St over Jonestown Road

Project Description: This project consists of three local bridge replacements in Dauphin County: The bridges are:
Crums Mill Road over Paxton Creek in Lower Paxton Township
Meadow Lane over Manada Creek in East Hanover Township
Walnut St over Jonestown Road in the City Of Harrisburg

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$740	\$788	\$788	\$788	\$788	\$0
State:	\$139	\$148	\$49	\$148	\$148	\$0
Local/Other:	\$47	\$49	\$148	\$49	\$49	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$926	\$985	\$985	\$985	\$985	\$0
Total FFY 2025-2036 Cost	\$4,866					

PennDOT Project Id: 120307

Project Administrator: PennDOT

Title: Kohn Road over Paxton Creek

Improvement Type: Bridge Replacement

State Route: 7101

Municipality: Susquehanna (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Kohn Road over Paxton Creek
Susquehanna Township
Dauphin County

Project Description: This project consists of a Bridge Replacement on Kohn Road over Paxton Creek in Susquehanna Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$134	\$875	\$396	\$0	\$0	\$0
State:	\$25	\$164	\$74	\$0	\$0	\$0
Local/Other:	\$8	\$55	\$25	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$167	\$1,094	\$495	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,756					

PennDOT Project Id: 121186

Project Administrator: PennDOT

Title: UPS for Existing Sites - HATS TSMO 2025-2026

Improvement Type: Traffic System Management

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: I-78, I-81 and US 22, US 11, and US 15

Project Description: This project consists of installation of 13 new UPSs for existing DMS and CCTV sites, 5 remote power switches, and 3 network switches on I-78, I-81 and US 22, US 11, and US 15 in the Harrisburg Area.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$15	\$88	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$15	\$88	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$103					

Perry

PennDOT Project Id: 20576

Project Administrator: PENNDOT

Title: Juniata Parkway ov Cocolamus Ck

Improvement Type: Bridge Rehabilitation

State Route: 1015

Municipality: Greenwood (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/14/2027

Location: SR 1015 (Juniata Parkway) over Cocolamus Creek
Greenwood Township

Project Description: This project consists of a bridge rehabilitation on SR 1015 (Juniata Parkway) over Cocolamus Creek in Greenwood Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$150	\$1765	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$1,765	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,915					

PennDOT Project Id: 20579

Project Administrator: PENNDOT

Title: PA 34 over Little Buffalo

Improvement Type: Bridge Replacement

State Route: 34

Municipality: Newport (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/20/2027

Location: PA 34 over Little Buffalo Creek
Newport Boro
Perry County

Project Description: This project consists of a bridge replacement on PA 34 over Little Buffalo Creek in Newport Boro, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$124	\$3000	\$441	\$0	\$0	\$0
State:	\$100	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$224	\$3,000	\$441	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,665					

PennDOT Project Id: 63084

Project Administrator: PennDOT

Title: Middle Ridge Road ov Big Buffalo Ck

Improvement Type: Bridge Rehabilitation

State Route: 4008

Municipality: Saville (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/9/2028

Location: SR 4008 (Middle Ridge Road) over Big Buffalo Creek
Saville Township

Project Description: This project consists of a bridge rehabilitation on SR 4008 (Middle Ridge Road) over Big Buffalo Creek in Saville Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$5118	\$0
State:	\$0	\$0	\$0	\$165	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$165	\$5,118	\$0
Total FFY 2025-2036 Cost	\$5,283					

PennDOT Project Id: 87462

Project Administrator: PennDOT

Title: State Road ov Fishing Ck

Improvement Type: Bridge Preservation Activities

State Route: 11

Municipality: Marysville (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/26/2026

Location: US 11 over Fishing Creek
Marysville Borough

Project Description: This project consists of a bridge preservation on US 11 over Fishing Creek in Marysville Borough, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1339	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,339	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,339					

PennDOT Project Id: 87479

Project Administrator: PennDOT

Title: Juniata Parkway over Tributary to Juniata Rvr

Improvement Type: Bridge Improvement

State Route: 1015

Municipality: Howe (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/19/2026

Location: SR 1015 (Juniata Parkway) over tributary to Juniata River
Howe Township

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on SR 1015 (Juniata Parkway) over tributary to Juniata River in Howe Township, Perry County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$648	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$100	\$0	\$648	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$748						

PennDOT Project Id: 87485

Project Administrator: PennDOT

Title: PA 17 BR over Raccoon Crk

Improvement Type: Bridge Replacement

State Route: 17

Municipality: Tuscarora (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/9/2028

Location: PA 17 over Raccoon Creek
Tuscarora Township

Project Description: This project consists of a bridge replacement on PA 17 over Raccoon Creek in Tuscarora Township, Perry County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$100	\$0	\$842	\$75	\$75
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$100	\$0	\$842	\$75	\$75
Total FFY 2025-2036 Cost	\$1,017						

PennDOT Project Id: 87490

Project Administrator: PennDOT

Title: Pisgah State Rd ov Trib to Shermans Ck

Improvement Type: Bridge Replacement

State Route: 3016

Municipality: Carroll (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/26/2026

Location: SR 3016 (Pisgah State Road) over tributary to Shermans Creek
Carroll Township

Project Description: This project consists of a bridge replacement on SR 3016 (Pisgah State Road) over tributary to Shermans Creek in Carroll Township, Perry County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$410	\$410
State:	\$100	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$100	\$0	\$0	\$0	\$0	\$410	\$410
Total FFY 2025-2036 Cost	\$510						

PennDOT Project Id: 90332

Project Administrator: PennDOT

Title: Juniata Py ov Trib to Juniata Rvr

Improvement Type: Bridge Replacement

State Route: 1015

Municipality: Howe (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: Juniata Py over a Tributary to the Juniata River
Howe Township

Project Description: This project consists of a bridge replacement on the Juniata Parkway over a Tributary to the Juniata River in Howe Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$0	\$0	\$1558	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$0	\$0	\$1,558	\$0
Total FFY 2025-2036 Cost	\$1,658					

PennDOT Project Id: 90706

Project Administrator: PennDOT

Title: Raccoon Valley Rd ov Trib to Raccoon Ck

Improvement Type: Bridge Preservation Activities

State Route: 17

Municipality: Tuscarora (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/9/2028

Location: PA-17 (Raccoon Valley Rd) over Trib to Raccoon Creek
Tuscarora Twp

Project Description: This project consists of a bridge preservation on PA 17 (Raccoon Valley Road) bridge over Tributary to Raccoon Creek in Tuscarora Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$300	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$300	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$400					

PennDOT Project Id: 90708

Project Administrator: PennDOT

Title: Spring Road Bridge 1

Improvement Type: Bridge Deck Rehabilitation

State Route: 34

Municipality: Carroll (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/6/2029

Location: PA 34 (Spring Road) over tributary to Shermans Creek
Carroll Township

Project Description: This project consists of a bridge rehabilitation on PA 34 (Spring Road) over tributary to Shermans Creek in Carroll Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$1000	\$663	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,000	\$663	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,663					

PennDOT Project Id: 90710

Project Administrator: PennDOT

Title: Carlisle Street Bridge

Improvement Type: Bridge Improvement

State Route: 34

Municipality: Bloomfield (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: PA 34 (Carlisle Street) over Dutch Canal
Bloomfield Borough

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on PA 34 (Carlisle Street) over Dutch Canal in Bloomfield Borough, Perry County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1023	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$1,023	\$0	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,023						

PennDOT Project Id: 90907

Project Administrator: PennDOT

Title: Juniata Pkwy ov Trb Juniata River

Improvement Type: Bridge Preservation Activities

State Route: 1015

Municipality: Howe (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/19/2026

Location: SR 1015 (Juniata Parkway) over tributary to the Juniata River
Howe Township
Perry County

Project Description: This project consists of a bridge preservation on SR 1015 (Juniata Parkway) over Tributary to the Juniata River in Howe Township, Perry County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$235	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$100	\$235	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$335						

PennDOT Project Id: 91397

Project Administrator: PennDOT

Title: Cold Storage Rd ov Little Buffalo Ck

Improvement Type: Bridge Improvement

State Route: 4005

Municipality: Centre (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/9/2028

Location: SR 4005 (Cold Storage Road) over Little Buffalo Creek Centre and Juniata Townships

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on SR 4005 (Cold Storage Road) over Little Buffalo Creek in Centre and Juniata Townships, Perry County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$100	\$0	\$0	\$0	\$1114	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$100	\$0	\$0	\$0	\$1,114	\$0	\$0
Total FFY 2025-2036 Cost	\$1,214						

PennDOT Project Id: 99983

Project Administrator: PennDOT

Title: Montour Creek Bridge

Improvement Type: Bridge Replacement

State Route: 274

Municipality: Spring (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: PA 274 (Shermans Valley Road) over Montour Creek in Spring Township

Project Description: This project consists of a bridge replacement on PA 274 (Shermans Valley Road) over Montour Creek in Spring Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1486	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,486	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,486					

PennDOT Project Id: 100271

Project Administrator: PennDOT

Title: Susq Trail over Li Juni C

Improvement Type: Bridge Preservation Activities

State Route: 11

Municipality: Penn (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/11/2027

Location: US 11 (Susquehanna Trail) over Little Juniata Creek and Township Road 508 (Creek Road) Penn Township

Project Description: This project consists of a bridge rehabilitation on US 11 (Susquehanna Trail) over Little Juniata Creek and Township Road 508 (Creek Road) in Penn Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$600	\$5270	\$3308	\$4485	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$600	\$5,270	\$3,308	\$4,485	\$0	\$0
Total FFY 2025-2036 Cost	\$13,663					

PennDOT Project Id: 100368

Project Administrator: PennDOT

Title: Pfoutz Valley Rd ov Cocolamus Ck

Improvement Type: Bridge Improvement

State Route: 1008

Municipality: Greenwood (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/14/2027

Location: State Route 1008 (Pfoutz Valley Road) over Cocolamus Creek Greenwood Township

Project Description: This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on State Route 1008 (Pfoutz Valley Road) over Cocolamus Creek in Greenwood Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$100	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$754	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$754	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$854					

PennDOT Project Id: 100456

Project Administrator: PennDOT

Title: Stone Arch Rd over Trib

Improvement Type: Bridge Improvement

State Route: 4007

Municipality: Juniata (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/26/2026

Location: State Route 4007 (Stone Arch Road) over Tributary to Buffalo Creek
Juniata Township

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$100	\$500	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$500	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$600					

PennDOT Project Id: 101093

Project Administrator: PennDOT

Title: Spring Road over Little J

Improvement Type: Bridge Replacement

State Route: 34

Municipality: Centre (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: PA 34 (Spring Road) over Little Juniata Creek
Centre Township

Project Description: This project consists of a bridge replacement on PA 34 (Spring Road) over Little Juniata Creek in Centre Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2492	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,492	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,492					

PennDOT Project Id: 101108

Project Administrator: PennDOT

Title: PA 850 over Trib Shermans

Improvement Type: Bridge Replacement

State Route: 850

Municipality: Carroll (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: PA 850 over Tributary to Sherman's Creek
Carroll Township

Project Description: This project consists of a bridge replacement on PA 850 over Tributary to Sherman's Creek in Carroll Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$499	\$369	\$919	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$499	\$369	\$919	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,787					

PennDOT Project Id: 106558

Project Administrator: PennDOT

Title: Center Rd Bridge T-403

Improvement Type: Bridge Replacement

State Route: 7210

Municipality: Northeast Madison (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/26/2026

Location: T-403 over Bixler Run in Northeast Madison Township, Perry County

Project Description: This project consists of a bridge replacement on T-403 over Bixler Run in Northeast Madison Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$760	\$0	\$0	\$0	\$0	\$0
State:	\$143	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$48	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$951	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$951					

PennDOT Project Id: 108605

Project Administrator: PennDOT

Title: Scheaffers Valley Rd Resf

Improvement Type: Pavement Preservation

State Route: 233

Municipality: Southwest Madison (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/13/2025

Location: SR 233 (Scheaffers Valley Road) from the Cumberland County Line to SR 850 (Montour Road) Madison and Tyrone Township and Landisburg Borough

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$4753	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$4,753	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,753					

PennDOT Project Id: 113299

Project Administrator: PennDOT

Title: Big Spring Road Resurface 2

Improvement Type: Resurface

State Route: 274

Municipality: Toboyne (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/26/2024

Location: PA 274 from Shearer Dug Trail to SR 3001(Center Square Road) Toboyne Township

Project Description: This project consists of a resurfacing on PA 274 from Shearer Dug Trail to SR 3001(Center Square Road) in Toboyne Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$2376	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$2,376	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,376					

PennDOT Project Id: 114321

Project Administrator: PennDOT

Title: PA 34 Safety Improvements and Resurfacing

Improvement Type: Intersection Improvement

State Route: 34

Municipality: Carroll (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/6/2029

Location: PA 34 (Spring Road) from Perry/Cumberland County Line to just north of Rambo Hill Road/Mountainview Road intersection
Carroll Township

Project Description: This project consists of Intersection safety improvements (left turning lanes, increasing sight distance, signs and pavement markings) and resurfacing on PA 34 (Spring Road) from Perry/Cumberland County Line to just north of Rambo Hill Road/Mountainview Road intersection, Carroll Township, Perry County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$2685	\$4594	\$15006	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$2,685	\$4,594	\$15,006	\$0	
Total FFY 2025-2036 Cost	\$22,285						

PennDOT Project Id: 115791

Project Administrator: PennDOT

Title: S Main St Bridge Imp

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Marysville (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/10/2025

Location: South Main Street over Fishing Creek
Marysville Borough
Perry County

Project Description: This project consists of a replacement of South Main Street Bridge over Fishing Creek to remedy structural issues and widen it to accommodate bicycle and pedestrian travel in Marysville Borough, Perry County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$1396	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$1,396	\$0	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$1,396						

PennDOT Project Id: 115794

Project Administrator: PennDOT

Title: Market Street Improvements (Newport)

Improvement Type: Bicycle Facilities/Services

State Route: 4008

Municipality: Newport (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/12/2026

Location: SR 4008 Market & N. 6th street from 4th street to Middle Ridge road in Newport Borough Perry County

Project Description: 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.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$230	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$101	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$331	\$0	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$331						

PennDOT Project Id: 117225

Project Administrator: PennDOT

Title: US 22 ov Cocolamus Cr

Improvement Type: Bridge Preservation Activities

State Route: 22

Municipality: Greenwood (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/10/2027

Location: US 22 East and West bound over Cocolamus Creek
Greenwood Township
Perry County

Project Description: This project consists of bridge preservations on US 22 east and west bound over Cocolamus Creek in Greenwood Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$250	\$0	\$1582	\$3141	\$1797	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$250	\$0	\$1,582	\$3,141	\$1,797	\$0
Total FFY 2025-2036 Cost	\$6,770					

PennDOT Project Id: 117251

Project Administrator:

Title: Juniata over Howe Run

Improvement Type: Bridge Preservation Activities

State Route: 1015

Municipality: Howe (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/19/2026

Location: Juniata Parkway over Howe Run
Howe Township
Perry County

Project Description: This project consists of a bridge preservation on Juniata Parkway over Howe Run in Howe Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$211	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$211	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$311					

PennDOT Project Id: 117252

Project Administrator: PennDOT

Title: Horse Val Rd ov Horse Val Run

Improvement Type: Bridge Replacement

State Route: 3002

Municipality: Toboyne (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Horse Valley Road over Horse Valley Run
Toboyne Township
Perry County

Project Description: This project consists of a bridge replacement on Horse Valley Road over Horse Valley Run in Toboyne Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$100					

PennDOT Project Id: 117545

Project Administrator: PennDOT

Title: PA 34 over Juniata River

Improvement Type: Bridge Rehabilitation

State Route: 34

Municipality: Howe (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: Market St (PA 34) over Juniata River
Newport Borough and Howe Township
Perry County

Project Description: This project consists of a bridge rehabilitation on Market St (PA 34) over the Juniata River in Newport Borough and Howe Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$550	\$13767	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$550	\$13,767	\$0
Total FFY 2025-2036 Cost	\$14,317					

PennDOT Project Id: 119311

Project Administrator: PennDOT

Title: Perry County Covered Bridges

Improvement Type: Bridge Rehabilitation

State Route: 7211

Municipality: Oliver (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: 6 covered bridges in Perry County

Project Description: This project consists of bridge rehabilitations of 6 covered bridges in Perry County:
Mount Pleasant Road over Sherman Creek in Jackson Township
Adams Grove Road over Sherman Creek in Jackson Township
Fairgrounds Road over Big Buffalo Creek in Oliver Township
Lower Buck Ridge Road over Sherman Creek in Toboynne Township
Twp. Rte. T-333 over Sherman Creek in Tyrone Township
Covered Bridge lane over Sherman Creek in Wheatfield Township

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1344	\$563	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,344	\$563	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,907					

PennDOT Project Id: 119313

Project Administrator: PennDOT

Title: Sidewalks and Curbs Reconstruction Phase 2

Improvement Type: Transportation Enhancement

State Route: 849

Municipality: Newport (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: SR 849 also known as N 4th Street, from Market Street to Fickes Lane
Newport Borough
Perry County

Project Description: This project may consist of repairing the sidewalk on Fourth St from Market Street to Fickes Lane in Newport Borough, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$520	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$520	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$520					

PennDOT Project Id: 119784

Project Administrator: PennDOT

Title: Susquehanna Trail Restoration

Improvement Type: Concrete Rehabilitation

State Route: 11

Municipality: Watts (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: SR 11 Susquehanna Trail
Watts, Buffalo, Carroll and Liverpool Townships
Liverpool and New Buffalo Boroughs
Perry County

Project Description: This project may consist of diamond grinding, concrete patching, shoulder concrete repairs, guide rail, drainage for SR 11 Susquehanna Trail in Watts, Buffalo, Carroll and Liverpool Townships, Liverpool and New Buffalo Boroughs in Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$350	\$0	\$0	\$2060	\$13134	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$350	\$0	\$0	\$2,060	\$13,134	\$0
Total FFY 2025-2036 Cost	\$15,544					

PennDOT Project Id: 120273

Project Administrator: PennDOT

Title: Perry County Bridge Bundle

Improvement Type: Bridge Replacement

State Route: 7219

Municipality: Tyrone (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Five local bridges in Perry County
Ernest Rd over Montour Creek
Kennedy Valley Rd over McCabe Run
Barkley Road over McCabe Run in Tyrone Township
Book Rd over Bull Run
Bloomfield Ave over Little Buffalo Creek

Project Description: This project consists of five local bridge replacements in Perry County. The bridges are:
Ernest Rd over Montour Creek in Tyrone Township
Kennedy Valley Rd over McCabe Run in Tyrone Township
Barkley Road over McCabe Run in Tyrone Township
Book Rd over Bull Run in Jackson Township
Bloomfield Ave over Little Buffalo Creek in Oliver Township

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$558	\$1082	\$1082	\$1082	\$1082	\$0
State:	\$105	\$203	\$203	\$203	\$203	\$0
Local/Other:	\$35	\$68	\$68	\$68	\$68	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$698	\$1,353	\$1,353	\$1,353	\$1,353	\$0
Total FFY 2025-2036 Cost	\$6,110					

PennDOT Project Id: 121179

Project Administrator: PennDOT

Title: SR 34 Bridge over Juniata River Repairs

Improvement Type: Bridge Preservation Activities

State Route: 34

Municipality: Newport (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: SR 34 over the Juniata River
Newport Borough & Howe Township
Perry County

Project Description: This project consists of a bridge preservation on SR 34 bridge over the Juniata River in Newport Borough & Howe Township, Perry County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$150					

HB TIP

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

Susquehanna Regional Transportation Authority

PennDOT Project Id: 102464

Title: ADA Line Item

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

The ADA line item funds include funding of up to 80 percent of the provision of complementary ADA paratransit service as required under The Americans with Disabilities Act of 1990.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$700	\$700	\$700	\$700	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$175	\$175	\$175	\$175	\$0	\$0	
Period Totals	\$875	\$875	\$875	\$875	\$0	\$0	
Total FY 2025-2036 Cost	\$3,500						

PennDOT Project Id: 102467

Title: Safety & Security

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

This item consists of funds for Safety and Security Improvements in the CAT service area.

Narrative: For the FFY 2023 - 2026 TIP

This item provides funds for Safety and Security for CAT using Federal, State, and Local Funds. CAT will be purchasing general safety/security equipment, including but not limited to driver barriers for its revenue vehicle fleet and upgrades to its security cameras and lighting at its Administrative/Maintenance facility. Projects occurring under this MPMS number will assist in meeting the goals and targets in CAT's Public Transportation Agency Safety Plan (PTASP) under the FTA mandate.

For the FFY 2025-2028 TIP

This item provides funds for Safety and Security for SRTA using Federal, State, and Local Funds. In addition to general safety/security equipment, SRTA will be purchasing security and surveillance equipment that will be used to ensure the safety of both staff and the general public. SRTA will be updating its security cameras and lighting at its Administrative/Maintenance facility and will be coordinating surveillance and security operations with Rabbit Transit.. Projects occurring under this MPMS number will assist in meeting the goals and targets in SRTA's Public Transportation Agency Safety Plan (PTASP) under the FTA mandate.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$52	\$52	\$52	\$52	\$0	\$0	
State:	\$12	\$12	\$12	\$11	\$0	\$0	
Local/Other:	\$1	\$1	\$1	\$1	\$0	\$0	
Period Totals	\$65	\$65	\$65	\$64	\$0	\$0	
Total FY 2025-2036 Cost	\$259						

PennDOT Project Id: 102469

Title: Preventative Maintenance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

This item consists of funds for Preventative Maintenance in the CAT service area.

Narrative: FFY 2023-2026 TIP

This item provides funds for CAT's facilities and vehicles for CAT using Federal, State, and Local funds. Preventive maintenance expenses include, but are not limited to, any expense that benefits CAT's maintenance department, facilities, or vehicles. CAT will use PM funds for the purchase of vehicle parts (filters, brackets, bearings, supplies, windshields, electrical components, etc.) as well as costs to maintain the facility (both buildings, grounds, and equipment). Typical facility expenses may include repairing gas doors, cleaning floors, windows, and walls, or making minor repairs to the floors or walls). These expenses incurred are critical to maintaining CAT's Fixed Route vehicle fleet and will allow for those vehicles to operate effectively, extending their lives. That in turn will allow CAT to follow its TAM Plan schedule for vehicle replacement, and will prevent vehicles from critical failures, which may result in vehicles needing to be retired prior to CAT's schedule. Proper maintenance of the facilities will also allow CAT to extend the life of the buildings until such a time when a replacement facility is viable. This will also allow for the safety of all CAT personnel and staff, and allow for the safe storage of vehicles.

FFY 2025-2028 TIP

This item provides funds for SRTA's facilities and vehicles for SRTA using Federal, State, and Local funds. Preventive maintenance expenses include, but are not limited to, a expense that benefits SRTA's maintenance department, facilities, or vehicles. SRTA will use PM funds for the purchase of vehicle parts (filters, brackets, bearings, supplies, windshields, electrical components, etc.) as well as costs to maintain the facility (both buildings, grounds, and equipment). Typical facility expenses may include repairing gas doors, cleaning floors, windows, and walls, or making minor repairs to the floors or walls). These expenses incurred are critical to maintaining SRTA's Fixed Route vehicle fleet and will allow for those vehicles to operate effectively, extending their lives. That in turn will allow SRTA to follow its TAM Plan schedule for vehicle replacement, and will prevent vehicles from critical failures, which may result in vehicles needing to be retired prior to SRTA's schedule. Proper maintenance of the facilities will also allow SRTA to extend the life of the buildings until such a time when a replacement facility is viable. This will also allow for the safety of all SRTA personnel and staff, and allow for the safe storage of vehicles.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$4500	\$4500	\$4500	\$4500	\$0	\$0
State:	\$1015	\$1010	\$1005	\$1005	\$0	\$0
Local/Other:	\$110	\$115	\$120	\$120	\$0	\$0
Period Totals	\$5,625	\$5,625	\$5,625	\$5,625	\$0	\$0
Total FY 2025-2036 Cost	\$22,500					

PennDOT Project Id: 102470

Title: Capital Lease Tires

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

Narrative: This item consists of funds for capital lease tires for CAT fixed route revenue service vehicles using Federal, State, and Local Funds for Federal Fiscal Year 2025-2028.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$70	\$70	\$70	\$70	\$0	\$0
State:	\$9	\$16	\$16	\$16	\$0	\$0
Local/Other:	\$8	\$2	\$2	\$2	\$0	\$0
Period Totals	\$87	\$88	\$88	\$88	\$0	\$0
Total FY 2025-2036 Cost	\$351					

PennDOT Project Id: 102472

Title: Cptl Cost of Contracting

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

Narrative: This item consists of funds to cover the capital cost of contracting to assist with CAT programs.

FFY 2023-2026 TIP

This item provides funds for capital cost of contracting with a third party service provider to assist CAT's shared ride program using Federal, State and Local funds in FFY 2023-2026.

FFY 2025-2028 TIP

This item provides funds for capital cost of contracting with a third party service provider to assist CAT's shared ride program using Federal, State, and Local funds in FFY 2025-2028.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$658	\$658	\$658	\$658	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$165	\$165	\$165	\$165	\$0	\$0
Period Totals	\$823	\$823	\$823	\$823	\$0	\$0
Total FY 2025-2036 Cost	\$3,292					

PennDOT Project Id: 102473

Title: Shop Equipment

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

Narrative: This item consists of funds to purchase Shop Equipment for CAT.
FFY 2023-2026 TIP

This item provides funds for shop tools and equipment for CAT using Federal, State, and Local funds. Shop equipment consists of all tools and supplies maintenance personnel will need to perform their duties effectively and safely. Proper equipment for maintenance personnel is critical for them to properly maintain CAT's Fixed Route vehicle fleet, is very important in assisting CAT in achieving the goals set forth in the TAM Plan. CAT has an evolving fleet with modern technology, and it is therefore often necessary to purchase specific tools for specific bus types. Typical shop purchases will consist of smaller tools such as impact wrenches, tire changers, truck jacks, wheel dollies, diagnostic tools, and fluid dispensing equipment. Although there may be times where CAT deems it necessary to purchase more significant shop tools such as portable lifts or larger jack which may be necessary for some of CAT's larger/newer buses.

FFY 2025-2028 TIP

This item provides funds for shop tools and equipment for SRTA using Federal, State, and Local funds. Shop equipment consists of all tools and supplies maintenance personnel will need to perform their duties effectively and safely. Proper equipment for maintenance personnel is critical for them to properly maintain SRTA's Fixed Route vehicle fleet and is very important in assisting SRTA in achieving the goals set forth in the TAM Plan. SRTA has an evolving fleet with modern technology, and it is therefore often necessary to purchase specific tools for specific bus types. Typical shop purchases will consist of smaller tools such as impact wrenches, tire changers, truck jacks, wheel dollies, diagnostic tools, and fluid dispensing equipment. Although there may be times where SRTA deems it necessary to purchase more significant shop tools such as portable lifts or larger jacks which may be necessary for some of SRTA's larger/newer buses.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$100	\$100	\$100	\$100	\$0	\$0	
State:	\$24	\$24	\$24	\$24	\$0	\$0	
Local/Other:	\$1	\$1	\$1	\$1	\$0	\$0	
Period Totals	\$125	\$125	\$125	\$125	\$0	\$0	
Total FY 2025-2036 Cost	\$500						

PennDOT Project Id: 102474

Title: Office Equipment

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

Narrative: This item consists of funds for CAT office equipment.

FFY 2023-2026 TIP.

This item provides funds for office equipment, including but not limited to computer and related equipment, for CAT using Federal, State, and Local funds.

FFY 2025-2028 TIP.

This item provides funds for office equipment, consisting of both office furniture and general office equipment, as well as including all computer and related equipment (laptops and desktops, servers, etc.), for CAT using Federal, State, and Local funds.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$54	\$54	\$54	\$54	\$0	\$0	
State:	\$13	\$13	\$13	\$13	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
Period Totals	\$67	\$67	\$67	\$67	\$0	\$0	
Total FY 2025-2036 Cost	\$268						

PennDOT Project Id: 102475

Title: Comm. / Intell. Trans.

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

Narrative: This item consists of funds to improve safety, communications, and data collection features in CAT vehicles.
FFY 2023-2026 TIP.

Using Federal, State, and Local funds, CAT will continue to make purchases to its Automated Vehicle Locator (AVL) equipment, and will also be purchasing a pedestrian and vehicle alert system that will visually alert and announce when a bus is turning. CAT will also continue the process of upgrading/replacing its radio communication system for revenue vehicle fleet which will allow for the vehicles to have the most technologically current and capable system in operations. This will allow for real-time communication between the operators and dispatch. CAT will also be making communications purchases it deems necessary to modernize equipment that will allow for improved monitoring analysis of service. CAT's communications projects will be used to enhance safety and mitigate safety hazards, as per CAT's PTASP. The specific projects will be completed to make alerts to CAT passengers and the general public, allow for enhanced monitoring of CAT vehicles and service and will allow for improved dispatching functions related to CAT service. The results will enhance efficiency, improve safety operations, and CAT and its riders will have increased real-time data related to service and activity on the street. In addition, CAT has significant operations in a city that features heavy and dense pedestrian traffic. The projects under this MPMS number will be completed in conjunction with additional Federal, as well as State funded projects that will alert pedestrians and foot traffic of bus movements, and will improve the locations, visibility, and markings of CAT bus stops. All of these projects are intended to improve operations and service, and increase safety for CAT staff, riders, and the general public.

FFY 2025-2028 TIP.

Using Federal, State, and Local funds, SRTA will continue the process of improving and updating its communications systems and its communications infrastructure. This will include the continuing upgrade/replacement of its radio communication system for its revenue vehicle fleet which will allow for the vehicles to have the technologically current and capable system in operations. This will allow for real-time communication between the operators and dispatch. SRTA will also be making communications purchases it deems necessary to modernize equipment that will allow for improved monitoring and analysis of service. SRTA will also be updating communications systems to allow for coordination and communication between the entire organization. The merger with Rabbit Transit and creation of the Susquehanna Regional Transportation Authority (SRTA) has meant significant improvements are required in communications to allow for the larger organization to function in unison and be on the same systems. SRTA's communications projects will be used to enhance safety and mitigate safety hazards, as per SRTA's PTASP. Specific projects will be completed to make alerts to SRTA passengers and the general public, allow for enhanced monitoring of SRTA vehicles and service and will allow for improved dispatching functions related to SRTA service, and allow for communications with all of the locations for which SRTA is now a part as a result of the merger with Rabbit Transit. The results will enhance efficiency, improve safe operations, and SRTA and its riders will have increased real-time data related to service and activity on the street. In addition, SRTA has significant operations in a city that features heavy and dense pedestrian traffic. The projects under this MPMS number will be completed in conjunction with additional Federal, as well as State funded projects that will alert pedestrians and foot traffic of bus movements, and will improve the locations, visibility, and markings of SRTA bus stops. All of these projects are intended to improve operations and service, and increase safety for SRTA staff, riders, and the general public.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$200	\$200	\$200	\$200	\$0	\$0	
State:	\$48	\$48	\$48	\$48	\$0	\$0	
Local/Other:	\$2	\$2	\$2	\$2	\$0	\$0	
Period Totals	\$250	\$250	\$250	\$250	\$0	\$0	
Total FY 2025-2036 Cost	\$1,000						

PennDOT Project Id: 102476

Title: Facility Improvements

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

Narrative: This item consists of funds for CAT Facility Improvements.
FFY 2023-2026 TIP

All items currently planned under this MPMS number is for CAT current Operations and Maintenance base of operations located at 901 N. Cameron Street, Harrisburg, PA 17101.

FFY 2025-2028 TIP

All items currently planned under this MPMS number for general improvements and upgrades to SRTA's facility are for SRTA current Operations and Maintenance base of operations located at 901 N. Cameron Street, Harrisburg PA 17101 using Federal, State and Local funds. Although a new facility is in the planning stages and is expected to be constructed over the next several years, there are still improvements and upgrades that are needed to the current facility to keep it safely operating.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$100	\$100	\$100	\$100	\$0	\$0	
State:	\$24	\$24	\$24	\$24	\$0	\$0	
Local/Other:	\$1	\$1	\$1	\$1	\$0	\$0	
Period Totals	\$125	\$125	\$125	\$125	\$0	\$0	
Total FY 2025-2036 Cost	\$500						

PennDOT Project Id: 102482

Title: Transit Bus Purchase

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

This item consists of funds to purchase replacement SRTA vehicles.

Narrative:

FFY 2023-2026 TIP

In accordance with the Transit Asset Management Plan targets, CAT will purchase replacement fixed route vehicles under this MPMS project. Total number planned to be replace is:

FFY 2023: We estimate the number of vehicles that will be eligible for replacement to be eleven (11). These buses represent SRTA's fleet of 40' Hybrid buses. Specific vehicle 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.

FFY 2024: We estimate the number of vehicles that will be eligible for replacement to be seven (7) 35' low floor diesel buses. 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.

FFY 2025: We estimate the number of vehicles that will be eligible for replacement to be seven (7) 40' low floor diesel buses. 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.

FFY 2026: We estimate the number of vehicles that will be eligible for replacement to be six (6) 40' low floor diesel buses. 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.

Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 5010.1E. Prioritization of the replacement order of those eligible assets is then based on condition and maintenance needs, per above.

For the 2025-2028 TIP

In accordance with the Transit Asset Management Plan targets, SRTA will purchase replacement fixed route vehicles under this MPMS project. Total number planned to be replace is:

FFY 2025: We estimate the number of vehicles that will be eligible for replacement to be two (2). These buses are each 45' MCI diesel powered coach buses. Specific vehicle 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.

FFY 2026: We estimate the number of vehicles that will be eligible for replacement to be nineteen (19) 40' low floor diesel buses. 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.

FFY 2027: We estimate the number of vehicles that will be eligible for replacement to be nine (9) 40' low floor diesel buses. 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.

FFY 2028: We do not currently expect to replace any vehicles during this year. Funds are being programmed on the TIP for a future purchase.

Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 5010.1E. Prioritization of the replacement order of those eligible assets is then based on condition and maintenance needs, per above.

All vehicle replacements include the cost of the bus and other systems and equipment necessary to operate service including, but not limited to: security cameras, radio communication systems, etc.

Projects occurring under this MPMS number will assist in meeting CATs Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate and as reported to the National Transit Database (NTD).

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$1023	\$1023	\$1023	\$1023	\$0	\$0	
State:	\$248	\$248	\$248	\$248	\$0	\$0	
Local/Other:	\$8	\$8	\$8	\$8	\$0	\$0	
Period Totals	\$1,279	\$1,279	\$1,279	\$1,279	\$0	\$0	
Total FY 2025-2036 Cost	\$5,116						

PennDOT Project Id: 102484

Title: SRTA Operating

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

This item consists of funds for CAT Operating Costs.

Narrative:

FFY 2023-2026 TIP

This item provides funds for CAT Operating costs using State and Local Funds.

FFY 2025-2028 TIP

This item provides funds for SRTA Operating costs using State and Local Funds.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$12487	\$12485	\$12491	\$12491	\$0	\$0	
Local/Other:	\$853	\$920	\$983	\$1055	\$0	\$0	
Period Totals	\$13,340	\$13,405	\$13,474	\$13,546	\$0	\$0	
Total FY 2025-2036 Cost	\$53,765						

PennDOT Project Id: 102485

Title: Shared Ride Vehicle

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

Narrative: This item consists of funds purchase replacement CAT vehicles.

FFY 2023-2026 TIP.

CAT is planning to purchase replacement paratransit vehicles under this MPMS project using State funds. All Shared Ride vehicles to be replaced by CAT will be 29' Ford Cutaways.

FFY 2023: We do not anticipate any vehicle replacement needs. Funds are being programmed on the TIP for a future purchase.

FFY 2024: We 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.

FFY 2025: We estimate the number of vehicles that will be eligible for replacement to be nine (9). 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.

FFY 2026: We 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.

FFY 2025-2028 TIP.

SRTA is planning to purchase replacement paratransit vehicles under this MPMS project using State funds. All Shared Ride vehicles to be replaced by SRTA will be 29' Ford Cutaways.

FFY 2025: We estimate the number of vehicles that will be eligible for replacement to be fifteen (15). 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.

FFY 2026: We 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.

FFY 2027: We do not anticipate any vehicle replacement needs. Funds are being programmed on the TIP for a future purchase.

FFY 2028: We do not anticipate any vehicle replacement needs. Funds are being programmed on the TIP for a future purchase.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$550	\$0	\$550	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$550	\$0	\$550	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$1,100					

PennDOT Project Id: 112975

Title: SRTA Employment Access

Air Quality Status: Significant: Included in regional conformity analysis

County: Dauphin

Narrative: 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-83 corridor between York and Harrisburg beyond the current SRTA (York County) or SRTA (Harrisburg Area) fixed route service areas.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$112	\$112	\$112	\$112	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$112	\$112	\$112	\$112	\$0	\$0
Total FY 2025-2036 Cost	\$448					

PennDOT Project Id: 116733

Title: Transit Bus Purchase

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

Narrative: This item consists of funds for the procurement and replacement of CAT transit vehicles.
 FFY 2023-2026 TIP.

The funding under this MPMS number, consisting of Federal, State, and Local funds, will be used in coordination with MPMS #102482 and MPMS # 94636 for the procurement and replacement of transit vehicles in FFY 2023 - FFY 2026.

For 2025-2028 TIP.

FFY2025: Vehicles estimated to be eligible for replacement include three (3) hybrid fixed route buses and one (6) diesel commuter express buses. 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.

FFY2026: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. 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.

FFY 2027: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. 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.

FFY 2028: Vehicles estimated to be eligible for replacement include seven (7) 30' CNG buses. 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.

Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 50101E.

All vehicle replacements include the cost of the bus, security cameras and all necessary equipment.

Projects occurring under this MPMS number will assist in meeting CPTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2152	\$2152	\$2152	\$2152	\$0	\$0
State:	\$521	\$521	\$521	\$521	\$0	\$0
Local/Other:	\$17	\$17	\$17	\$17	\$0	\$0
Period Totals	\$2,690	\$2,690	\$2,690	\$2,690	\$0	\$0
Total FY 2025-2036 Cost	\$10,760					

PennDOT Project Id: 119741

Title: SRTA Operation/Maint

Air Quality Status: Exempt from Regional Conformity Analysis

County: Dauphin

Narrative: This item funds the construction of operations and maintenance facility for SRTA at its current location on Cameron Street, using Federal, State, and Local Funds. This project will improve efficiency by allowing for adequate vehicle storage and maintenance space, affording staff with proper equipment and technology requirements, while also creating a modern facility that will meet all current building needs, requirements, and standards. It will also improve safety of staff and visitors by meeting all required safety standards and by ensuring that administrative staff and public areas are properly segregated from vehicle and maintenance functions.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$40000	\$40000	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$40,000	\$40,000	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$80,000					

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	81	096	116479	I-81 Culvert	C	IMAN			185	5,000,000		5,000,000																			1/1/2026 E	
Cumberland	81	097	116481	I-81 over Stone House Rd	C	IMAN	BRIP	3,000,000				3,000,000																			1/1/2026 E	
Cumberland	81	104	119677	I-81 MM 47 to 52 Concrete Patch w/Diamond Grinding	C	IMAN			581	5,000,000		5,000,000			581	4,200,000		4,200,000														
Totals for: Cumberland								3,000,000		10,000,000		13,000,000					4,200,000		4,200,000													17,200,000
Dauphin			119485	ITS Maintenance Contract 24-27	C	IMAN	NHPP	250,000				250,000																				2/1/2024 A
Dauphin	81	100	117968	Interstate DMS and CCTV TSMO	+C	SAMI	NHPP	1,829,700				1,829,700																				5/23/2024 E
Dauphin	83	078	92931	Eisenhower Interchange	U	IMAN			s581	10,000,000		10,000,000																				
Dauphin	83	078	92931	Eisenhower Interchange	C	IMAN							NHPP	13,190,000				13,190,000	NHPP	20,000,000				20,000,000	NHPP	20,000,000			20,000,000	9/17/2026 E		
Dauphin	83	078	92931	Eisenhower Interchange	C	IMAN							sNHPP	61,432,519				61,432,519	sNHPP	56,677,372				56,677,372	sNHPP	27,000,000			27,000,000	9/17/2026 E		
Dauphin	83	094	113754	I-83 South Bridge Replacement	P	IMAN			s581	168,230		168,230																			2/20/2024 A	
Dauphin	83	094	113754	I-83 South Bridge Replacement	U	IMAN			s581	2,121,800		2,121,800																				
Dauphin	83	094	113754	I-83 South Bridge Replacement	R	IMAN									s581	4,370,908		4,370,908														
Dauphin	83	094	113754	I-83 South Bridge Replacement	C	IMAN														sSTP	6,587,000				6,587,000				6,587,000	10/10/2024 E		
Dauphin	83	094	113754	I-83 South Bridge Replacement	C	IMAN														sNHPP	21,623,000				21,623,000	sNHPP	21,623,000			21,623,000	10/10/2024 E	
Dauphin	83	094	113754	I-83 South Bridge Replacement	C	IMAN														sNHPP	18,500,000	185	14,631,615		33,131,615	NHPP	1,316,458	185	14,631,615	15,948,073	10/10/2024 E	
Dauphin	83	B78	113378	Eisenhower Interchange B	F	IMAN			s581	4,500,000		4,500,000			s581	6,000,000		6,000,000			s581	6,000,000		6,000,000			s581	5,550,000	5,550,000			
Dauphin	83	B78	113378	Eisenhower Interchange B	R	IMAN																				sNHPP	6,600,000			6,600,000		
Dauphin	83	B79	113357	I-83 East Shore Section 3B	C	IMAN	sNHPP	60,000,000				60,000,000																			8/21/2025 E	
Dauphin	83	B79	113357	I-83 East Shore Section 3B	C	IMAN	NFP	59,177,000				59,177,000	sNHPP	14,890,000				14,890,000	NHPP	16,823,000				16,823,000	NHPP	15,000,000			15,000,000	8/21/2025 E		
Dauphin	83	C78	113380	Eisenhower Interchange C	F	IMAN			s581	7,000,000		7,000,000			s581	7,000,000		7,000,000			s581	5,500,000		5,500,000								
Dauphin	83	C79	113376	I-83 East Shore Section 3C	P	IMAN	sNHPP	880,000				880,000																			10/2/2019 A	
Dauphin	83	C79	113376	I-83 East Shore Section 3C	U	IMAN									s581	2,622,545		2,622,545														
Dauphin	83	C79	113376	I-83 East Shore Section 3C	R	IMAN									s581	5,800,000		5,800,000														
Dauphin	3001	R78	114698	I-83 Eisenhower RR Bridge	C	IMAN													sNHPP	16,090,000				16,090,000	sNHPP	21,905,727			21,905,727	6/24/2027 E		
Totals for: Dauphin								122,136,700		23,790,030		145,926,730		89,512,519		25,793,453		115,305,972		134,677,372		26,131,615		160,808,987		120,032,185		20,181,615		140,213,800	562,255,489	
Overall Totals:								125,136,700		33,790,030		158,926,730		89,512,519		29,993,453		119,505,972		134,677,372		26,131,615		160,808,987		120,032,185		20,181,615		140,213,800	579,455,489	

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

 Obligations have occurred

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

Cumberland

PennDOT Project Id: 116479

Project Administrator: PennDOT

Title: I-81 Culvert

Improvement Type: Bridge Replacement

State Route: 81

Municipality: Penn (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: I-81 between mile marker 35 and 36
Penn Township
Cumberland County

Project Description: This project consists of a culvert replacement on I-81 between mile marker 35 and 36 in Penn Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$5000	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$5,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$5,000					

PennDOT Project Id: 116481

Project Administrator: PennDOT

Title: I-81 over Stone House Rd

Improvement Type: Bridge Rehabilitation

State Route: 81

Municipality: Dickinson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: I-81 over Stone House Rd
Dickinson Township
Cumberland County

Project Description: This project consists of bridge rehabilitation on I-81 over Stone House Rd in Dickinson Township, Cumberland County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$3000	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$3,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,000					

PennDOT Project Id: 117908

Project Administrator: PennDOT

Title: I-81 Implementation Plan

Improvement Type: Reconstruct

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Interstate 81

Project Description: A reserve line item for the I-81 Improvement Strategy projects.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$250000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$0	\$0	\$250,000
Total FFY 2025-2036 Cost	\$250,000					

PennDOT Project Id: 119677

Project Administrator: PennDOT

Improvement Type: Concrete Rehabilitation

Municipality: South Middleton (TWP)

Title: I-81 MM 47 to 52 Concrete Patch w/Diamond

State Route: 81
Grinding

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: I-81 MM 47 to 52

Project Description: This project consists of Concrete Patching with Diamond Grinding of I-81 just north of PA 34(Hanover Street) to north of US 11(Carlisle Pike) in Middlesex and South Middlesex Townships.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$5000	\$4200	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$5,000	\$4,200	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$9,200					

Dauphin

PennDOT Project Id: 92931

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Swatara (TWP)

Title: Eisenhower Interchange

State Route: 83

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/29/2026

Location: SR 3003 and SR 3005 (40th St), SR 3010 (Paxton St), SR 3012 (Derry St), SR 3030 (Pen-Har Dr), SR 3006 (Chambers Hill Road), new Paxton St connector, and new Paxton Street Interchange in Swatara Township, Dauphin County.

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$74623	\$76677	\$47000	\$25274	\$0
State:	\$10000	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$10,000	\$74,623	\$76,677	\$47,000	\$25,274	\$0
Total FFY 2025-2036 Cost	\$233,574					

PennDOT Project Id: 113357

Project Administrator: PennDOT

Improvement Type: Reconstruct

Municipality: Harrisburg (CITY)

Title: I-83 East Shore Section 3B

State Route: 83

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/21/2025

Location: I-83 from SR 0230 (Cameron Sreet) to about 1500 ft west of SR 3013 (29th Street) overpass; and the along SR 3010 (Paxton Street) and 17th Street corridors in Harrisburg City and Swatara Township Dauphin County.

Project Description: Reconstruct and widen for additional lanes on I-83 from SR 0230 (Cameron Sreet) 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$119177	\$14890	\$16823	\$15000	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$119,177	\$14,890	\$16,823	\$15,000	\$0	\$0
Total FFY 2025-2036 Cost	\$165,890					

PennDOT Project Id: 113376

Project Administrator: PennDOT

Title: I-83 East Shore Section 3C

Improvement Type: Reconstruct

State Route: 83

Municipality: Harrisburg (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/2024

Location: I-83 from the Susquehanna River to SR 0230 (Cameron Street) in Harrisburg City Dauphin County.

Project Description: Replace and widen I-83 Viaduct Structure from the Susquehanna River to SR 0230 (Cameron Street) in Harrisburg City, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$880	\$0	\$0	\$0	\$145638	\$220903
State:	\$0	\$8423	\$0	\$0	\$77210	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$880	\$8,423	\$0	\$0	\$222,848	\$220,903
Total FFY 2025-2036 Cost	\$453,054					

PennDOT Project Id: 113378

Project Administrator: PennDOT

Title: Eisenhower Interchange B

Improvement Type: Reconstruct

State Route: 83

Municipality: Swatara (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/1/2030

Location: 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.

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$6600	\$0	\$197140
State:	\$4500	\$6000	\$6000	\$5550	\$5950	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$4,500	\$6,000	\$6,000	\$12,150	\$5,950	\$197,140
Total FFY 2025-2036 Cost	\$231,740					

PennDOT Project Id: 113380

Project Administrator: PennDOT

Title: Eisenhower Interchange C

Improvement Type: Reconstruct

State Route: 83

Municipality: Swatara (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: I-83 from the Eisenhower Interchange south to SR 3013 (29th Street) overpass in Swatara Township, Dauphin County.

Project Description: 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.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$990	\$0
State:	\$7000	\$7000	\$5500	\$0	\$0	\$41861
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$7,000	\$7,000	\$5,500	\$0	\$990	\$41,861
Total FFY 2025-2036 Cost	\$62,351					

PennDOT Project Id: 113381

Project Administrator: PennDOT

Title: Eisenhower Interchange D

Improvement Type: Reconstruct

State Route: 83

Municipality: Swatara (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/1/2033

Location: Eisenhower Interchange along with the Derry Street interchange in Swatara Township, Dauphin County.

Project Description: This project consists of the I-83 Eisenhower Interchange reconstruction and widening, Derry Street Interchange and bridge replacements in Swatara Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$550	\$120720
State:	\$0	\$0	\$0	\$0	\$35100	\$224595
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$0	\$35,650	\$345,315
Total FFY 2025-2036 Cost	\$380,965					

PennDOT Project Id: 113754

Project Administrator: PennDOT

Title: I-83 South Bridge Replacement

Improvement Type: Widen

State Route: 83

Municipality: Harrisburg (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/2024

Location: I-83 South Bridge over the Susquehanna River
Harrisburg City

Project Description: This project consists of Bridge Replacement, Widening and Interchange Improvements of I-83 South Bridge over the Susquehanna River in Harrisburg City.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$25087	\$29526	\$352227	\$295477
State:	\$2290	\$4371	\$14632	\$14632	\$90350	\$55966
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,290	\$4,371	\$39,719	\$44,158	\$442,577	\$351,443
Total FFY 2025-2036 Cost	\$884,558					

PennDOT Project Id: 114698

Project Administrator: PennDOT

Title: I-83 Eisenhower RR Bridge

Improvement Type: Bridge Replacement

State Route: 3001

Municipality: Swatara (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/17/2027

Location: Norfolk Southern Railroad over SR 3001 Eisenhower Boulevard
Swatara Township,
Dauphin County.

Project Description: Bridge Replacement of Norfolk Southern Railroad over Eisenhower Boulevard in Swatara Township, Dauphin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$16090	\$21906	\$4000	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$16,090	\$21,906	\$4,000	\$0
Total FFY 2025-2036 Cost	\$41,996					

PennDOT Project Id: 117968

Project Administrator: PennDOT

Title: Interstate DMS and CCTV TSMO

Improvement Type: Traffic System Management

State Route: 81

Municipality: East Hanover (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/23/2024

Location: 6 DMS' and 9 CCTV Cameras along I81 in Dauphin and Cumberland counties.
 1 CCTV Camera at SR 0078 WB over Lancaster Street County in Lebanon .
 1 DMS and 2 CCTV Cameras along I283 at Fulling Mill Road and Segment 0010 Offset 1950.

Project Description: This project consists TSMO improvements in DMS' and CCTV Cameras along I-81 in Dauphin and Cumberland counties, at SR 0078 WB over Lancaster Street in Lebanon coun , and I-283 at Fulling Mill Road.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1830	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,830	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,830					

PennDOT Project Id: 119485

Project Administrator: PennDOT

Title: ITS Maintenance Contract 24-27

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 2/1/2024

Estimated Construction Bid Date: 2/1/2024

Location: Statewide
 Various Municipalities

Project Description: This project consists of a 2 to 3 year maintenance contract for Intelligent Transportation Systems (ITS) equipment, CCTV, CMS, HAR, VSL, Software relating to the TMC, on Districtwide interstates.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$250	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$250	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$250					

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$20,791,000	\$20,791,000	\$19,638,000	\$19,638,000	\$17,386,000	\$17,386,000	\$15,710,000	\$15,710,000	
STP	\$8,881,000	\$8,881,000	\$9,142,000	\$9,142,000	\$9,139,000	\$9,139,000	\$9,136,000	\$9,136,000	
State Highway (581)	\$14,053,000	\$14,053,000	\$15,759,000	\$15,759,000	\$17,784,000	\$17,784,000	\$19,488,000	\$19,488,000	
State Bridge (185/183)	\$12,090,000	\$12,090,000	\$12,087,000	\$12,087,000	\$11,885,000	\$11,885,000	\$11,883,000	\$11,883,000	
BOF	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	\$7,087,000	
HSIP	\$3,697,000	\$3,697,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	\$3,825,000	
CMAQ	\$5,434,000	\$5,434,000	\$5,569,000	\$5,569,000	\$5,569,000	\$5,569,000	\$5,569,000	\$5,569,000	
TAU	\$1,054,000	\$1,054,000	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	\$1,076,000	
STU	\$11,300,000	\$11,300,000	\$11,526,000	\$11,526,000	\$11,526,000	\$11,526,000	\$11,526,000	\$11,526,000	
BRIP	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	\$12,702,000	
Total	\$97,089,000	\$97,089,000	\$98,411,000	\$98,411,000	\$97,979,000	\$97,979,000	\$98,002,000	\$98,002,000	

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Carbon Reduction	\$617,000	\$640,000	\$640,000	\$640,000	included in Financial Guidance, but not included in table above
Carbon Reduction - Urban	\$1,325,000	\$1,352,000	\$1,352,000	\$1,352,000	included in Financial Guidance, but not included in table above
e581	\$2,000,000	\$2,000,000			
RRX	\$7,500				
sCRP	\$12,320	\$70,096			
sSTP	\$176,900				
HVRU	\$1,286,150				
Local	\$344,877	\$254,119	\$325,696	\$164,891	
Total	\$5,769,747	\$4,316,215	\$2,317,696	\$2,156,891	

CAPITAL AREA TRANSIT

FINANCIAL CAPACITY ANALYSIS REPORT

2025-2028 TRANSPORTATION IMPROVEMENT PLAN

Background

The Federal Transit Administration (FTA) through Section 5307(c)(1)(A) of Title 49, Chapter 53 requires a grantee receiving FTA assistance under the Urban Formula Program to certify that it “has or will have the legal, financial and technical capacity to carry out the Program of Projects including safety and security aspects of the program submitted in the annual Transportation Improvement Plan (TIP). FTA Circular C 7008.1A dated January 30, 2002 provides the proper guidance for providing a Financial Capacity Analysis.

Requirement

FTA Circular C7008.1A identifies two aspects of financial capacity that must be addressed. The first is the general financial condition of the Susquehanna Regional Transportation Authority (SRTA,) the administrator of funds authorized to the Harrisburg UZA for use by Capital Area Transit (CAT) and the non-federal funding entities to include the State and local funding sources. The second aspect that must be addressed is the capability of SRTA and its funding sources to meet future financial commitments for operating and capital projects as outlined in the TIP. The level of detail required is proportionate to the size of the system and the projects included in the TIP. As CAT’s program requirements are relatively modest an extensive analysis is not appropriate or necessary to verify CAT’s capability to operate current levels of service and implement planned capital projects.

FY 2025-2028 Transit Transportation Improvement Program

The Harrisburg Area Transportation Study (HATS) will be adopting the 2025-2028 TIP for transit related projects as shown in Table 1. This plan includes one operating assistance project for each of the four fiscal years from 2025 through 2028. The plan also includes fourteen capital projects in each year of the TIP. These projects are consistent with CAT past operations, as well as continued, expected future operations. Additionally each fiscal year has a project for the Americans with Disabilities Act (ADA). All of the projects represented on the TIP are projects that are carrying forward from the 2023-2026 TIP. The combined operating and capital projects will require a total funding of \$172,595,167. The total required funds will be broken down in the following amounts: Federal funds needed are projected to be \$30,274,480. The State of Pennsylvania is expected to contribute \$56,621,760; the remaining \$85,696,927 is expected to be provided by the three jurisdictions that support CAT and local social service agencies. Note that there is a significant amount of local funding noted for project #119741 CAT Operations/Maintenance Facility. The true breakdown of costs between Federal, State, and Local will be determined at a future date once the total costs and funding are confirmed and the sources of the funds have been allocated. At that time we will request TIP modification to properly account for the building funds,

The Federal funds required to implement this TIP are available through CAT’s formula apportionments that it receives annually (future apportionments will be provided to SRTA, who will administer the funds on behalf of CAT and the Harrisburg UZA). The non-federal share of funding will be provided through state transit dedicated Act 89 grants designated to CAT, ACT 89 discretionary funds, general revenues of the three participating municipalities, and revenues received from social service agencies.

Table 1. 2025-2028 Transportation Improvement Plan

Type of Funding	Project Description	Federal	State	Local	Total
Capital Assistance Grant	ADA	699,562		174,891	874,453
Capital Assistance Grant	Safety & Security	51,650	11,655	1,258	64,563
Capital Assistance Grant	Preventive Maintenance	4,500,000	1,015,364	109,636	5,625,000
Capital Assistance Grant	Capital Lease Tires	70,000	9,238	8,262	87,500
Capital Assistance Grant	Capital Costs of Contracting	658,000		164,500	822,500
Capital Assistance Grant	Shop Equipment	100,000	24,194	806	125,000
Capital Assistance Grant	Office Equipment	54,408	13,163	439	68,010
Capital Assistance Grant	Communications	200,000	48,387	1,613	250,000
Capital Assistance Grant	Facilities	100,000	24,194	806	125,000
Capital Assistance Grant	Transit Bus Purchase	450,000	108,872	3,628	562,500
Capital Assistance Grant	Transit Bus Purchase	573,000	138,630	4,620	716,250
Operating Assistance Grant	CAT Operating Assistance		12,486,743	852,616	13,339,360
Capital Assistance Grant	Shared Ride Vehicle		550,000		550,000
Capital Assistance Grant	CAT Employment Access	112,000			112,000
Capital Assistance Grant	CAT Operations/ Maintenance Facility			40,000,000	40,000,000
FFY 2025 Totals		7,568,620	14,430,440	41,323,075	63,322,135

Type of Funding	Project Description	Federal	State	Local	Total
Capital Assistance Grant	ADA	699,562		174,981	874,543
Capital Assistance Grant	Safety & Security	51,650	11,598	1,315	64,563
Capital Assistance Grant	Preventive Maintenance	4,500,000	1,010,441	114,559	5,625,000
Capital Assistance Grant	Capital Lease Tires	70,000	15,718	1,782	87,500
Capital Assistance Grant	Capital Costs of Contracting	658,000		164,500	822,500
Capital Assistance Grant	Shop Equipment	100,000	24,194	806	125,000
Capital Assistance Grant	Office Equipment	54,408	13,163	439	68,010
Capital Assistance Grant	Communications	200,000	48,387	1,613	250,000
Capital Assistance Grant	Facilities	100,000	24,194	806	125,000
Capital Assistance Grant	Transit Bus Purchase	450,000	108,872	3,628	562,500
Capital Assistance Grant	Transit Bus Purchase	573,000	138,630	4,620	716,250
Operating Assistance Grant	CAT Operating Assistance		12,485,243	919,585	13,404,828
Capital Assistance Grant	Shared Ride Vehicle		0		0
Capital Assistance Grant	CAT Employment Access	112,000			112,000
Capital Assistance Grant	CAT Operations/ Maintenance Facility			40,000,000	40,000,000
FFY 2026 Totals		7,568,620	13,880,440	41,388,634	62,837,694

Type of Funding	Project Description	Federal	State	Local	Total
Capital Assistance Grant	ADA	699,562		174,981	874,543
Capital Assistance Grant	Safety & Security	51,650	11,539	1,374	64,563
Capital Assistance Grant	Preventive Maintenance	4,500,000	1,005,322	119,678	5,625,000
Capital Assistance Grant	Capital Lease Tires	70,000	15,638	1,862	87,500

Capital Assistance Grant	Capital Costs of Contracting	658,000		164,500	822,500
Capital Assistance Grant	Shop Equipment	100,000	24,194	806	125,000
Capital Assistance Grant	Office Equipment	54,408	13,163	439	68,010
Capital Assistance Grant	Communications	200,000	48,387	1,613	250,000
Capital Assistance Grant	Facilities	100,000	24,194	806	125,000
Capital Assistance Grant	Transit Bus Purchase	450,000	108,872	3,628	562,500
Capital Assistance Grant	Transit Bus Purchase	573,000	138,630	4,620	716,250
Operating Assistance Grant	CAT Operating Assistance		12,490,501	983,163	13,473,664
Capital Assistance Grant	Shared Ride Vehicle		550,000		550,000
Capital Assistance Grant	CAT Employment Access	112,000			112,000
Capital Assistance Grant	CAT Operations/ Maintenance Facility				0
FFY 2027 Totals		7,568,620	14,430,440	1,457,470	23,456,530

Type of Funding	Project Description	Federal	State	Local	Total
Capital Assistance Grant	ADA	699,562		174,981	874,543
Capital Assistance Grant	Safety & Security	51,650	11,478	1,435	64,563
Capital Assistance Grant	Preventive Maintenance	4,500,000	1,005,322	119,678	5,625,000
Capital Assistance Grant	Capital Lease Tires	70,000	15,556	1,944	87,500
Capital Assistance Grant	Capital Costs of Contracting	658,000		164,500	822,500
Capital Assistance Grant	Shop Equipment	100,000	24,194	806	125,000
Capital Assistance Grant	Office Equipment	54,408	13,163	439	68,010
Capital Assistance Grant	Communications	200,000	48,387	1,613	250,000
Capital Assistance Grant	Facilities	100,000	24,194	806	125,000

Capital Assistance Grant	Transit Bus Purchase	450,000	108,872	3,628	562,500
Capital Assistance Grant	Transit Bus Purchase	573,000	138,630	4,620	716,250
Operating Assistance Grant	CAT Operating Assistance		12,490,644	1,055,298	13,545,942
Capital Assistance Grant	Shared Ride Vehicle				0
Capital Assistance Grant	CAT Employment Access	112,000			112,000
Capital Assistance Grant	CAT Operations/ Maintenance Facility				0
FFY 2028 Totals		7,568,620	13,880,440	1,529,748	22,978,808

Financial Condition of Capital Area Transit

CAT is a Municipal Authority that was created as a result of a cooperative program of Cumberland County, Dauphin County, and the City of Harrisburg. These three political jurisdictions work cooperatively to empower CAT to operate public transportation on their behalf. These three entities annually provide matching funds for both operating and capital projects, as is required for State dedicated financial assistance.

Table 2 summarizes key financial data for CAT for fiscal years FY 2019-FY 2022 (Note that FY 2023 was the first year that CAT and Rabbit Transit administrative operations were combined under the leadership of the Susquehanna Regional Transportation Authority (SRTA). The creation of SRTA did not change the operations of CAT nor the service that operated during the year. However, SRTA was made the designated recipient of the funds for the Harrisburg UZA. This simply means that SRTA will be receiving the funds and acting on the behalf of CAT when those funds are received and administered. The purpose and use of those funds will not change, nor will the service that those funds are covering. The significant change is that all administrative functions for CAT are being carried out by its employees as SRTA staff. Operations and Maintenance functions are still residing in CAT, but office staff are currently functioning as SRTA staff, working on behalf of CAT. The result is that the FY 2023 Financial Statements have not been completed as of the preparation of this document. The FY 2023 Financial Statement audit consists of the audit of CAT, Rabbit, and SRTA and involves a significant amount of allocation of administrative expenses between the three organizations. The operations of service and the functions of operations and maintenance did not change. The end result of this change will be that all former administrative expenses that were represented on the CAT books will now be represented on the SRTA books. CAT's final FS will show less expense and subsidy moving forward than in the past. Those expenses will be direct operating and maintenance expenses that will be covered in the same, traditional, manner. Administrative expenses will be represented on SRTA's books, with the expenses relevant to the operations of CAT still being covered by funds geared towards the Harrisburg UZA. They will simply be reported on SRTA's financials and not CAT's. It should also still be noted that CAT continues to feel the effects of the Covid 19 pandemic, but there have been positive improvements in ridership over the last several years. However, as the pandemic has continued to be further in the past, the overall

economic situation has not improved. CAT has experienced increased costs for parts and supplies, and in everyday expenses. These expenses have slightly been offset by increases in ridership that have occurred but the ridership levels have not reached pre-pandemic levels, and the rate of inflation has outpaced the increases seen in revenue.

The creation of SRTA and the merger with Rabbit Transit have had positive effects on CAT. Operations are being examined and improved collectively and there have been efficiencies in the organization that have resulted from the merger and shared functions. CAT and Rabbit Transit, through SRTA continue to streamline operations, and additional cost-savings are expected to occur as organization grows and continues to combine internal functions and to mesh the services of the two transits into a larger, more cohesive structure.

CAT received additional Federal operating funds through the CARES Act beyond its initial apportionment that allowed the organization to operate with no service interruptions throughout the pandemic. CAT also received an apportionment through the ARP Act that was used for operations, thus allowing CAT to maintain service levels throughout FY 2022 and beyond. This influx of funding has also allowed CAT to be more efficient in the use of its State Act 89 operating funds. Over the next several years CAT expects to see continued improvement (in financial stability as well as service and technology). CAT is in a position to maximize its funding and revenue, while keeping expenses at reasonable levels, resulting in a fully funded operations. CAT will balance its budget with annual Federal, State, and Local receipts.

CAT has no long-term liabilities and has the financial capacity to undertake the programs identified in the TIP.

Table 2. Trends in operations and expenses and sources of funds for CAT

	FY 18-19	FY 19-20	FY 20-21	FY 21-22
Operating Expense	\$21,656,589	\$20,554,705	\$20,761,454	\$20,317,350
Operating revenue	\$6,617,892	\$5,635,483	\$4,248,515	\$4,73,1147
Federal Operating Assistance	\$4,894,370	\$8,222,230	\$11,062,246	\$8,778,923
State Operating Assistance	\$8,843,270	\$5,635,409	\$4,328,538	\$5,639,257
Local Operating Assistance	\$1,018,969	\$1,061,586	\$1,122,156	\$1,168,023
Vehicle Miles	3,712,446	2,013,043	2,173,368	2,063,744
Fixed Route Passengers	1,985,147	1,711,896	951,340	1,011,495

Financial Capacity of Non-federal Funding Partners

The Commonwealth of Pennsylvania is the major non-federal funding source for CAT. Through regular appropriations from the General Assembly all public transit providers identified in Act 89 of 2013 (which includes CAT) receive annual operating grants. Act 89 also provides dedicated funding for CAT with annual increases. Act 89 funds may be used for operating costs. Capital funds are competitive with other transit systems in the state; however projects that are already funded with federal dollars hold a priority. SRTA is the designated recipient for funds that are provided to the Harrisburg UZA, and which are to be used for transportation in the region. The funds that are received by SRTA are, and will continue to be, used on behalf of CAT and will be used for transportation

purposes in CAT’s operating region (including Cumberland and Dauphin Counties, and the City of Harrisburg). The full faith and good will of the Commonwealth of Pennsylvania is behind the receipt and distribution of these funds and SRTA has every confidence that this funding source will be available during the project period outlined in the TIP.

The three local jurisdictions that also provide a portion of the non-federal share of these projects remain fiscally viable as evidenced in the continued increases shown in Table 3. Table 3 below shows several factors that indicate continued growth and that the three funding jurisdictions can reasonably be expected to continue providing the same level of support that they have been providing. Taken as a whole, the population and housing and income growth is sufficient to justify and continue the transportation projects on the TIP.

Table 3 Local Funding Partner Statistics

Municipality	Housing units		Median Income		Population		
	2018	2022	2018	2022	2018	2022	%+/-
Cumberland County	106,899	110,884	68,895	82,249	253,370	268,579	6.00
Dauphin County	124,805	127,758	58,916	71,046	278,299	288,800	3.77
City of Harrisburg*	20,520	24,727	37,356	46,654	49,229	50,183	1.94
Total					580,898	607,562	4.61

*City of Harrisburg numbers are included in Dauphin County.
All data in table 3 derived from Census.gov.

Conclusion

Based on the analysis presented in this report, SRTA, on behalf of CAT, has the financial capacity to undertake the projects listed in the 2025-2028 TIP. CAT is confident that its non-federal funding sources are stable and will continue to provide funding in the same or increased amounts that they have been providing. CAT’s service levels will remain consistent and justify the reasonable level of public transportation provided in the two county area, and the creation of SRTA through the merger with Rabbit Transit has improved financial stability and efficiency in its operations. CAT has no long-term liabilities and holds a capital reserve account to assist with the non-federal share of the projects listed on the TIP, if required, for CAT to continue services.

Prepared November 27, 2023

Environmental Justice Analysis

Harrisburg Area Transportation Study
FFY 2025-2028 Transportation Improvement Program

In 2018, South Central Pennsylvania MPOs, PennDOT District 8-0, PennDOT Central Office, the Federal Highway Administration, and the Federal Transit Administration worked with the Alan M. Voorhees Transportation Center at Rutgers University to develop the Environmental Justice Unified Process and Methodology Guide, which builds on PennDOT's Every Voice Counts guidance and provides specific practices to facilitate a more meaningful environmental justice process. The Guide provided a set of Core Elements that would form the backbone of this process, which this analysis will examine regarding the projects proposed for the 2025-2028 Transportation Improvement Program.

The Core Elements identified in the Guide are illustrated in Figure 1 below. The first two Core Elements, (1) Identify EJ Populations and (2) Assess Conditions and Identify Needs, are taken from the 2045 HATS Regional Transportation Plan (RTP), which was adopted in September 2021. As the HATS region's long range transportation plan, the 2045 RTP examines the location, distribution, and concentrations of our region's minority and low-income populations and how the existing condition of the transportation system, in terms of assets and performance, intersects with those populations. With one of the key functions and purposes of the RTP being to assess transportation conditions and determine transportation needs, the Environmental Justice analysis of the RTP provides an accurate framework for the existing conditions and transportation needs in relation to the region's environmental justice populations, and will serve as the backdrop against which the FFY 2025-2028 Transportation Improvement Program will be analyzed.

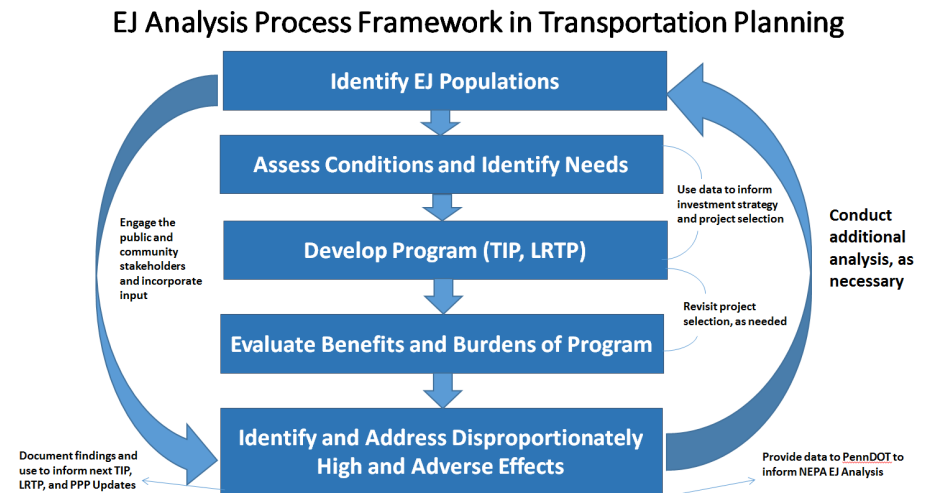


Figure 1. EJ Analysis Process Framework in Transportation Planning

Identifying Environmental Justice Populations

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin. The Office of Management and Budget (OMB) issued Policy Directive 15, Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity, in 1997, establishing five minimum categories for data on race. Executive Order 12898 of 1994 and DOT Environmental Justice Order 5610.2(a) of 2012 address persons belonging to any of the following groups:

Minority, meaning a person is:

Black -- a person having origins in any of the black racial groups of Africa.

Hispanic or Latino -- a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

Asian -- a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.

American Indian and Alaskan Native -- a person having origins in any of the original people of North America, Central America, or South America, and who maintains cultural identification through tribal affiliation or community recognition.

Native Hawaiian or Other Pacific Islander -- a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Low-Income -- a person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

American Community Survey data (2017-2021 5-year estimates) was compiled, analyzed, and mapped to show the concentrations and distribution of environmental justice populations in the HATS Region. In past environmental justice analyses, census block groups with minority or low-income higher than the regional average were identified as “environmental justice communities”. To provide a more nuanced and complete picture of the geographic location and needs of, as well as potential impacts on, the HATS region’s environmental justice populations, this analysis will examine statistically grouped concentrations, rather than solely using a threshold distinction.

Table 1 provides a demographic profile of the HATS region at the county and regional level. The minority population comprises 25.04% of the total regional population, with the vast majority (approximately 70%) located in Dauphin County. The low-income population accounts for 9.63% of the total regional population, a majority (approximately 60%) located in Dauphin County.

Table 2 and Table 3 show the distribution of minority and low-income populations by percentage interval. Approximately 36.02% of the region’s total population and 73.47% of the region’s minority population lives within a block group with higher than average minority population. Approximately 36.86% of the region’s total population and 76.91% of the region’s low-income population lives within a block group with higher than average low-income population. However, the percentages associated with the intervals show the minority population is much more concentrated in the region than the low-income population.

Table 4 shows cross-tabulation of minority and low-income populations by percentage interval. The cross-tabulation data shows minority populations are more likely to be low-income than non-minority populations, indicating a high degree of cross-over between minority and low-income populations in the region. **Examining the GIS data shows...**

Table 1. Profile of Low-Income and Minority Populations

Demographic Indicator	HATS MPO		Cumberland County		Dauphin County		Perry County	
	Population	Percentage	Population	Percentage	Population	Percentage	Population	Percentage
White, Non-Hispanic	440,313	74.96%	215,968	83.93%	181,085	63.72%	43,260	94.29%
Minority	147,098	25.04%	41,365	16.07%	103,114	36.28%	2,619	5.71%
Black or African American, Non-Hispanic	60,140	10.24%	10,054	3.91%	49,677	17.48%	409	0.89%
American Indian and Alaska Native, Non-Hispanic	546	0.09%	89	0.03%	386	0.14%	71	0.15%
Asian alone, Non-Hispanic	26,927	4.58%	12,194	4.74%	14,566	5.13%	167	0.36%
Native Hawaiian and Other Pacific Islander, Non-Hispanic	48	0.01%	19	0.01%	29	0.01%	0	0.00%
Some other race, Non-Hispanic	1,691	0.29%	497	0.19%	1,149	0.40%	45	0.10%
Two or more races, Non-Hispanic	16,598	2.83%	7,142	2.78%	8,568	3.01%	888	1.94%
Hispanic	41,148	7.00%	11,370	4.42%	28,739	10.11%	1,039	2.26%
Low-Income Population	54,420	9.63%	17,717	6.88%	32,801	11.54%	3,902	8.50%

Source: 2017-2021 American Community Survey 5-Year Estimates

Table 2. Distribution of Population by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0 - 11.27%	11.28% - 25.04%	25.05% - 43.74%	43.75% - 69.19%	69.20% - 100%	
Total Population	208,258	167,581	104,809	60,337	46,426	587,411
Total Population (in %)	35.45%	28.53%	17.84%	10.27%	7.90%	100%
Minority Population	9,949	29,070	35,257	33,408	39,414	147,098
Minority Population (in %)	6.76%	19.76%	23.97%	22.71%	26.79%	25.04%

Source: 2017-2021 American Community Survey 5-Year Estimates

Table 3. Distribution of Population by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% - 5.25%	5.26% - 9.63%	9.78% - 24.48%	24.49% - 42.58%	42.59% - 100%	
Total Population	257,092	99,754	159,004	40,874	8,432	565,156
Total Population (in %)	45.49%	17.65%	28.13%	7.23%	1.49%	100%
Below Poverty Population	5,581	6,980	23,785	13,293	4,781	54,420
Below Poverty Population (in %)	10.26%	12.83%	43.71%	24.43%	8.79%	9.63%

Source: 2017-2021 American Community Survey 5-Year Estimates

Table 4. Poverty Rate among Racial/Ethnic Groups

		HATS MPO	Cumberland County	Dauphin County	Perry County
White, Non-Hispanic	Total	428,243	206,890	178,541	42,812
	Low-Income	28,265	11,596	13,144	3,525
	Percentage	6.60%	5.60%	7.36%	8.23%
Black, Non-Hispanic	Total	62,187	8,570	53,285	332
	Low-Income	16,007	2,518	13,446	43
	Percentage	25.74%	29.38%	25.23%	12.95%
American Indian, Non-Hispanic	Total	1,214	184	959	71
	Low-Income	332	20	275	37
	Percentage	27.35%	10.87%	28.68%	52.11%
Asian, Non-Hispanic	Total	26,608	11,919	14,522	167
	Low-Income	1,946	768	1,168	10
	Percentage	7.31%	6.44%	8.04%	5.99%
Native Hawaiian, Non-Hispanic	Total	141	39	90	12
	Low-Income	0	0	0	0
	Percentage	0.00%	0.00%	0.00%	0.00%
Some Other Race, Non-Hispanic	Total	10,319	2,476	7,608	235
	Low-Income	2,609	652	1,898	59
	Percentage	25.28%	26.33%	24.95%	25.11%
Two or More, Non-Hispanic	Total	23,589	9,205	13,346	1,038
	Low-Income	3,345	1,512	1,686	147
	Percentage	14.18%	16.43%	12.63%	14.16%
Hispanic	Total	39,326	10,209	28,151	966
	Low-Income	9,225	2,602	6,423	200
	Percentage	23.46%	25.49%	22.82%	20.70%

Source: 2017-2021 American Community Survey 5-Year Estimates

Map 1 and Map 3 also illustrate this data, by displaying percentage minority and low-income populations by census block groups. These maps illustrate significant concentrations of both low-income and minority populations in and around our urban centers of Harrisburg, Carlisle, and Shippensburg. Map 2 and Map 4 add dot densities for the demographic data, which depicts minority and low-income populations within census block groups that have

relatively low concentrations. It is important to note that these dot densities are a graphic devise used to illustrate a population within the entire census block group and should not be interpreted to be portraying an exact location.

Assess Conditions

To provide an accurate picture of the impacts of transportation planning on our region’s environmental justice populations, the current conditions of the transportation system must be evaluated in the context of environmental justice. This will allow us to not just evaluate the impact of any one plan or program, but to examine the impacts of the decades of decisions made that comprise our comprehensive transportation planning process while identifying additional areas of need and gaps in our system. Working cooperatively with PennDOT, a variety of indicators were compared to the distribution and concentration of environmental justice populations and are presented below.

As previously mentioned, the regional threshold will not be solely used to identify specific communities as “environmental justice communities”. However, the regional average will still be referenced in some of the following analyses.

Bridge Condition

Table 5 and Table 6 show the distribution of poor condition bridges and all bridges, respectively, by minority population interval. There are a total of 114 poor condition bridges in the HATS region, of which 23 (12.3%) are located within census block groups whose concentration of minority population exceeds the regional average. Conversely, there are a total of 1,334 bridges in the HATS region, of which 235 (17.8%) are located within census block groups whose concentration of minority population exceeds the regional average.

Table 5. Distribution of Poor Condition Bridges by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0 - 11.27%	11.28% - 25.04%	25.05% - 43.74%	43.75% - 69.19%	69.20% - 100%	
Poor Condition Bridge Count	70	21	14	3	6	114
Percentage	61.4%	18.4%	12.3%	2.6%	5.3%	100%
Total Population	208,258	167,581	104,809	60,337	46,426	587,411
Total Population (in %)	35.5%	28.5%	17.8%	10.3%	7.9%	100%
Minority Population	9,949	29,070	35,257	33,408	39,414	147,098
Minority Population (in %)	6.8%	19.8%	24.0%	22.7%	26.8%	25%
Poor Condition Bridges Per 1000 Pop.	0.34	0.13	0.13	0.05	0.13	0.19

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 6. Distribution of All Bridges by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0 - 11.27%	11.28% - 25.04%	25.05% - 43.74%	43.75% - 69.19%	69.20% - 100%	
Total Bridge Count	823	276	137	51	47	1,334
Percentage	61.7%	20.7%	10.3%	3.8%	3.5%	100%
Total Population	208,258	167,581	104,809	60,337	46,426	587,411
Total Population (in %)	35.5%	28.5%	17.8%	10.3%	7.9%	100%
Minority Population	9,949	29,070	35,257	33,408	39,414	147,098
Minority Population (in %)	6.8%	19.8%	24.0%	22.7%	26.8%	25%
Total Bridges Per 1000 Pop.	3.95	1.65	1.31	0.85	1.01	2.27

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 7. Distribution of Poor Condition Bridges by Low-income Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% - 5.25%	5.26% - 9.63%	9.78% - 24.48%	24.49% - 42.58%	42.59% - 100%	
Poor Condition Bridge Count	31	26	51	4	2	114
Percentage	27.2%	22.8%	44.7%	3.5%	1.8%	100%
Total Population	257,092	99,754	159,004	40,874	8,432	552,146
Total Population (in %)	45.5%	17.7%	28.1%	7.2%	1.5%	100%
Below Poverty Population	5,581	6,980	23,785	13,293	4,781	53,947
Below Poverty Population (in %)	10.3%	12.8%	43.7%	24.4%	8.8%	10%
Poor Condition Bridges Per 1000 Pop.	0.12	0.26	0.32	0.10	0.24	0.21

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 8. Distribution of All Bridges by Low-income Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% - 5.25%	5.26% - 9.63%	9.78% - 24.48%	24.49% - 42.58%	42.59% - 100%	
Total Bridge Count	552	255	458	44	25	1,334
Percentage	41.4%	19.1%	34.3%	3.3%	1.9%	100%
Total Population	257,092	99,754	159,004	40,874	8,432	552,146
Total Population (in %)	45.5%	17.7%	28.1%	7.2%	1.5%	100%
Below Poverty Population	5,581	6,980	23,785	13,293	4,781	53,947
Below Poverty Population (in %)	10.3%	12.8%	43.7%	24.4%	8.8%	10%
Total Bridges Per 1000 Pop.	2.15	2.56	2.88	1.08	2.96	2.42

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 7 and Table 8 show the distribution of poor condition bridges and all bridges, respectively, by low-income population interval. Of the 114 poor condition bridges in the HATS region, 59 (51.8%) are located within census block groups whose concentration of low-income population exceeds the regional average. Of the 1,328 total bridges in the HATS region, 527 (39.5%) are located within census block groups whose exceed the regional average. Map 5 and Map 6 display the distribution of poor condition bridges by minority population and low-income population, respectively.

Pavement Condition

Table 9 and Table 10 show the distribution of poor condition pavement and excellent condition pavement, respectively, by minority population interval. There are a total of 225.43 miles of poor condition pavement in the HATS region, of which 45.31 (20.1%) are located within census block groups whose concentration of minority population exceeds the regional average. Conversely, there are a total of 500.65 miles of excellent condition pavement in the HATS region, of which 75.94 (15.2%) are located within census block groups whose concentration of minority population exceeds the regional average.

Table 9. Distribution of Poor Pavement by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0 - 11.27%	11.28% - 25.04%	25.05% - 43.74%	43.75% - 69.19%	69.20% - 100%	
Poor Pavement Mileage	149.76	30.36	18.62	10.66	16.03	225.43
Percentage	66.4%	13.5%	8.3%	4.7%	7.1%	100%
Total Population	208,258	167,581	104,809	60,337	46,426	587,411
Total Population (in %)	35.5%	28.5%	17.8%	10.3%	7.9%	100%
Minority Population	9,949	29,070	35,257	33,408	39,414	147,098
Minority Population (in %)	6.8%	19.8%	24.0%	22.7%	26.8%	25%
Poor Pavement Per 1000 Pop.	0.72	0.18	0.18	0.18	0.35	0.38

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 10. Distribution of Excellent Pavement by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0 - 11.27%	11.28% - 25.04%	25.05% - 43.74%	43.75% - 69.19%	69.20% - 100%	
Excellent Pavement Mileage	319.28	105.43	56.41	12.65	6.88	500.65
Percentage	63.8%	21.1%	11.3%	2.5%	1.4%	100%
Total Population	208,258	167,581	104,809	60,337	46,426	587,411
Total Population (in %)	35.5%	28.5%	17.8%	10.3%	7.9%	100%
Minority Population	9,949	29,070	35,257	33,408	39,414	147,098
Minority Population (in %)	6.8%	19.8%	24.0%	22.7%	26.8%	25%
Excellent Pavement Per 1000 Pop.	1.53	0.63	0.54	0.21	0.15	0.85

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 11. Distribution of Poor Pavement by Low-income Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% - 5.25%	5.26% - 9.63%	9.78% - 24.48%	24.49% - 42.58%	42.59% - 100%	
Poor Pavement Mileage	62.65	34.38	104.31	17.90	6.19	225.43
Percentage	27.8%	15.3%	46.3%	7.9%	2.7%	100%
Total Population	257,092	99,754	159,004	40,874	8,432	565,156
Total Population (in %)	45.5%	17.7%	28.1%	7.2%	1.5%	100%
Below Poverty Population	5,581	6,980	23,785	13,293	4,781	54,420
Below Poverty Population (in %)	10.3%	12.8%	43.7%	24.4%	8.8%	10%
Poor Pavement Per 1000 Pop.	0.24	0.34	0.66	0.44	0.73	0.40

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 12. Distribution of Excellent Pavement by Low-income Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% - 5.25%	5.26% - 9.63%	9.78% - 24.48%	24.49% - 42.58%	42.59% - 100%	
Excellent Pavement Mileage	193.14	113.58	173.16	15.53	5.24	500.65
Percentage	38.6%	22.7%	34.6%	3.1%	1.0%	100%
Total Population	257,092	99,754	159,004	40,874	8,432	565,156
Total Population (in %)	45.5%	17.7%	28.1%	7.2%	1.5%	100%
Below Poverty Population	5,581	6,980	23,785	13,293	4,781	54,420
Below Poverty Population (in %)	10.3%	12.8%	43.7%	24.4%	8.8%	10%
Excellent Pavement Per 1000 Pop.	0.75	1.14	1.09	0.38	0.62	0.89

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 11 and Table 12 show the distribution of poor condition pavement and excellent condition pavement, respectively, by low-income population interval. Of the 225.43 miles of poor condition pavement in the HATS region, 128.40 (57.0%) are located within census block groups whose concentration of low-income population exceeds the regional average. Of the 500.65 miles of excellent condition pavement in the HATS region, 193.93 (38.7%) are located within census block groups whose exceed the regional average.

Map 7 and Map 8 display the distribution of poor and excellent condition pavement by minority population and low-income population, respectively.

Bicycle/Pedestrian Crashes

Table 13 shows the distribution of bicycle and pedestrian related crashes (2018-2022) by minority population interval. Of the total 765 bicycle and pedestrian related crashes in the HATS region, 419 (54.8%) occurred within census block groups whose concentration of minority population exceeds the regional average. Additionally, the number of bicycle and pedestrian crashes per 1000 population is more than twice as high in census block groups whose concentration of minority population exceeds the regional average (1.98) than in census block groups whose concentrations of minority population does not (0.92). The census block groups in the lowest minority population interval have the lowest number of crashes per 1000 population and the census block groups in the highest minority population interval have the highest number of crashes per 1000 population. This shows a strong connection between concentration of minority population and incidence of bicycle and pedestrian crashes.

Table 13. Distribution of Bicycle & Pedestrian related crashes by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0 - 11.27%	11.28% - 25.04%	25.05% - 43.74%	43.75% - 69.19%	69.20% - 100%	
Bike-Pedestrian Crash Count	162	184	172	104	143	765
Percentage	21.2%	24.1%	22.5%	13.6%	18.7%	100%
Total Population	208,258	167,581	104,809	60,337	46,426	587,411
Total Population (in %)	35.5%	28.5%	17.8%	10.3%	7.9%	100%
Minority Population	9,949	29,070	35,257	33,408	39,414	147,098
Minority Population (in %)	6.8%	19.8%	24.0%	22.7%	26.8%	25%
Crashes Per 1000 Pop.	0.78	1.10	1.64	1.72	3.08	1.30

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 14. Distribution of Bicycle & Pedestrian related crashes by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% - 5.25%	5.26% - 9.63%	9.78% - 24.48%	24.49% - 42.58%	42.59% - 100%	
Bike-Pedestrian Crash Count	199	89	289	157	31	765
Percentage	26.0%	11.6%	37.8%	20.5%	4.1%	100%
Total Population	257,092	99,754	159,004	40,874	8,432	565,156
Total Population (in %)	45.5%	17.7%	28.1%	7.2%	1.5%	100%
Below Poverty Population	5,581	6,980	23,785	13,293	4,781	54,420
Below Poverty Population (in %)	10.3%	12.8%	43.7%	24.4%	8.8%	10%
Crashes Per 1000 Pop.	0.77	0.89	1.82	3.84	3.68	1.35

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 14 shows the distribution of bicycle and pedestrian related crashes (2018-2022) by low-income population interval. Of the 765 bicycle and pedestrian related crashes in the HATS region, 477 (62.4%) occurred within census block groups whose concentration of low-income population exceeds the regional average. The number of bicycle and pedestrian crashes per 1000 population is more than twice as high in census block groups whose concentrations of low-income population exceeds the regional average (2.29) than census block groups whose concentrations of low-income population does not (0.81). Similar to the trend discussed in the minority population data, census block groups in the lowest low-income population interval have the lowest number of crashes per 1000 population and the census block groups in the highest low-income population interval have the highest number of crashes per 1000 population. This shows a strong connection between concentration of low-income population and incidence of bicycle and pedestrian crashes.

Map 9 and Map 10 display the distribution of bicycle & pedestrian crashes by minority population and low-income population, respectively.

Table 15. Distribution of Injury & Fatal related crashes by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	0 - 11.27%	11.28% - 25.04%	25.05% - 43.74%	43.75% - 69.19%	69.20% - 100%	
Injury-Fatal Crash Count	497	274	205	127	135	1,238
Percentage	40.1%	22.1%	16.6%	10.3%	10.9%	100%
Total Population	208,258	167,581	104,809	60,337	46,426	587,411
Total Population (in %)	35.5%	28.5%	17.8%	10.3%	7.9%	100%
Minority Population	9,949	29,070	35,257	33,408	39,414	147,098
Minority Population (in %)	6.8%	19.8%	24.0%	22.7%	26.8%	25%
Crashes Per 1000 Pop.	2.39	1.64	1.96	2.10	2.91	2.11

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Table 16. Distribution of Injury & Fatal related crashes by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					Total
	0% - 5.25%	5.26% - 9.63%	9.78% - 24.48%	24.49% - 42.58%	42.59% - 100%	
Injury-Fatal Crash Count	523	189	371	115	40	1,238
Percentage	42.2%	15.3%	30.0%	9.3%	3.2%	100%
Total Population	257,092	99,754	159,004	40,874	8,432	565,156
Total Population (in %)	45.5%	17.7%	28.1%	7.2%	1.5%	100%
Below Poverty Population	5,581	6,980	23,785	13,293	4,781	54,420
Below Poverty Population (in %)	10.3%	12.8%	43.7%	24.4%	8.8%	10%
Crashes Per 1000 Pop.	2.03	1.89	2.33	2.81	4.74	2.19

Source: 2017-2021 American Community Survey 5-Year Estimates, PennDOT

Fatal/Serious-Injury Crashes

Table 15 shows the distribution of fatal and serious-injury related crashes (2013-2017) by minority population interval. Of the 1,044 fatal and serious-injury related crashes in the HATS region, 340 (32.6%) occurred within census block groups whose concentration of minority population exceeds the regional average. While the average crashes per 1000 population was slightly higher in census blocks whose concentration of minority population exceeds the regional average than those that do not (1.95 average vs 1.84 average), the difference does not appear to be significant.

Table 16 shows the distribution of fatal and serious-injury related crashes (2013-2017) by low-income population interval. Of the 1,044 fatal and serious-injury related crashes in the HATS region, 122 (32.6%) occurred within census block groups whose concentration of low-income population exceeds the regional average. The average crashes per 1000 population was slightly higher in census blocks whose concentration of low-income population exceeds the regional average than those that do not (2.15 average vs 1.88 average), indicating a possible connection between concentration of low-income population and fatal and serious-injury related crashes.

Map 11 and Map 12 display the distribution of fatal and serious-injury related crashes by minority population and low-income population, respectively.

Transit Access

Figure 2 shows approximately 26% of the minority population and 58% of the non-minority population lives within a census block group with no designated CAT bus stops, while approximately 44% of the minority population and 17% of the non-minority population lives within a block group with more than 5 designated CAT bus stops. Figure 3 shows

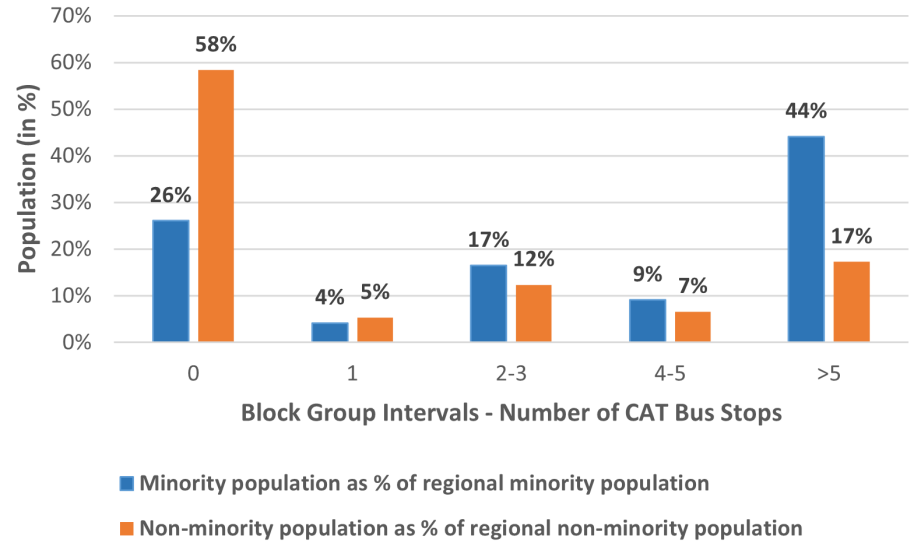


Figure 2. CAT Stops by Minority Population

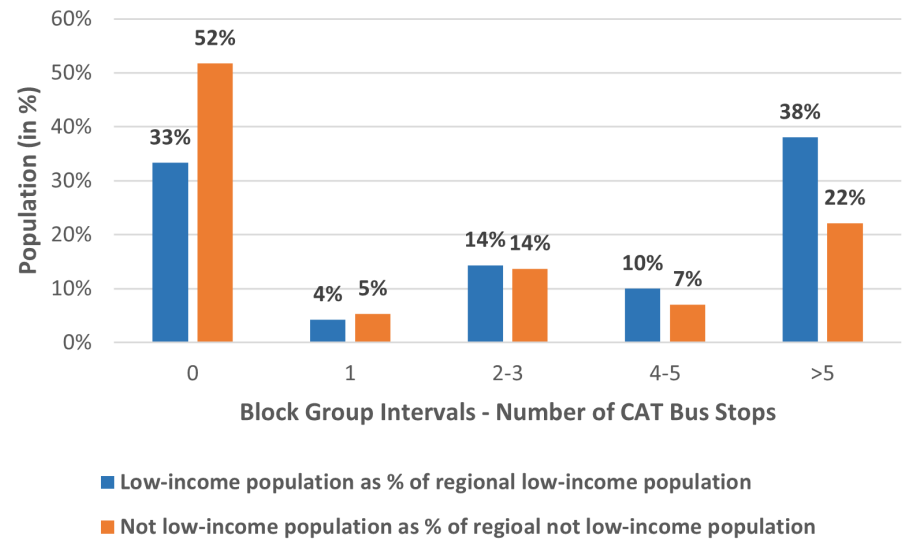


Figure 3. CAT Stops by Low-income Population

approximately 52% of the non-low-income population and 33% of the low-income population lives within a block group with no designated CAT bus stops, while approximately 38% of the low-income population and 22% of the non-low-income population lives within a block group with more than 5 designated CAT bus stops.

Map 13 and Map 14 display the distribution of poor condition bridges by minority population and low-income population, respectively.

Conclusions

Based on the above analyses, which is updated from the analysis performed for and included in the HATS 2045 Regional Transportation Plan, poor pavement condition is more prevalent in areas with higher than average concentrations of low-income populations and bicycle/pedestrian-related crashes are more prevalent in areas with higher than average concentrations of minority and/or low-income populations.

To mitigate or begin to address these discrepancies, and move toward a transportation system that improves the quality of life, promotes human health and provides a safe experience for all users, the 2045 RTP identified a few steps and strategies for implementation. The 2045 RTP Project Pipeline evaluation criteria included environmental justice populations, applying points along the population intervals discussed above. This evaluation criteria results in Transportation Needs being assigned a regional priority (High, Medium, or Low), with those identified as High Priorities being targeted for inclusion in the newly programmed projects for each round of TIP development.

In addition, HATS is pursuing other efforts that will help improve the equity within our region's transportation system by addressing some of the issues identified above as more prevalent in areas with higher than average concentrations of minority and/or low-income populations. These include the efforts being made to expand the capacity to collect and analyze data on locally-owned, federal-aid eligible assets, safety planning efforts focusing on non-motorized users, and the RTP Implementation Grant Program, which funds transportation studies and improvements that meet HATS Regional Transportation Plan and TCRPC Regional Growth Management Plan goals while "providing for safer, more walkable, bikeable and transit-friendly transportation systems."

Benefits and burdens

The benefits that the transportation improvement program can provide include improved access, mobility, safety and environmental quality. The burdens of the program can be a reduction in any of those areas to a community. Many transportation projects require a trade-off between those aspects of the transportation system and the distribution of the benefits and burdens. For example, a project that decreases congestion along one corridor can improve access, mobility, and safety for those who use that corridor, while decreasing the environmental quality for those that live or work along that corridor. Increased safety may require a trade off in access or mobility, and increased access may bring mobility concerns. These impacts can vary both community to community, and among populations or individuals within a single community. Benefits and burdens analysis in respect to environmental justice is done to ensure that the benefits of transportation investment are being shared equally and that the burdens created by new projects are not being borne by one part of the public over another.

Types of projects and distribution

While there is no singular, all-encompassing analysis that shows the environmental justice impacts a transportation improvement program will have, one method is to examine how the distribution of projects and allocation of funding compares to the location of our region’s environmental justice populations. Maps 15 and 16 show this distribution, while the analysis that follows discusses how funding was allocated among project categories in census block groups below and above the regional average for minority and low-income population.

While this analysis examined the projects included on the draft FFY 2025-2028 Highway & Bridge and Interstate TIPs, project costs and totals includes all project phases and costs programmed on the full FFY 2025-2036 Twelve Year Plan (TYP). This provides a fuller picture of the expected expenditures, beyond just the next four fiscal years. The projects included in the draft FFY TIPs total approximately \$2.49 billion (excluding line items) and include identified roadway and bridge projects, Bike/Ped projects, and interstate projects.

The quantitative analysis used GIS software to compare projected investment to the location of EJ populations in the HATS region. The analysis was heavily impacted by the programmed Interstate projects, which represents approximately 77% of the total estimated spending in the HATS region over the next 12 years.

Table 17. Project Distribution by Minority Populations

Percent Population Minority - Block Group Intervals		0 - 11.27%	11.28% - 25.04%	25.05% - 43.74%	43.75% - 69.19%	69.20% - 100%	TOTAL
Population Shares by Interval	Total Population	208,258	167,581	104,809	60,337	46,426	587,411
	Regional Share of Total Population	35.5%	28.5%	17.8%	10.3%	7.9%	100%
	Minority Population	9,949	29,070	35,257	33,408	39,414	147,098
	Regional Share of Minority Population	6.8%	19.8%	24.0%	22.7%	26.8%	100%
Bike-Ped Projects	Percentage of Funding	8.3%	17.9%	34.3%	2.1%	37.4%	
	Amount of Funding	\$1,589,834	\$3,426,825	\$6,576,739	\$403,084	\$7,182,446	\$19,178,928
Bridge Projects	Percentage of Funding	30.0%	12.4%	7.9%	35.7%	13.8%	
	Amount of Funding	\$105,605,636	\$43,760,936	\$27,944,513	\$125,649,788	\$48,558,000	\$351,518,873
Roadway Projects	Percentage of Funding	41.4%	19.7%	30.1%	7.1%	1.7%	
	Amount of Funding	\$75,922,339	\$36,100,056	\$55,093,570	\$13,098,859	\$3,099,094	\$183,321,418
All Projects (Without Interstate)	Percentage of Funding	33.1%	15.0%	16.2%	25.1%	10.6%	
	Amount of Funding	\$183,117,809	\$83,287,817	\$89,614,822	\$139,151,731	\$58,839,540	\$554,019,219
	Per Capita Funding	\$879.28	\$497.00	\$855.03	\$2,306.24	\$1,267.38	\$943.15
Interstate Projects	Percentage of Funding	0.3%	0.5%	0.0%	24.5%	74.7%	
	Amount of Funding	\$6,160,000	\$9,189,556	\$0	\$473,445,000	\$1,442,148,000	\$1,930,942,556
All Projects (With Interstate)	Percentage of Funding	7.6%	3.7%	3.6%	24.6%	60.4%	
	Amount of Funding	\$189,277,809	\$92,477,373	\$89,614,822	\$612,596,731	\$1,500,987,540	\$2,485,754,275
	Per Capita Funding	\$908.86	\$551.84	\$855.03	\$10,152.92	\$32,330.75	\$4,231.71

As shown in Table 17, per capita spending is higher in census block groups with minority populations higher than the regional average than those with minority populations lower than the regional average. This is true whether the Interstate projects (which, as discussed heavily skew this analysis) are included or not. Roadway and Bridge projects dominate the non-Interstate investments programmed on the TYP, accounting for more than 96% of the total. Approximately 49% of roadway and bridge investments are located within block groups below the regional average for minority population. However, as noted above, the per capita spending is higher in for block groups above the regional average than below the regional average. Bicycle/Pedestrian funding is concentrated in the third and fifth highest percent interval. On the FFY 2025-2026 TIP, intermodal projects consist exclusively of unmapped projects that aren't included in this quantitative analysis. It should be noted that these intermodal projects and investments includes support for transit, typically through the flexing of CMAQ funding, and ride-sharing, through the support of SRTP and Commuter Services, providing benefits to environmental justice populations by increasing access to transit.

Table 18. Project Distribution by Low-income Population

Percent Population Low-income - Block Group Intervals		0% - 5.25%	5.26% - 9.63%	9.78% - 24.48%	24.49% - 42.58%	42.59% - 100%	TOTAL
Population Shares by Interval	Total Population	257,092	99,754	159,004	40,874	8,432	565,156
	Regional Share of Total Population	45.5%	17.7%	28.1%	7.2%	1.5%	100%
	Low-income Population	5,581	6,980	23,785	13,293	4,781	54,420
	Regional Share of Low-income Population	10.3%	12.8%	43.7%	24.4%	8.8%	100%
Bike-Ped Projects	Percentage of Funding	17.3%	1.3%	25.7%	55.6%	0.0%	
	Amount of Funding	\$3,320,839	\$254,592	\$4,931,102	\$10,672,395	\$0	\$19,178,928
Bridge Projects	Percentage of Funding	17.6%	8.6%	24.2%	39.8%	9.9%	
	Amount of Funding	\$61,722,444	\$30,066,024	\$85,004,617	\$139,815,788	\$34,910,000	\$351,518,873
Roadway Projects	Percentage of Funding	30.0%	1.3%	63.7%	3.2%	1.7%	
	Amount of Funding	\$55,015,338	\$2,471,018	\$116,865,108	\$5,863,360	\$3,099,094	\$183,321,418
All Projects (Without Interstate)	Percentage of Funding	21.7%	5.9%	37.3%	28.2%	6.9%	
	Amount of Funding	\$120,058,621	\$32,791,634	\$206,800,827	\$156,351,543	\$38,009,094	\$554,019,219
	Per Capita Funding	\$466.99	\$328.73	\$1,300.60	\$3,825.21	\$4,507.72	\$980.29
Interstate Projects	Percentage of Funding	0.2%	0.1%	15.8%	83.8%	0.0%	
	Amount of Funding	\$3,360,000	\$2,800,000	\$306,039,556	\$1,618,743,000	\$0	\$1,930,942,556
All Projects (With Interstate)	Percentage of Funding	5.0%	1.4%	20.6%	71.4%	1.5%	
	Amount of Funding	\$123,418,621	\$35,591,634	\$512,840,383	\$1,775,094,543	\$38,009,094	\$2,485,754,275
	Per Capita Funding	\$480.06	\$356.79	\$3,225.33	\$43,428.45	\$4,507.72	\$4,398.35

As shown Table 18, per capita spending as it relates to low-income population percentage intervals are similar to the trends discussed for minority populations above – generally higher in the block groups above the regional average. Approximately 72% of roadway and bridge investments are located

in block groups above the regional average for low-income population. Bicycle/pedestrian projects and intermodal projects follow the same general pattern as discussed above as well, with investment concentrated in the third and fourth highest percent intervals.

Bridges represent the majority of funding allocated within block groups that have minority and low-income populations below the regional average. The need to maintain current facilities and continue making progress regarding PM2 requires investments in existing bridges, which are predominantly located within block groups with minority or low-income populations below the regional average, as is shown in Tables 5-8.

Because of the location and associated funding amounts of the Interstate Program, it has been considered and presented separately for this analysis. Significant investment (more than twice the amount of the Highway & Bridge TIP) is being made, which skews any examination of funding allocation, as shown in Tables 17 and 18. The Interstate Program will be discussed in more detail later in the analysis.

There are 19 bike/ped projects programmed totaling approximately \$19,178,928. The majority of the investments are located within census block groups that have higher than average minority and low-income populations. Significant projects, including the Lemoyne Bottleneck Improvements and the Paxtang Parkway Restoration is located adjacent to a census block with higher than average minority and low-income populations and will substantially improve bicycle and pedestrian access and safety between the City of Harrisburg and surrounding communities. In addition to these, several line items or projects with locations yet-to-be-determined are included on the draft FFY 2025-2028 TIP, including the RTP Implementation Program and HATS Bike Share. These bike/ped projects, and the intermodal projects discussed above, are particularly relevant because they offer residents a transportation option that does not require a car, thus improving the accessibility and mobility of the local population.

The interstate program includes 11 projects totaling approximately \$1.93 billion. These interstate investments are dominated by those required to improve and maintain I-83, which is located in multiple census block groups above the regional average for both minority and low-income populations. These projects provide capacity improvements, reduce congestion and delays, and improve safety to the system, and reduce the environmental impact of traffic on the interstate.

The draft 2025-2028 Transit TIP includes projects totaling \$183,355,167 which are dedicated to maintaining the existing transit and paratransit service for the Harrisburg Region. HATS traditionally flexes a portion of the federal CMAQ funds allocation to CAT to assist in providing quality transit service. Any increases in transit funding will allow for additional bus routing and stops, thus expanding the availability of alternative transportation and increasing mobility to access employment opportunities and health services.

Significant Interstate Projects

For the FFY 2025-2028 TIP, the vast majority of projects will not require significant right-of-way acquisition, require the displacement of people, or cause burdens on the mobility, access, or environmental health of any community or population group. This is because the vast majority of the HATS Highway & Bridge TIP is proposed to be programmed to maintain or enhance the existing transportation system.

The major exceptions to this are the projects associated with I-83 on the Interstate TIP, which will improve and significantly reconfigure the Eisenhower Interchange and expand I-83 to the South Bridge, which is an identified freight route and high congestion corridor. As these projects progress past

preliminary phases, right-of-way impacts and potential takings will be finalized and will be addressed throughout the project development process when identified.

While this projects will require displacement, they is also propose to improve the operations of the multiple interchanges and over-/under-passes, while also adding bicycle and pedestrian improvements, which would improve the mobility of both the impacted block group and other nearby populations. It should be noted that these projects pass through block groups with a total population of 15,886, a minority population of 7,572, and low-income population of 1,957. Overall these project will have widespread benefits for both the region and the state.

Moving Forward

The condition assessment in the 2045 RTP identified poor pavement condition and bicycle/pedestrian crashes as disproportionately located within areas with higher than average concentrations of low-income populations. While this doesn't necessarily indicate adverse or disparate impact, it is important to monitor moving forward. In our proposed program, the majority of roadway investments are located within areas with higher than average concentrations of minority (51.1%) or low-income populations (72.1%). The impact of those projects will be better gauged in the Environmental Justice Analysis done for future TIP and Regional Transportation Plan updates.

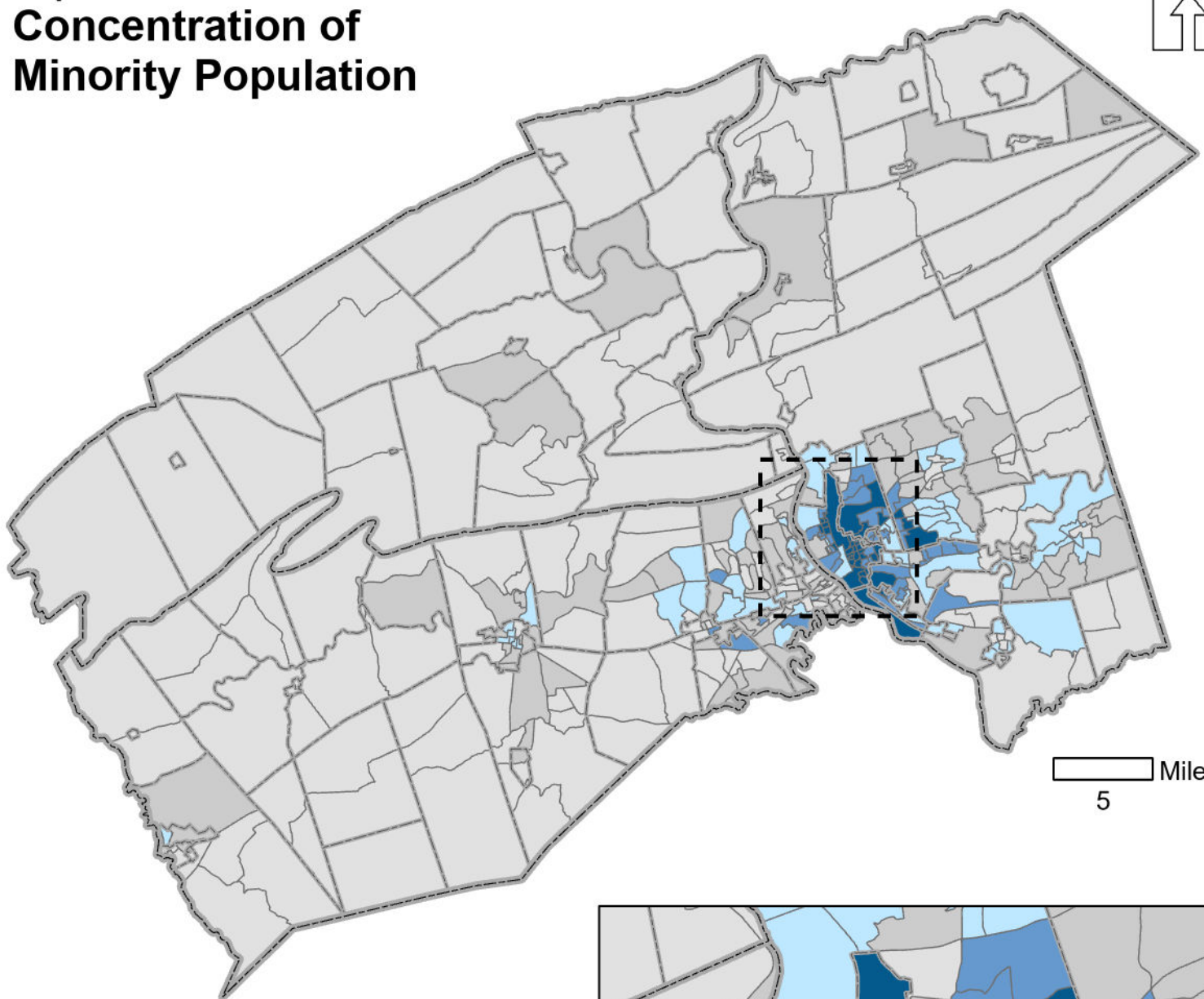
This analysis is a snapshot of the current conditions and how this proposed program will address them. Environmental Justice is incorporated into the evaluation criteria of our RTP Project Pipeline, which prioritizes locally identified transportation needs, and our RTP Project List. The FFY2025-2028 TIP includes 20 projects that have originated on the RTP Project Pipeline or been granted funding through the RTP Implementation Grant Program, totaling \$111,351,727. Many of these projects are either designated bicycle/pedestrian improvements or include them among the project elements. Because of the incorporation of minority and low-income populations into the evaluation criteria, the vast majority of these 22 projects are located in areas with higher than average concentrations of low-income and/pr minority populations.

No statistical analysis provides a complete picture. Our understanding of how the condition of our transportation system and our transportation programs impact and achieve environmental justice will continue to evolve over time. As that understanding of the causes improves, so does our ability mitigate or address them.

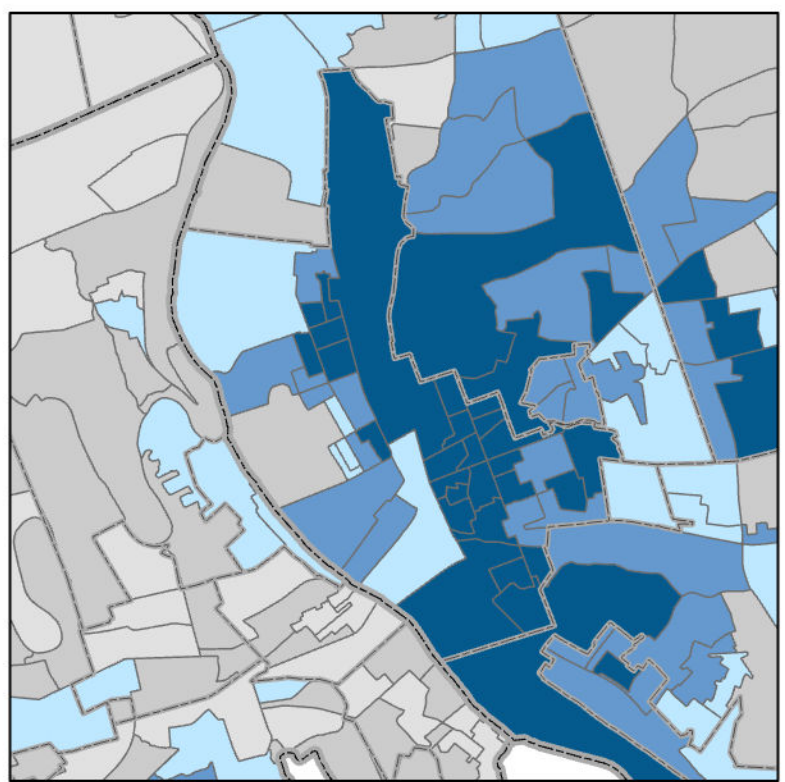
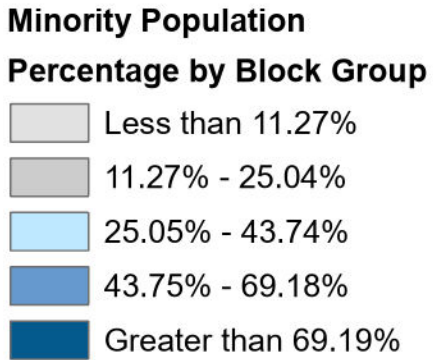
Conclusion

The majority of project funding proposed for the FFY 2025-2028 Transportation Improvement Program is located within block groups with higher than average minority and/or low-income populations. The majority of project funding located outside these block groups is due to bridge projects meant to address asset management concerns and continue progress on Performance Measure 2. While some statistical disparities were made apparent during the condition assessment conducted as part of this analysis, the FFY 2025-2028 Transportation Improvement Program will not exacerbate them and will provide an equitable distribution of benefits and burdens.

Map 1 Concentration of Minority Population

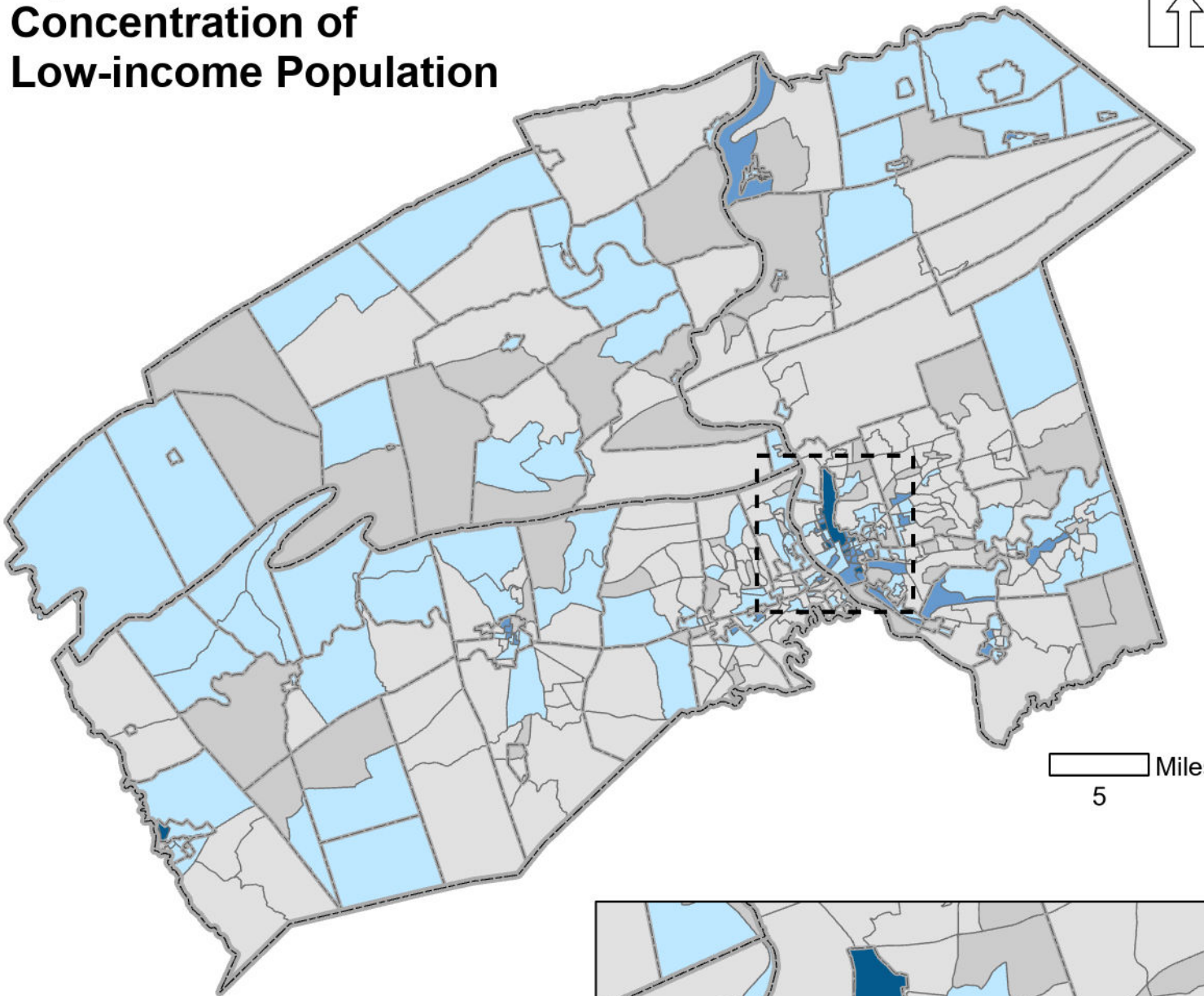
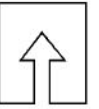


5 Miles



Source: 2017-2021 American Community Survey 5-Year Estimates

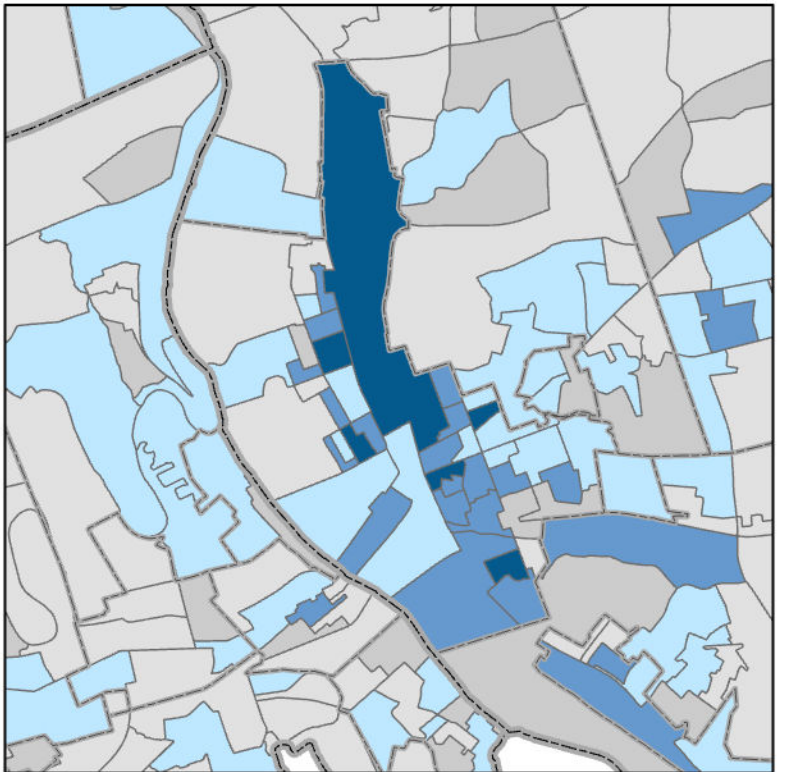
Map 2 Concentration of Low-income Population



5 Miles

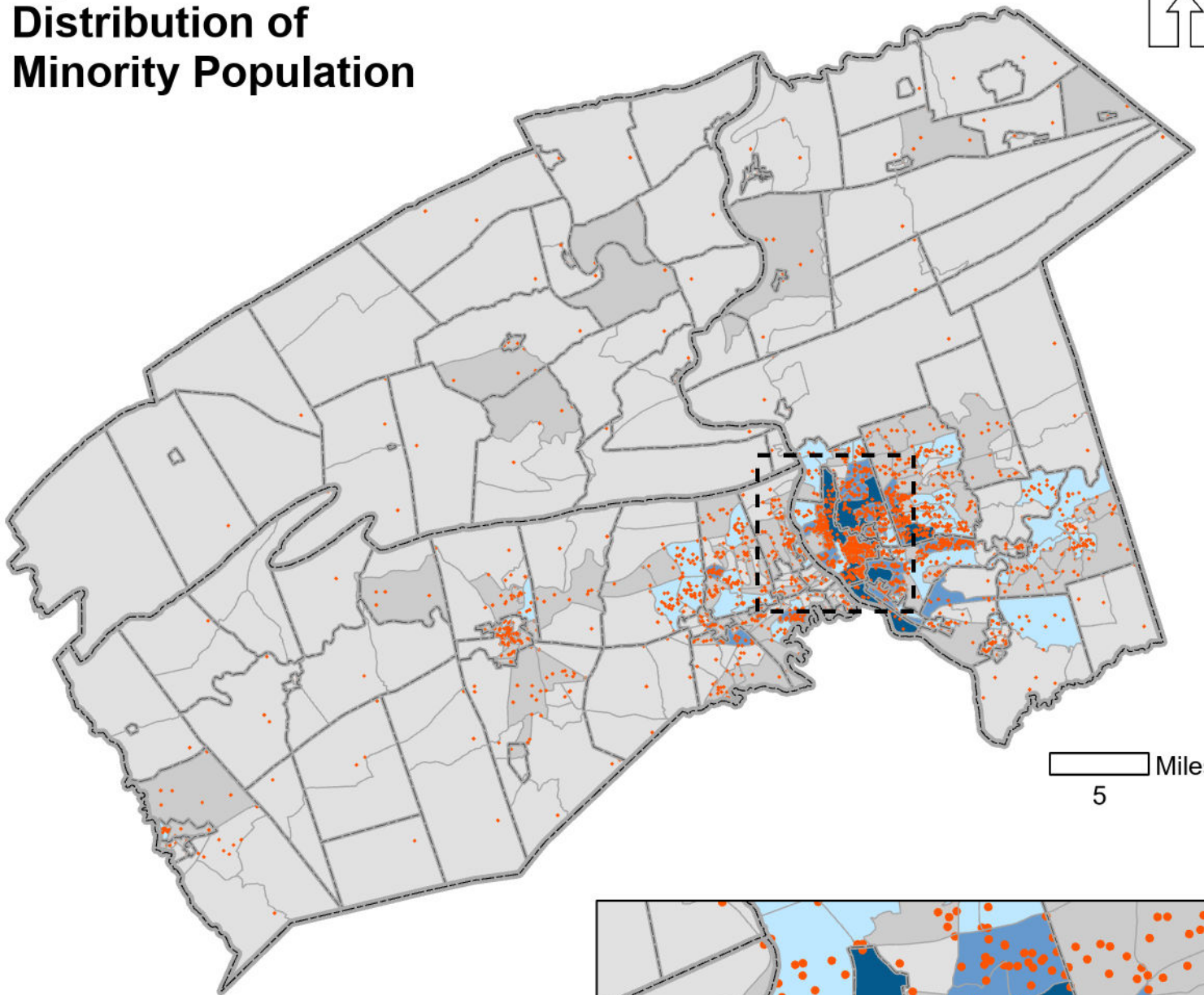
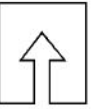
Low-income Population Percentage by Block Group

- Less than 5.26%
- 5.26% - 9.63%
- 9.64% - 24.48%
- 24.49% - 42.58%
- Greater than 42.58%



Source: 2017-2021 American Community Survey 5-Year Estimates






Map 3 Distribution of Minority Population



5 Miles

Minority Population

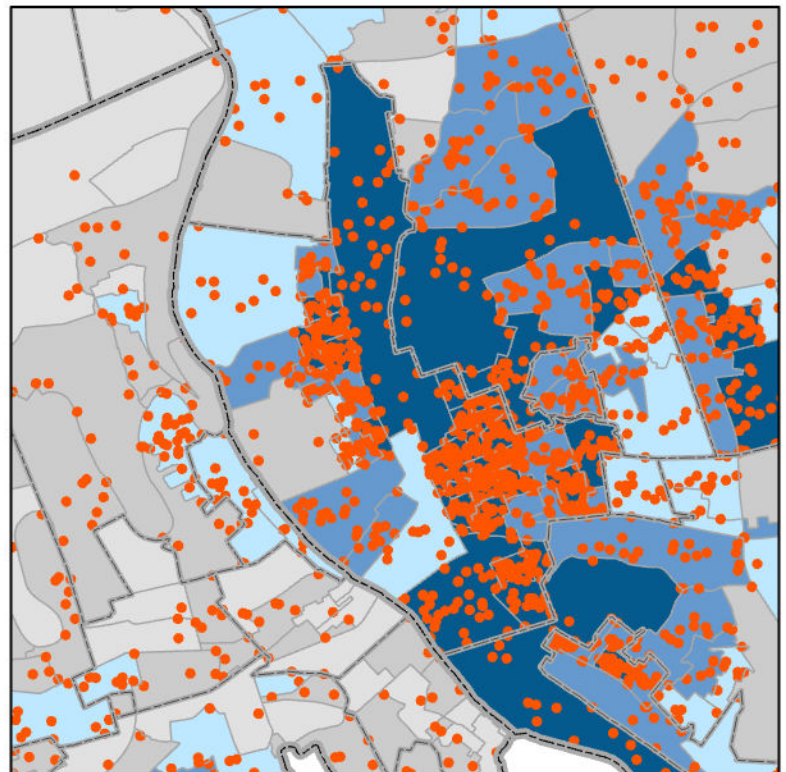
Percentage by Block Group

-  Less than 11.27%
-  11.27% - 25.04%
-  25.05% - 43.74%
-  43.75% - 69.18%
-  Greater than 69.19%

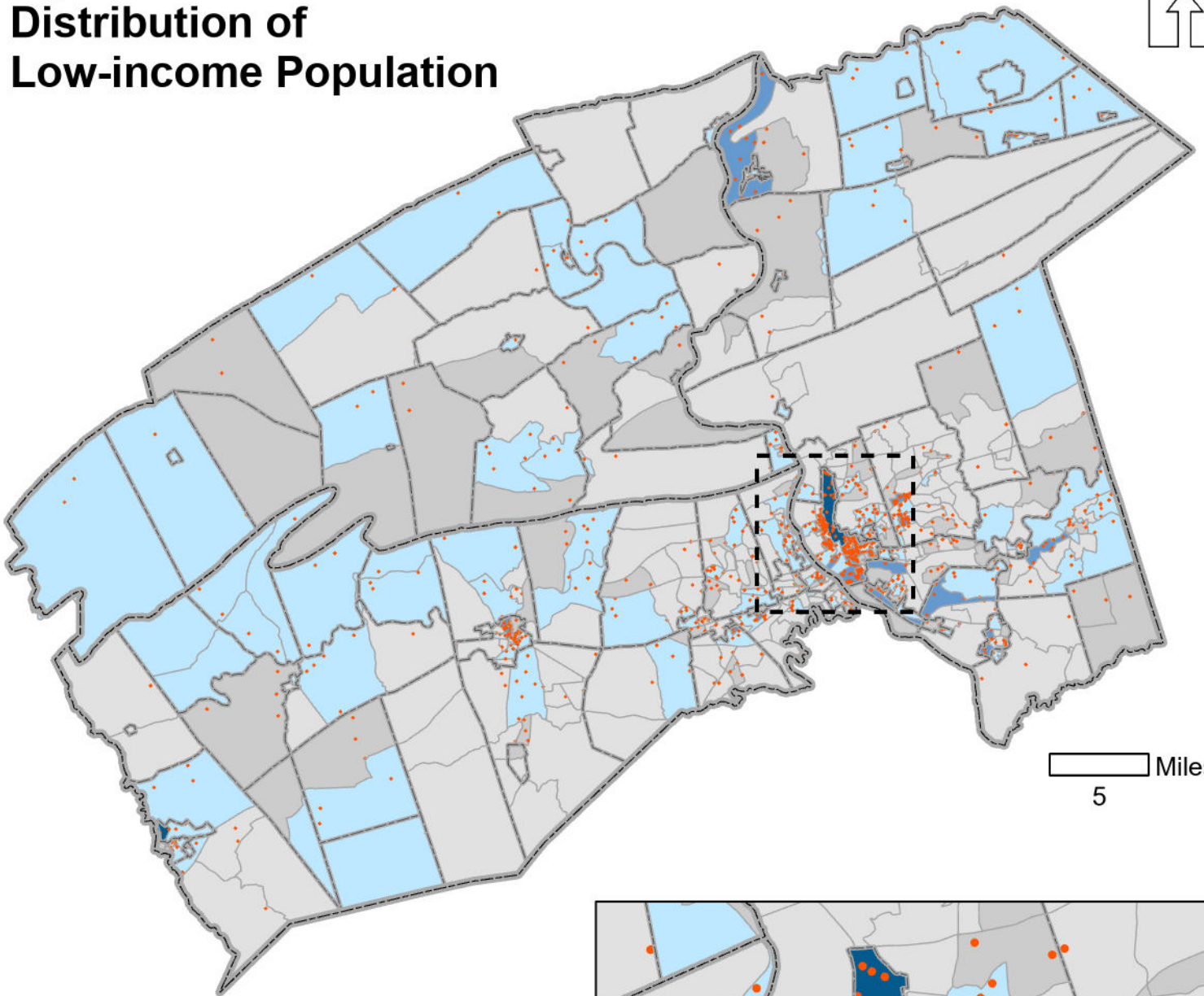
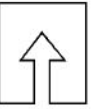
Dot Density

1 Dot = 50

 TOTALMIN



Map 4 Distribution of Low-income Population



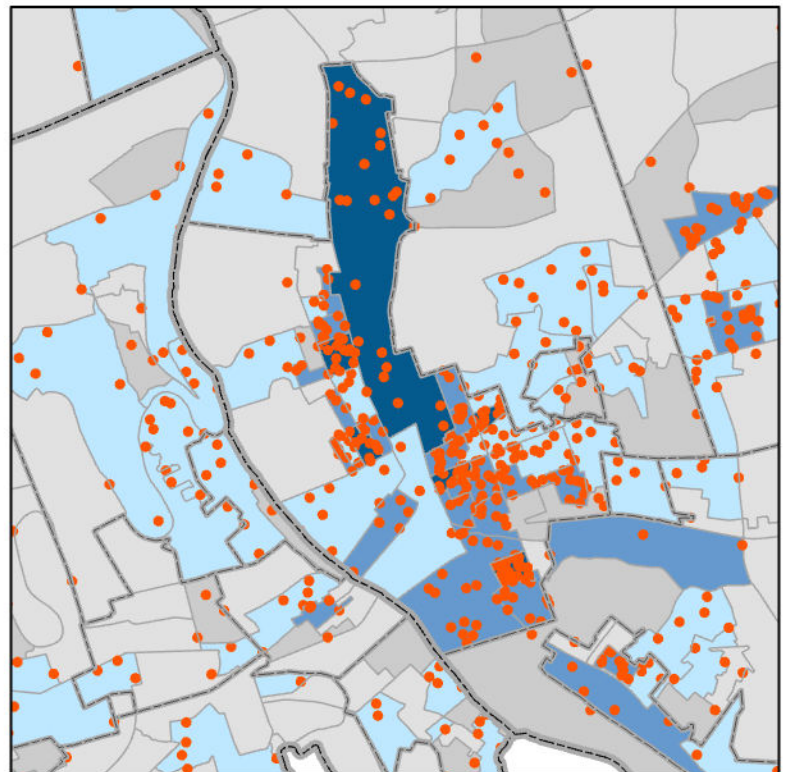
5 Miles

Low-income Population Percentage by Block Group

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- Greater than 42.58%

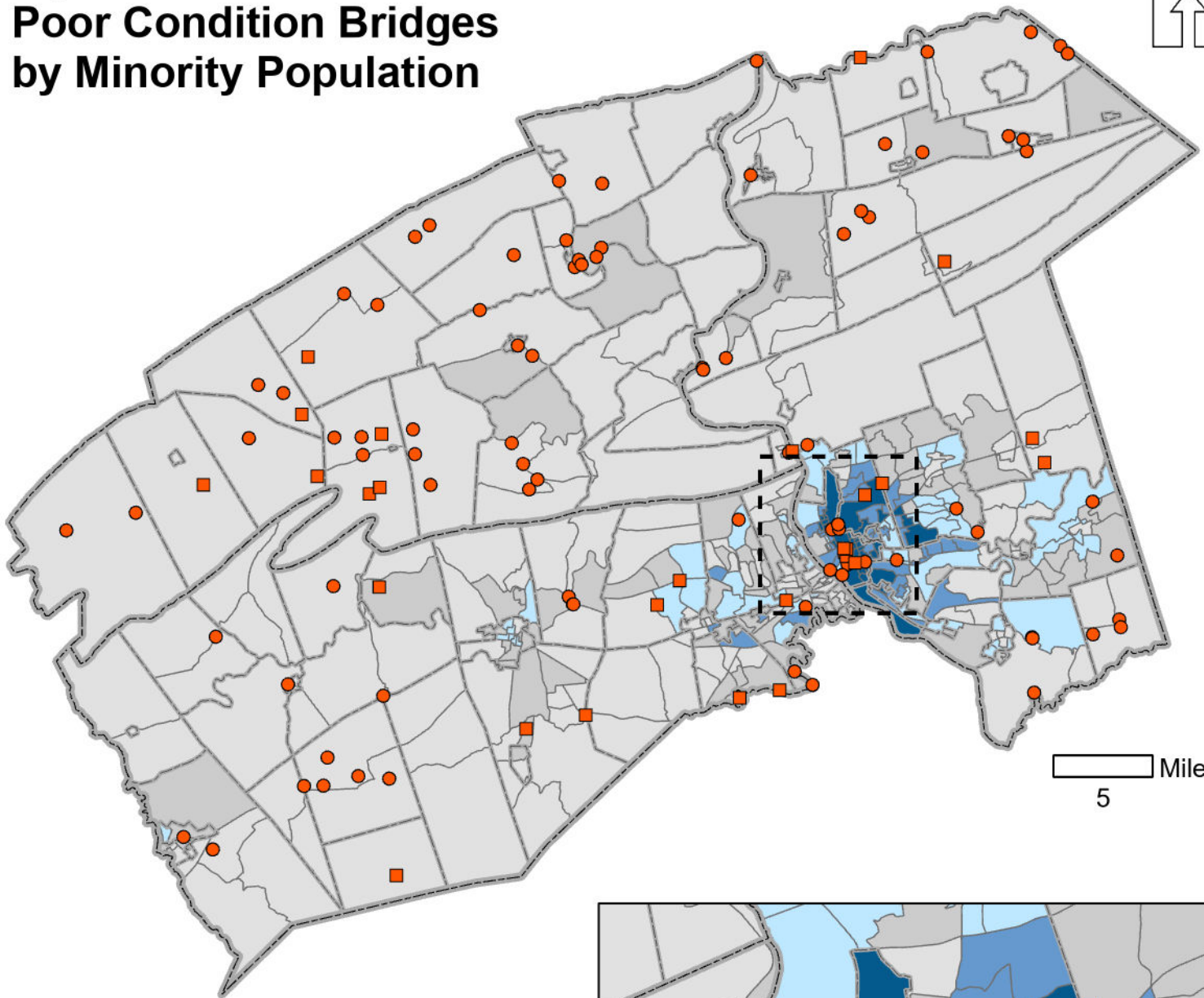
Low-income Population

- 1 Dot = 50
- BPL



Source: 2017-2021 American Community Survey 5-Year Estimates

Map 5 Poor Condition Bridges by Minority Population



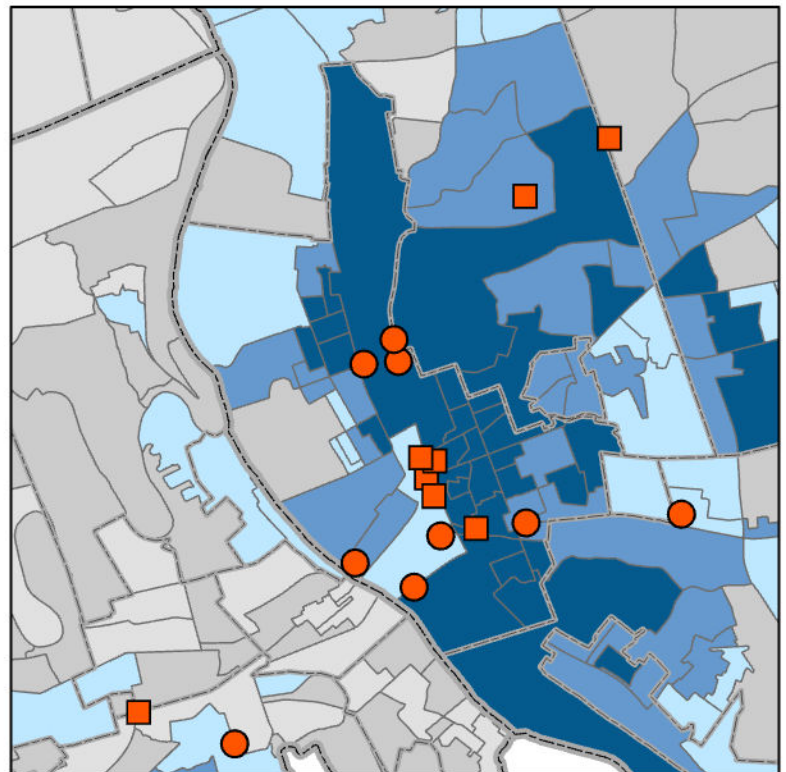
5 Miles

Minority Population Percentage by Block Group

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- 25.05% - 43.74%
- 43.75% - 69.18%
- Greater than 69.19%

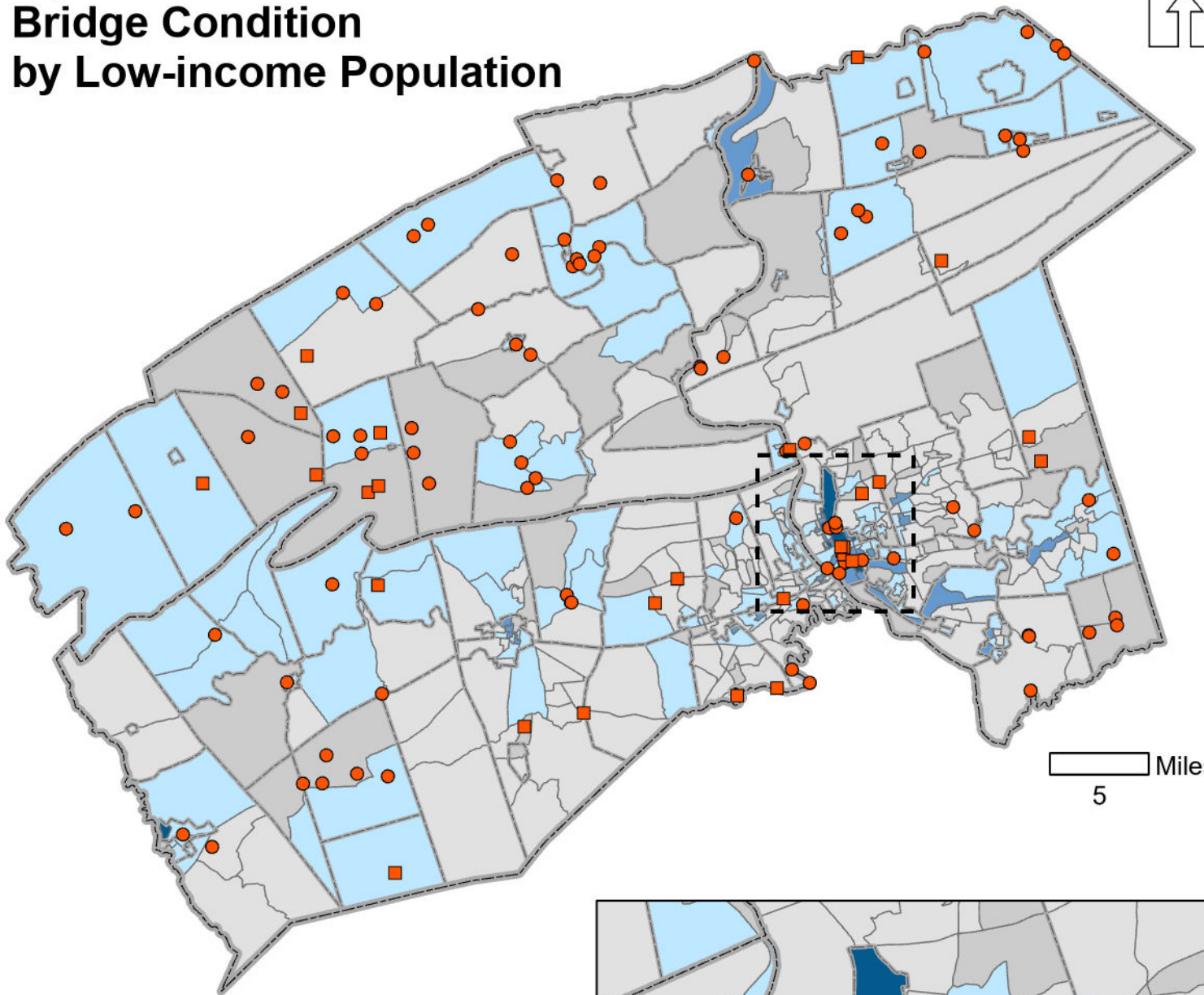
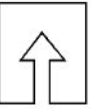
Poor Condition Bridges

- State Owned
- Locally Owned



Source: 2017-2021 American Community Survey 5-Year Estimates

Map 6 Bridge Condition by Low-income Population



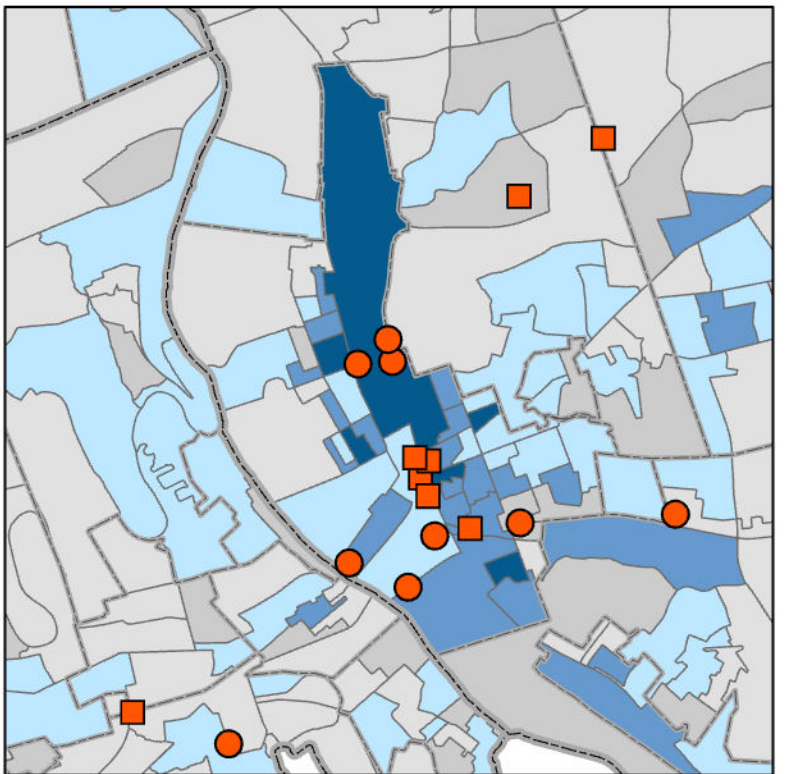
5 Miles

Low-income Population Percentage by Block Group

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- 9.64% - 24.48%
- 24.49% - 42.58%
- Greater than 42.58%

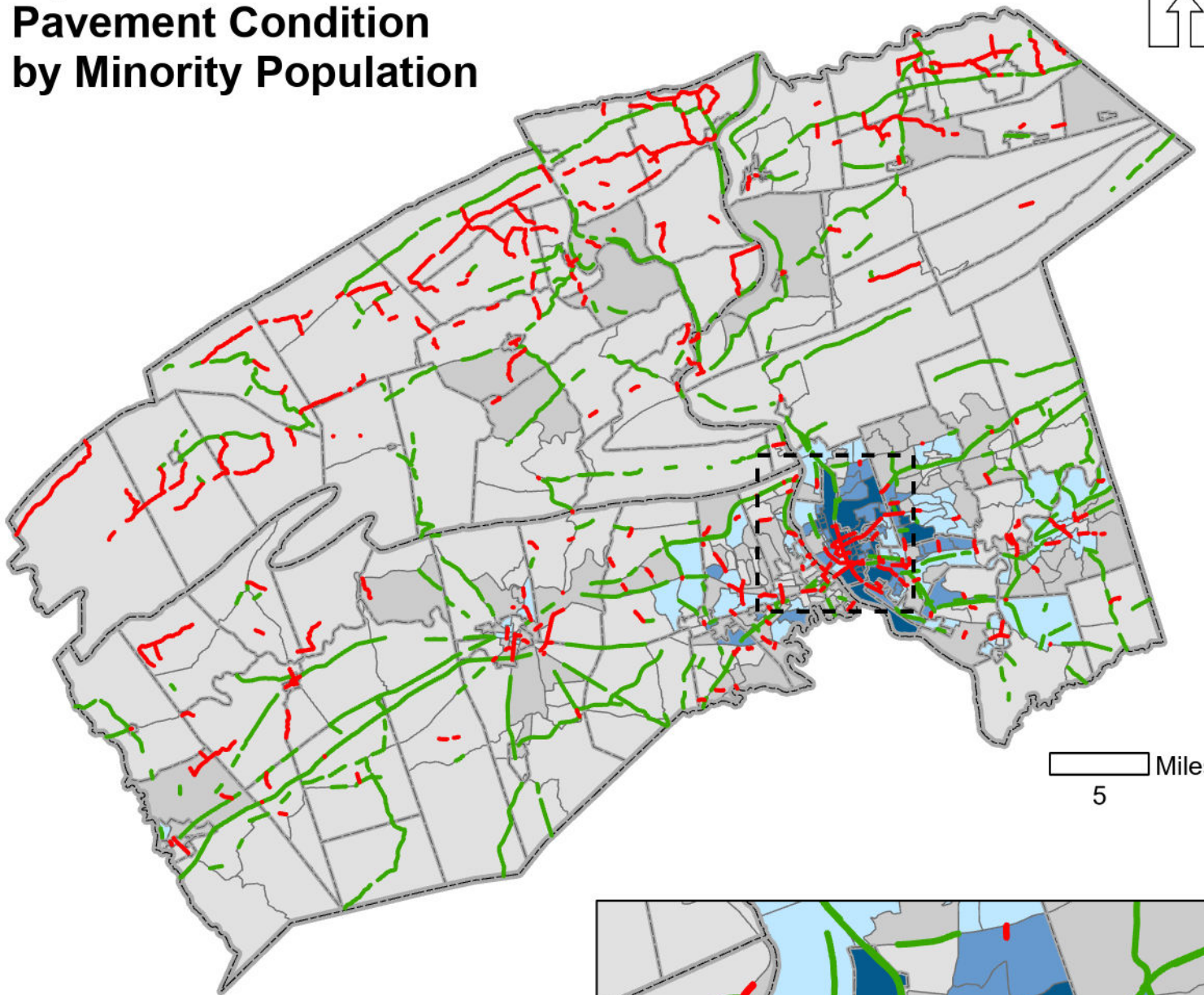
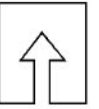
Poor Condition Bridges

- State Owned
- Locally Owned



Source: 2017-2021 American Community Survey 5-Year Estimates

Map 7 Pavement Condition by Minority Population



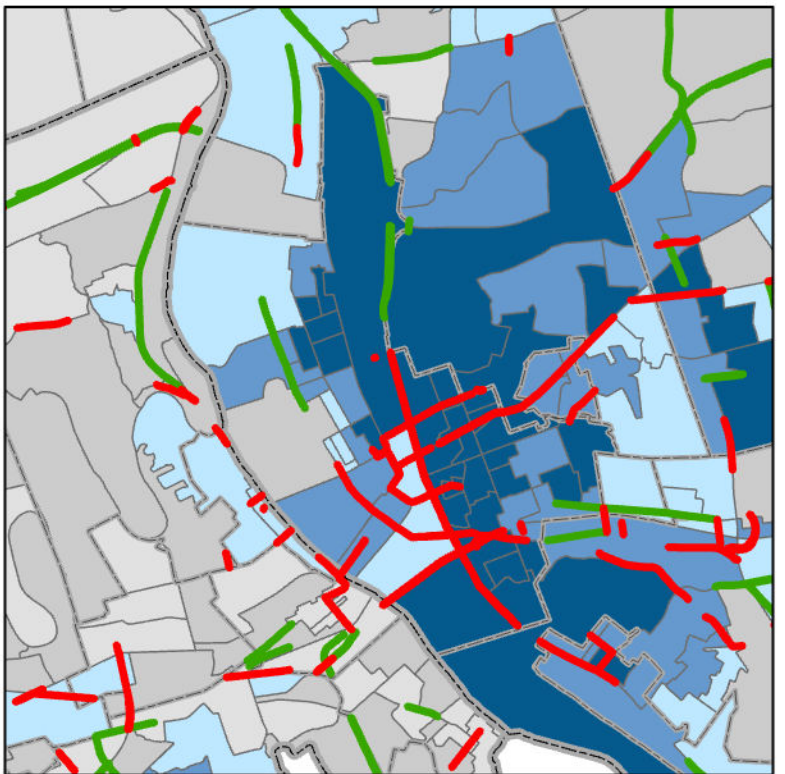
5 Miles

Minority Population Percentage by Block Group

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- Greater than 69.19%

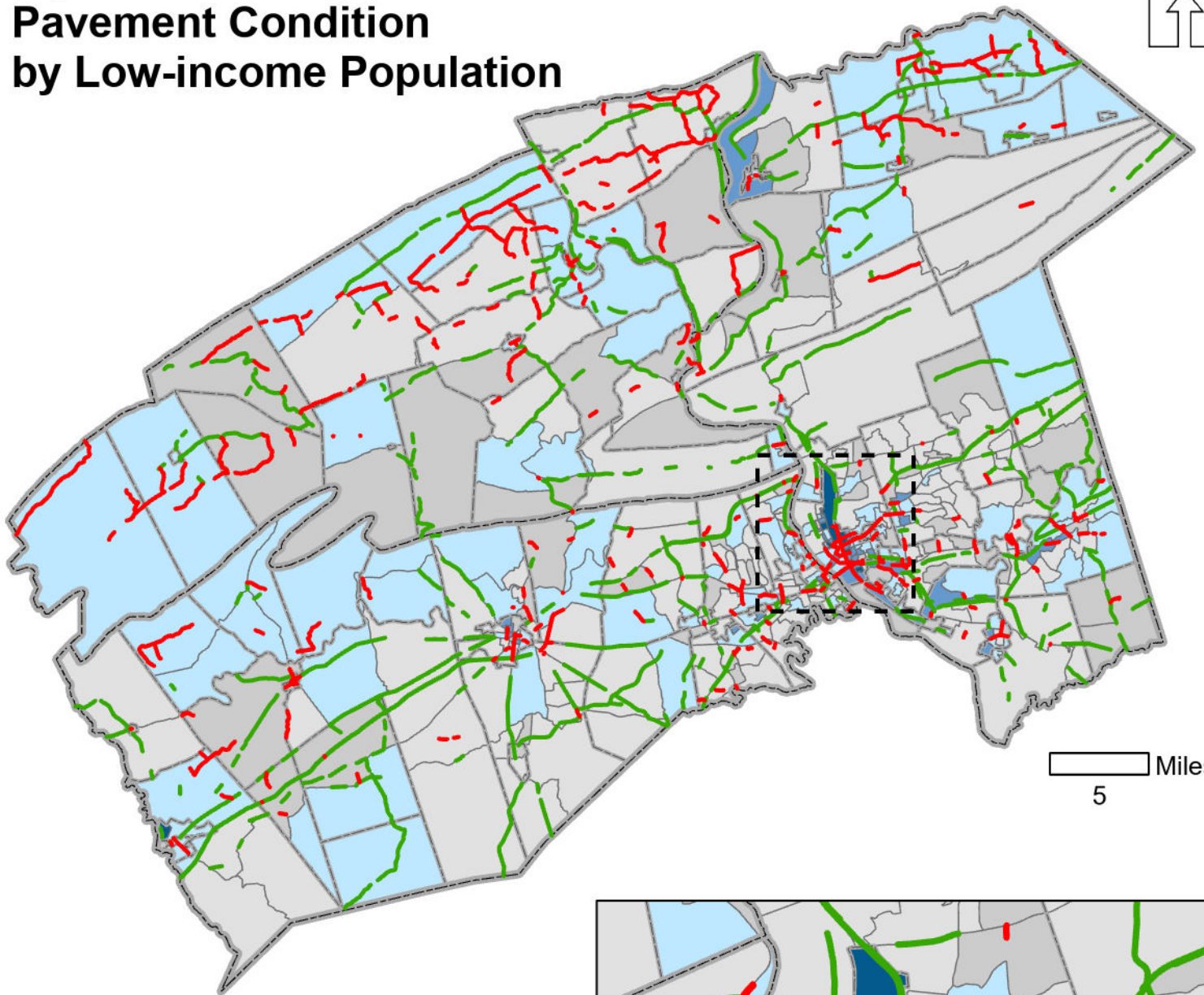
Pavement Condition

- Excellent
- Poor



Source: 2017-2021 American Community Survey 5-Year Estimates

Map 8 Pavement Condition by Low-income Population



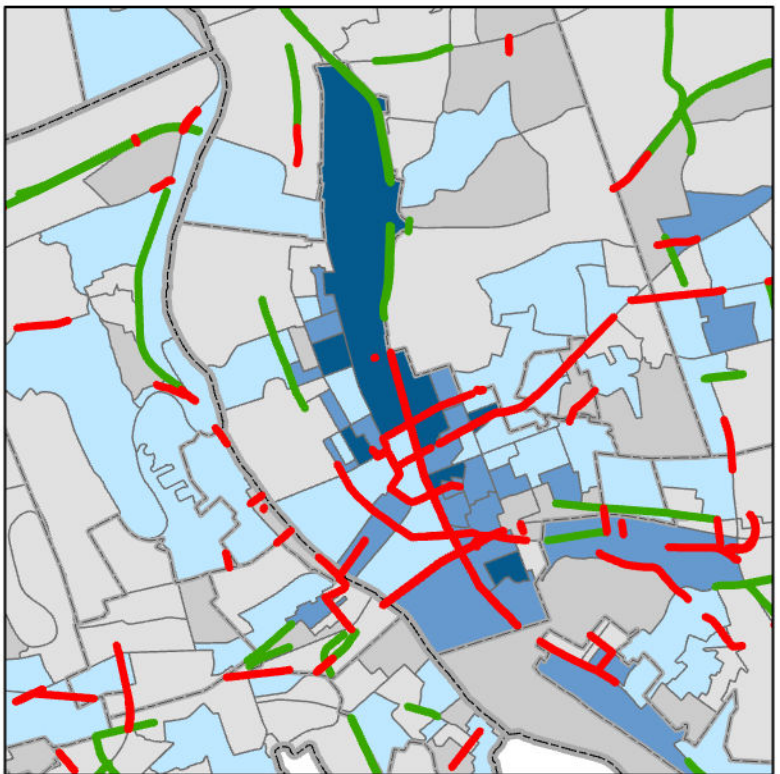
5 Miles

Low-income Population Percentage by Block Group

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- 5.26% - 9.63%
- 9.64% - 24.48%
- 24.49% - 42.58%
- Greater than 42.58%

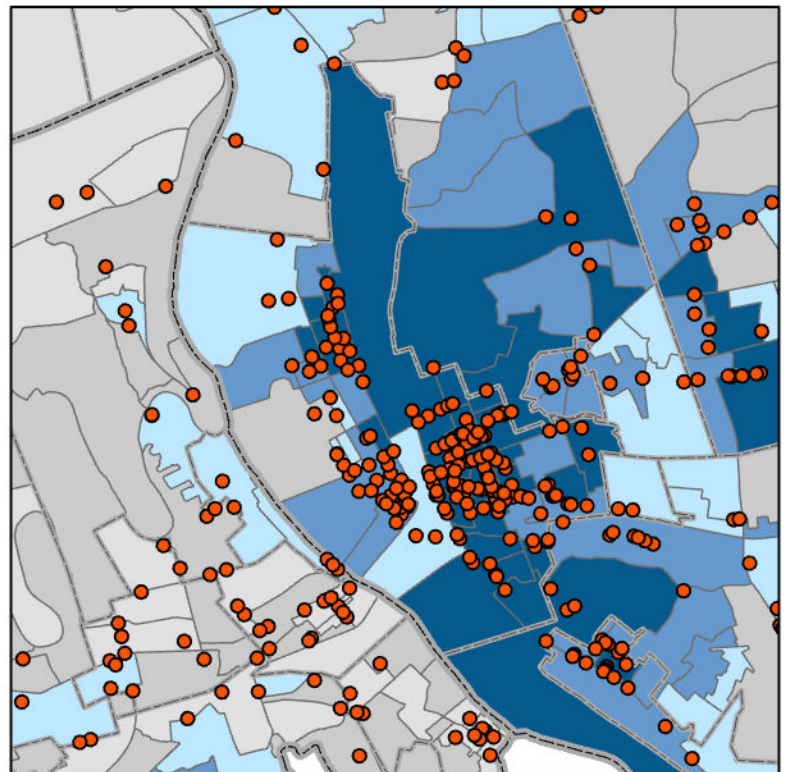
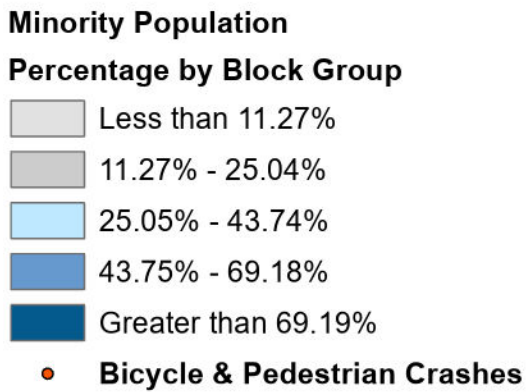
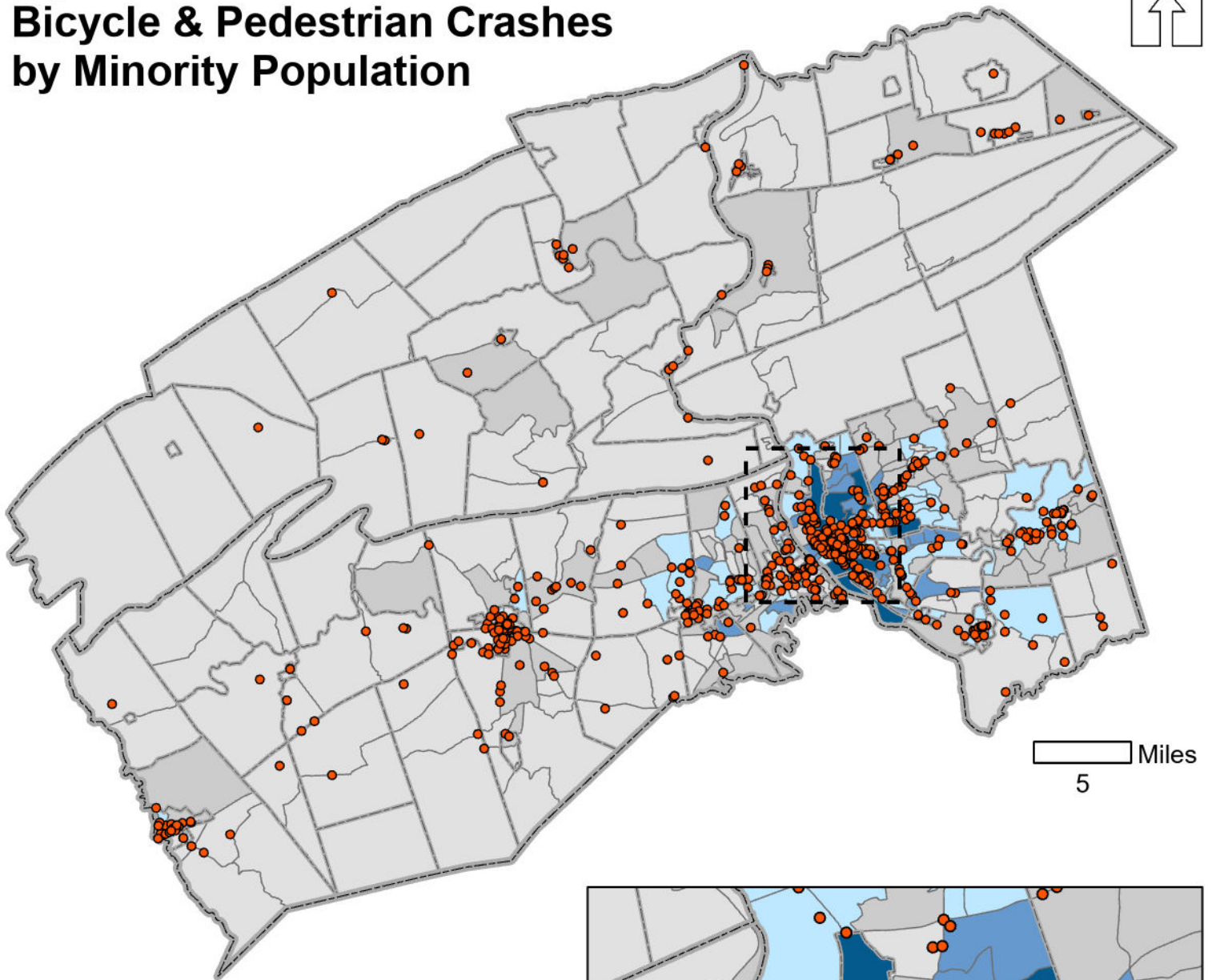
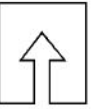
Pavement Condition

- Excellent
- Poor



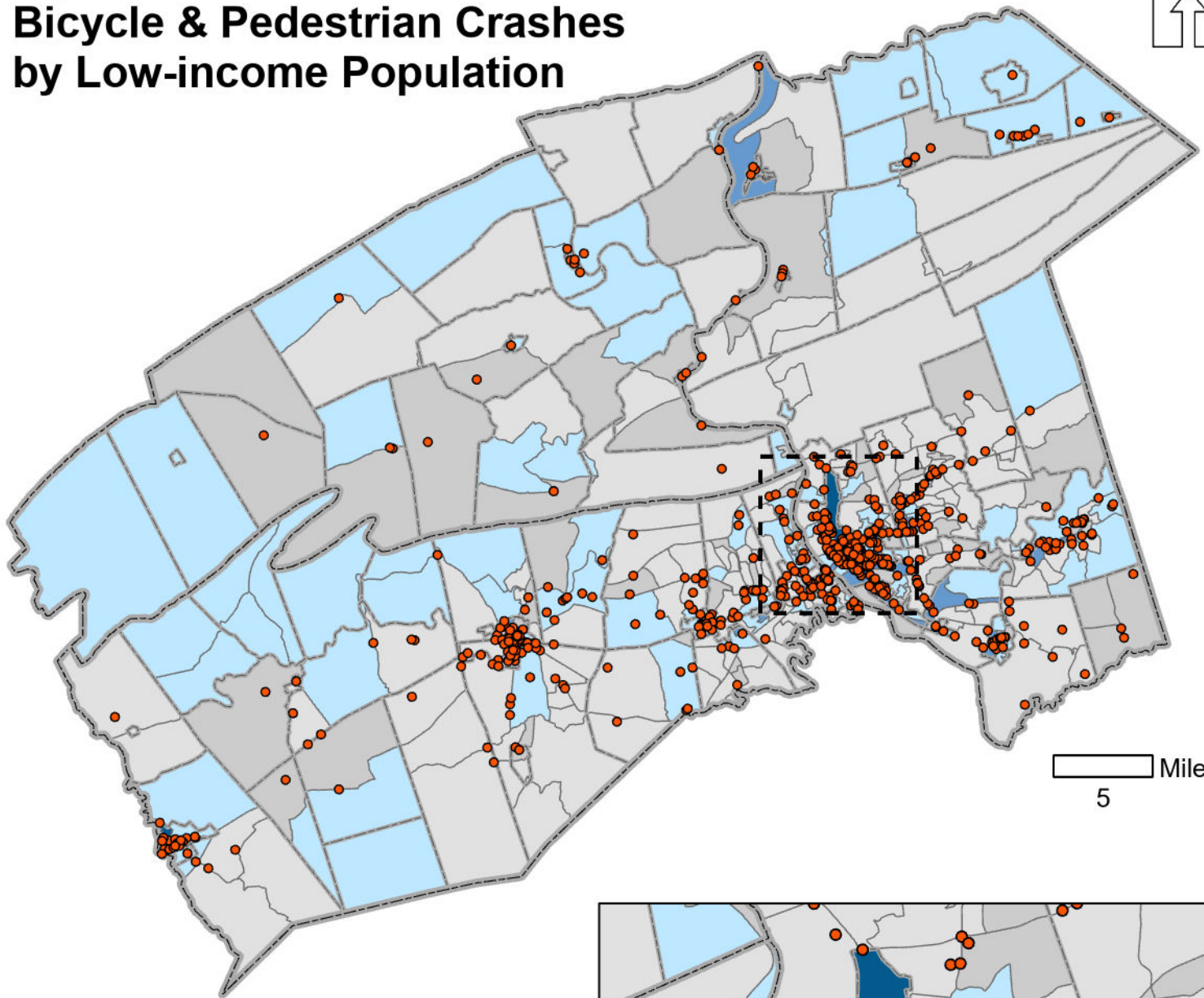
Source: 2017-2021 American Community Survey 5-Year Estimates

Map 9 Bicycle & Pedestrian Crashes by Minority Population



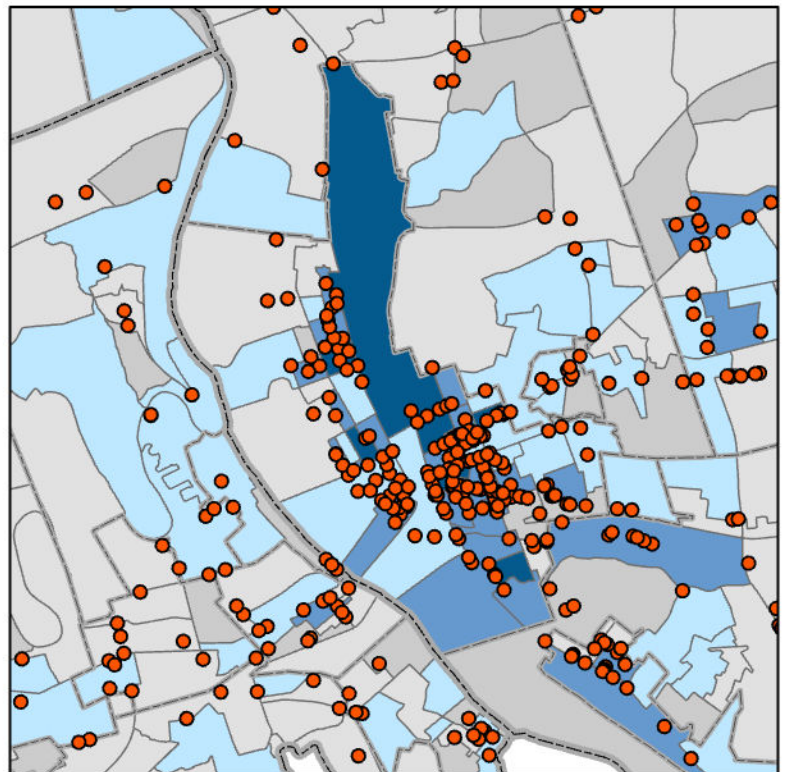
Source: 2017-2021 American Community Survey 5-Year Estimates

Map 10 Bicycle & Pedestrian Crashes by Low-income Population



Low-income Population Percentage by Block Group

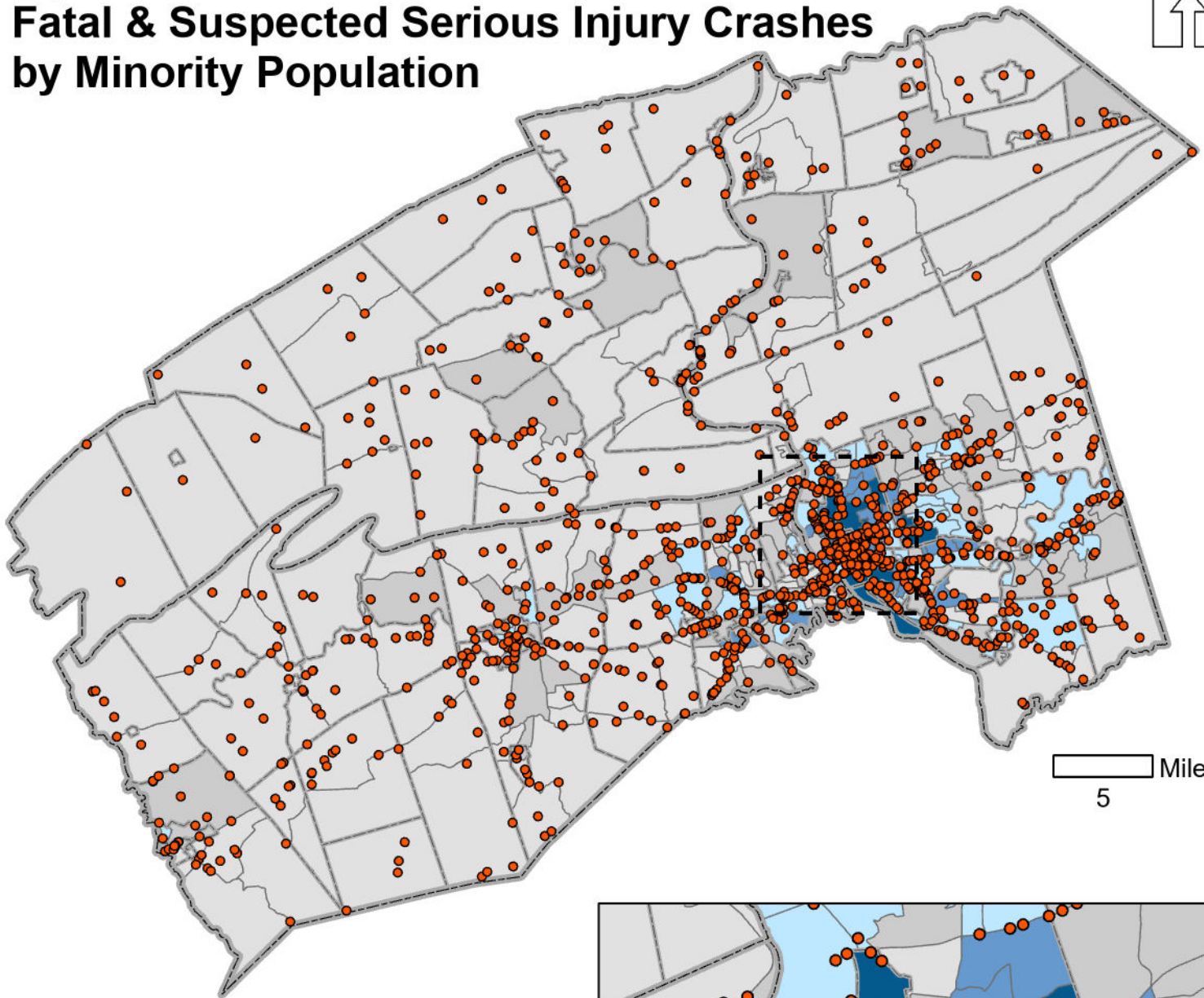
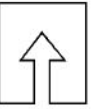
-  Less than 5.26%
-  5.26% - 9.63%
-  9.64% - 24.48%
-  24.49% - 42.58%
-  Greater than 42.58%
-  **Bicycle & Pedestrian Crashes**



Source: 2017-2021 American Community Survey 5-Year Estimates

Map 11






Fatal & Suspected Serious Injury Crashes by Minority Population



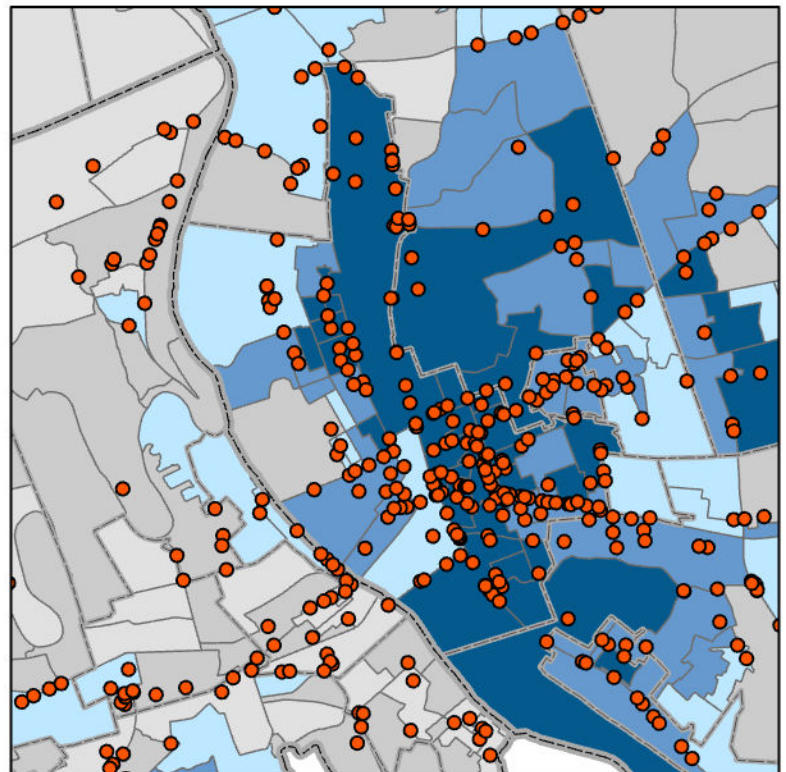
5 Miles

Minority Population

Percentage by Block Group

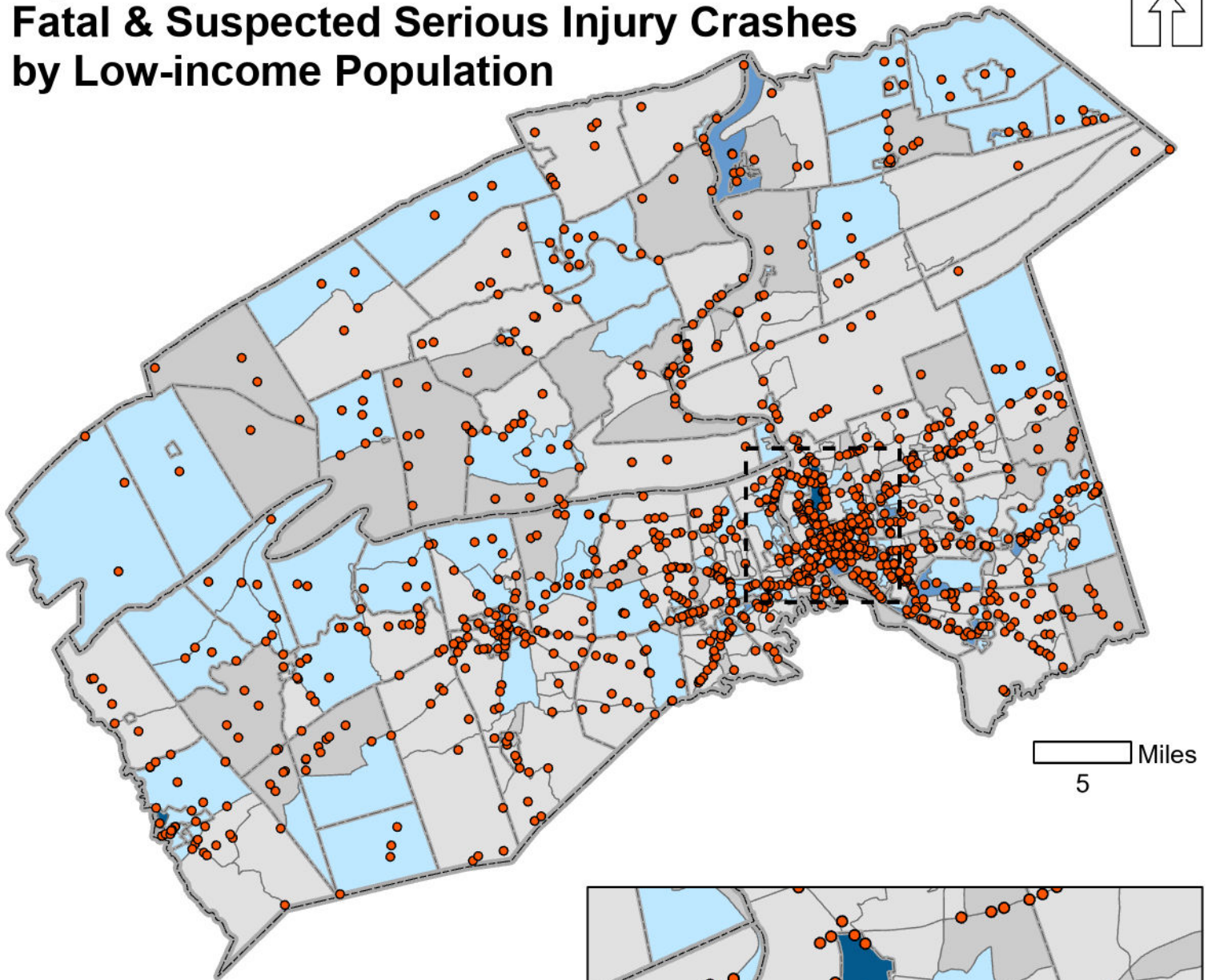
-  Less than 11.27%
-  11.27% - 25.04%
-  25.05% - 43.74%
-  43.75% - 69.18%
-  Greater than 69.19%

 **Fatal & Serious Injury Crashes**








Map 12

Fatal & Suspected Serious Injury Crashes by Low-income Population

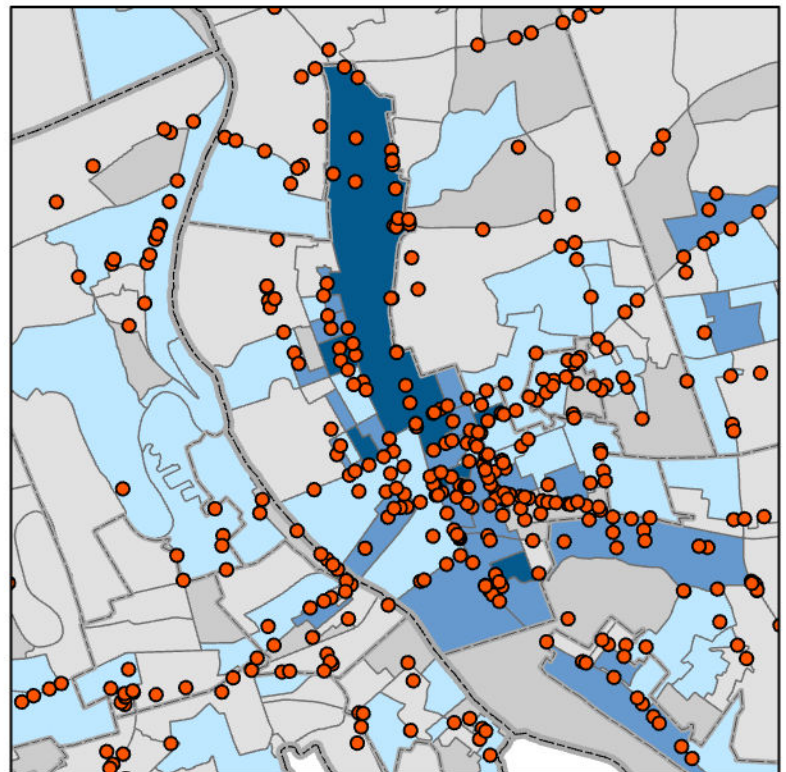


Low-income Population

Percentage by Block Group

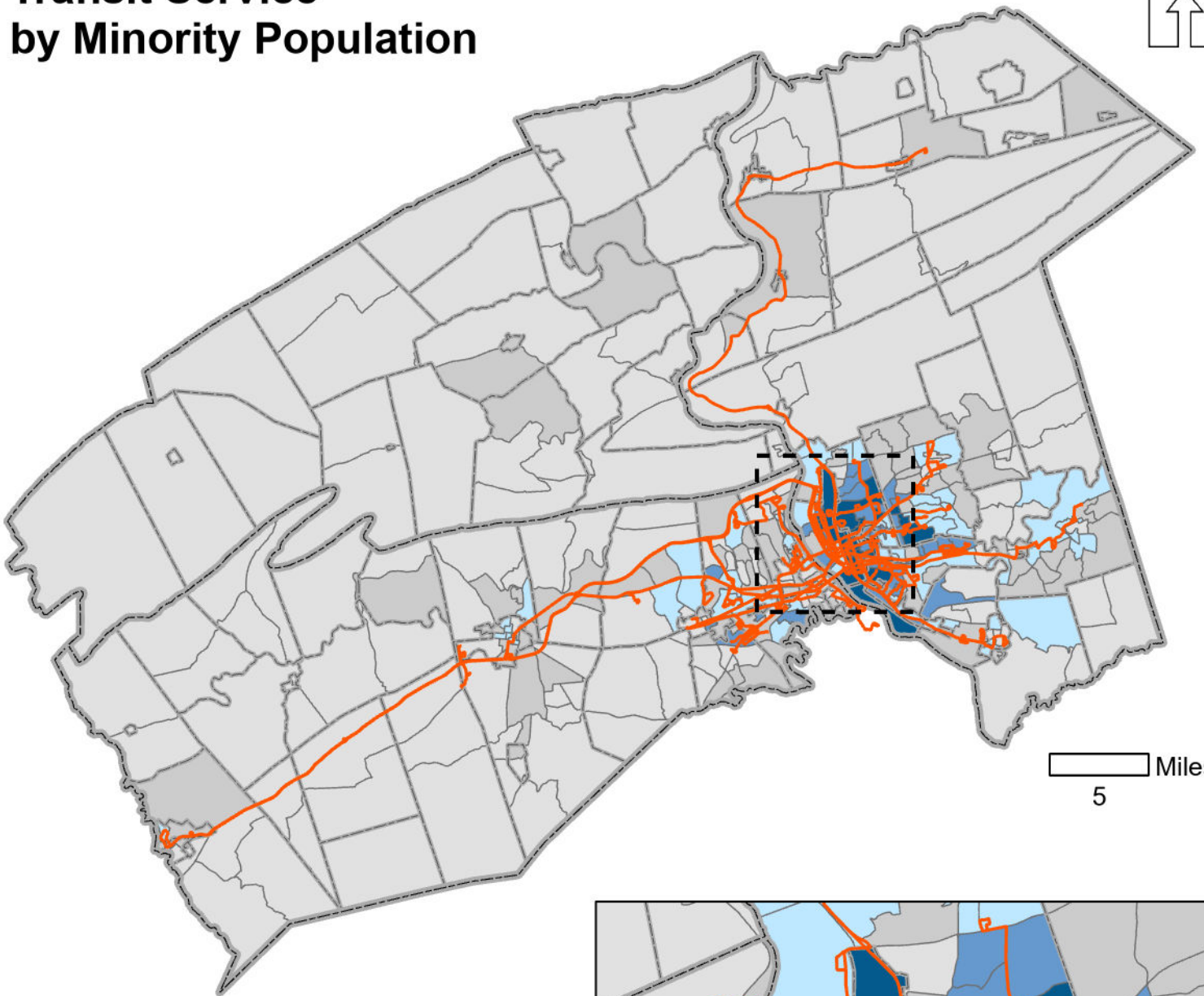
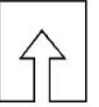
-  Less than 5.26%
-  5.26% - 9.63%
-  9.64% - 24.48%
-  24.49% - 42.58%
-  Greater than 42.58%

 **Fatal & Serious Injury Crashes**



Source: 2017-2021 American Community Survey 5-Year Estimates

Map 13 Transit Service by Minority Population



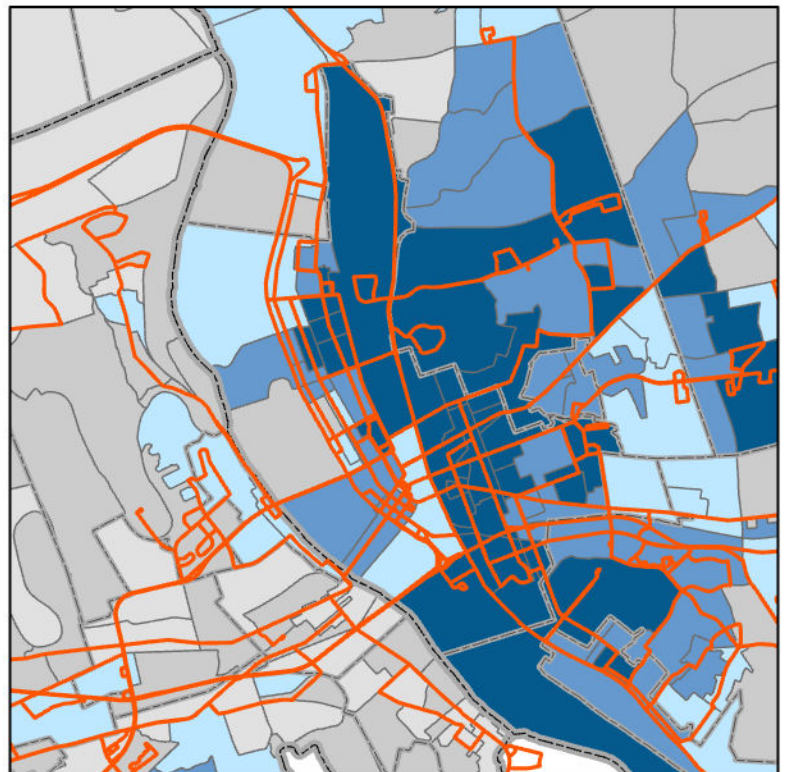
5 Miles

Minority Population Percentage by Block Group

- Less than 11.27%
- 11.27% - 25.04%
- 25.05% - 43.74%
- 43.75% - 69.18%
- Greater than 69.19%

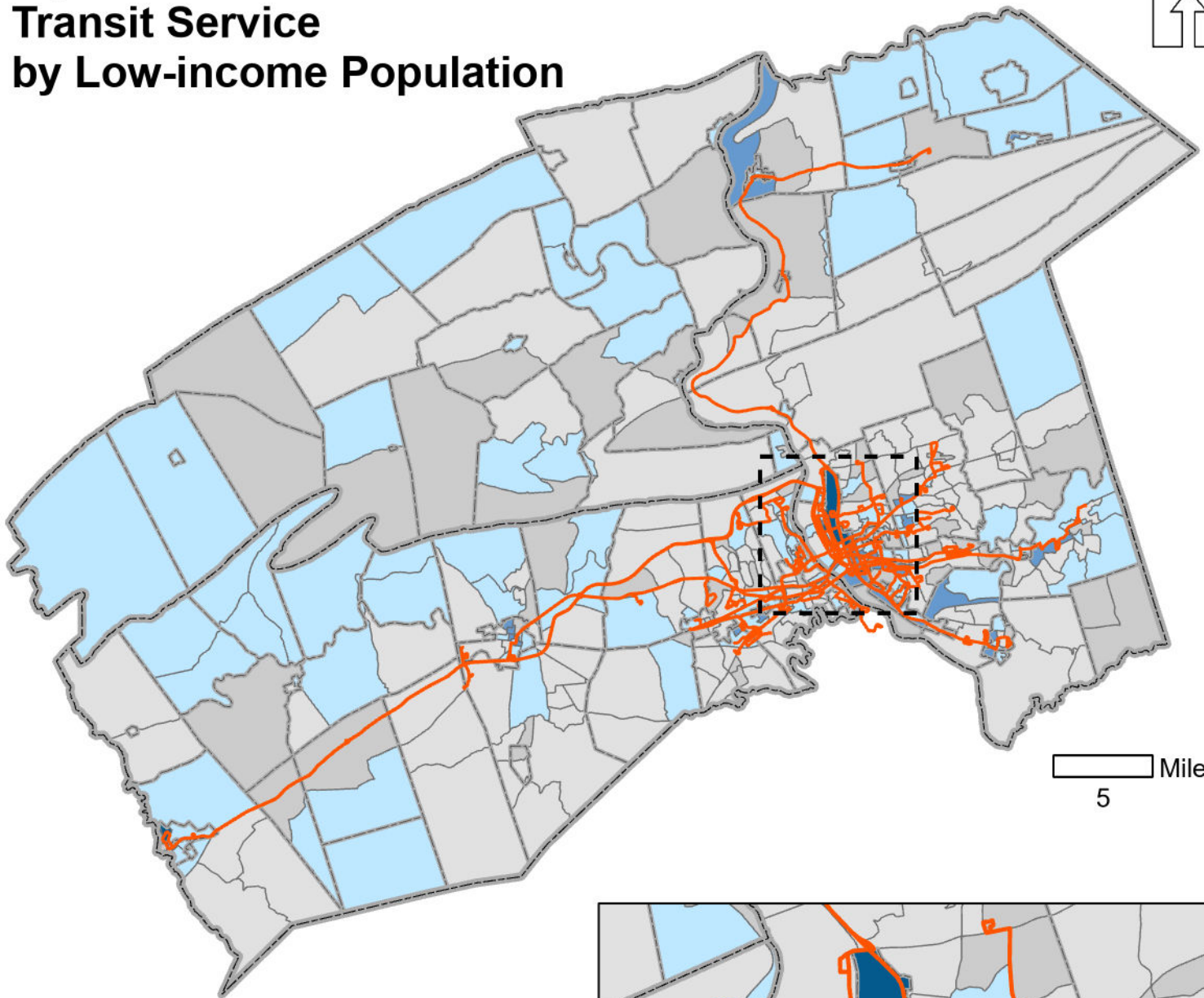
Transit Service

- CAT Routes



Source: 2017-2021 American Community Survey 5-Year Estimates

Map 14
Transit Service
by Low-income Population



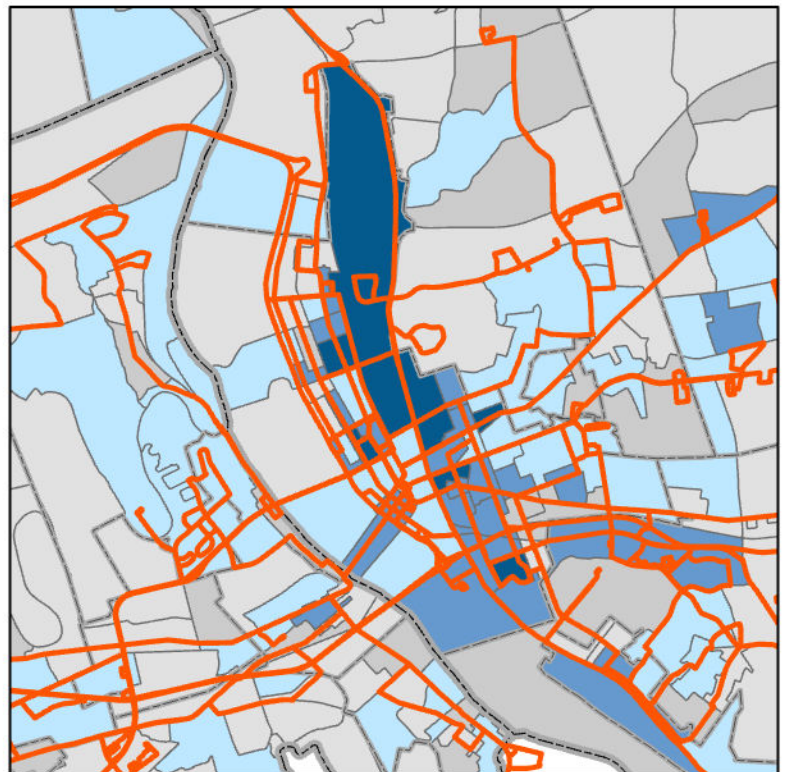
5 Miles

Low-income Population
Percentage by Block Group

- Less than 5.26%
- 5.26% - 9.63%
- 9.64% - 24.48%
- 24.49% - 42.58%
- Greater than 42.58%

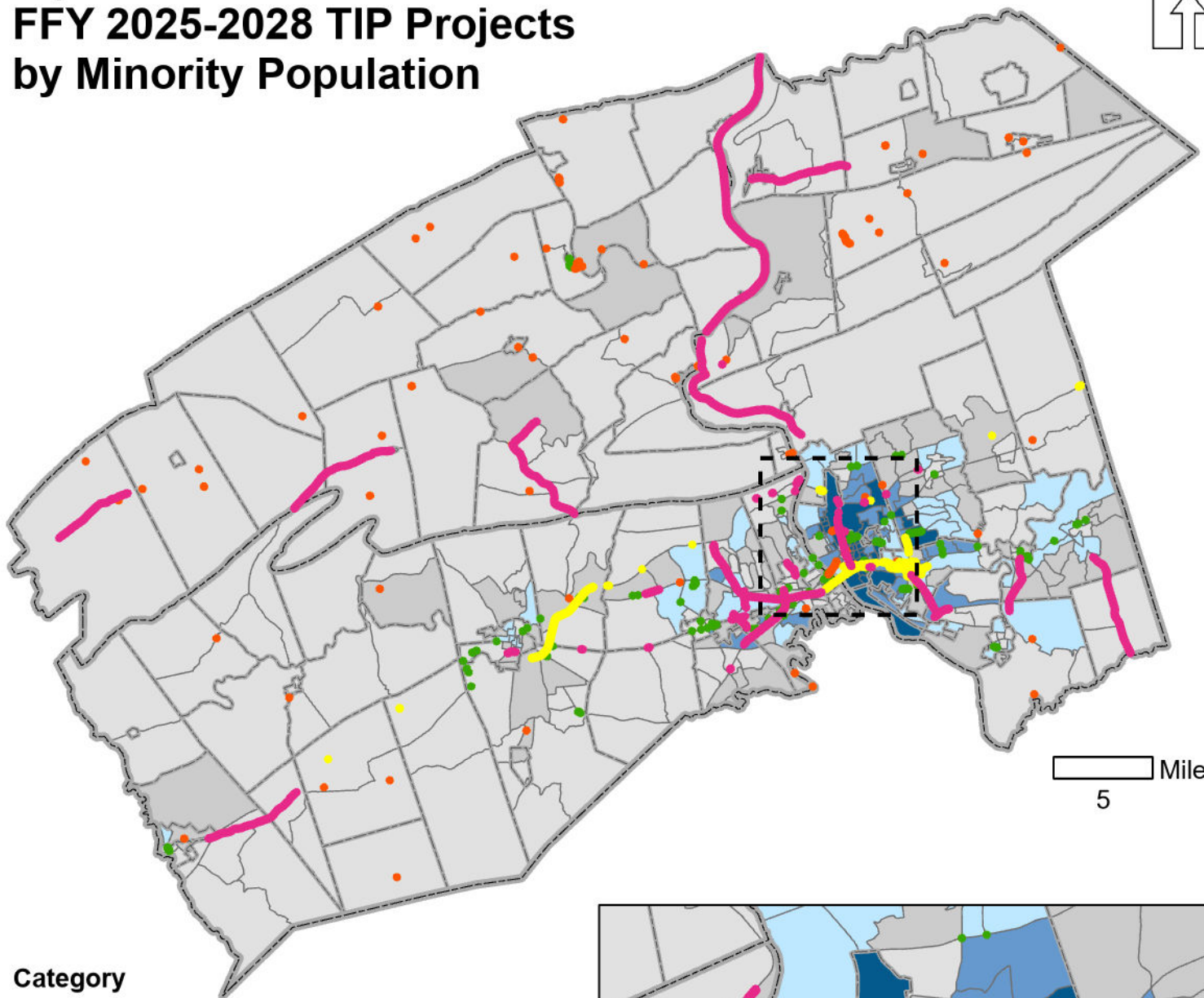
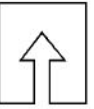
Transit Service

- CAT Routes



Source: 2017-2021 American Community Survey 5-Year Estimates

Map 15 FFY 2025-2028 TIP Projects by Minority Population



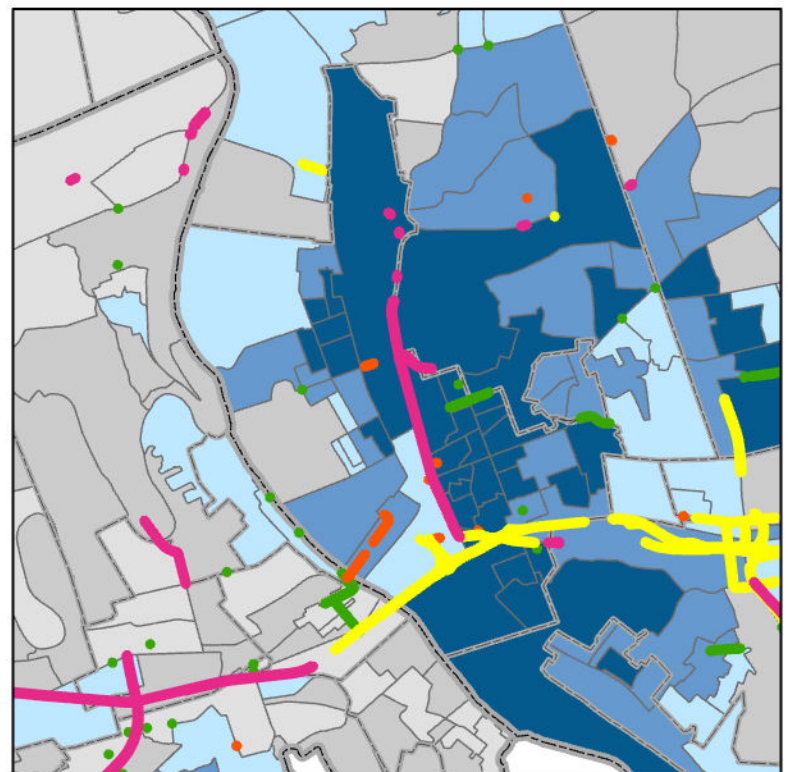
Category

- Bike/Ped
- Bridge
- Interstate
- Roadway

Minority Population

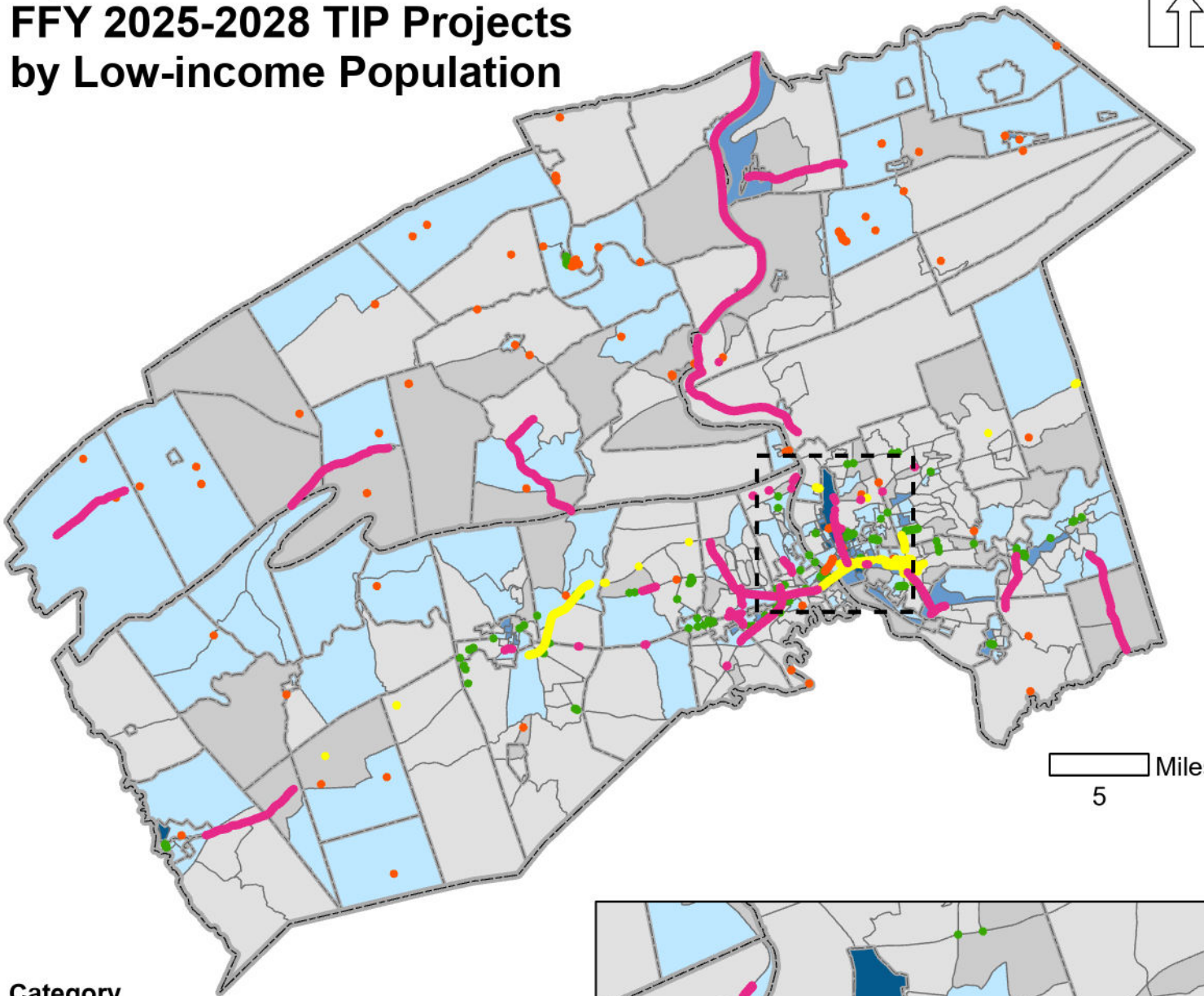
Percentage by Block Group

- Less than 11.27%
- 11.27% - 25.04%
- 25.05% - 43.74%
- 43.75% - 69.18%
- Greater than 69.19%



Source: 2017-2021 American Community Survey 5-Year Estimates

Map 16 FFY 2025-2028 TIP Projects by Low-income Population



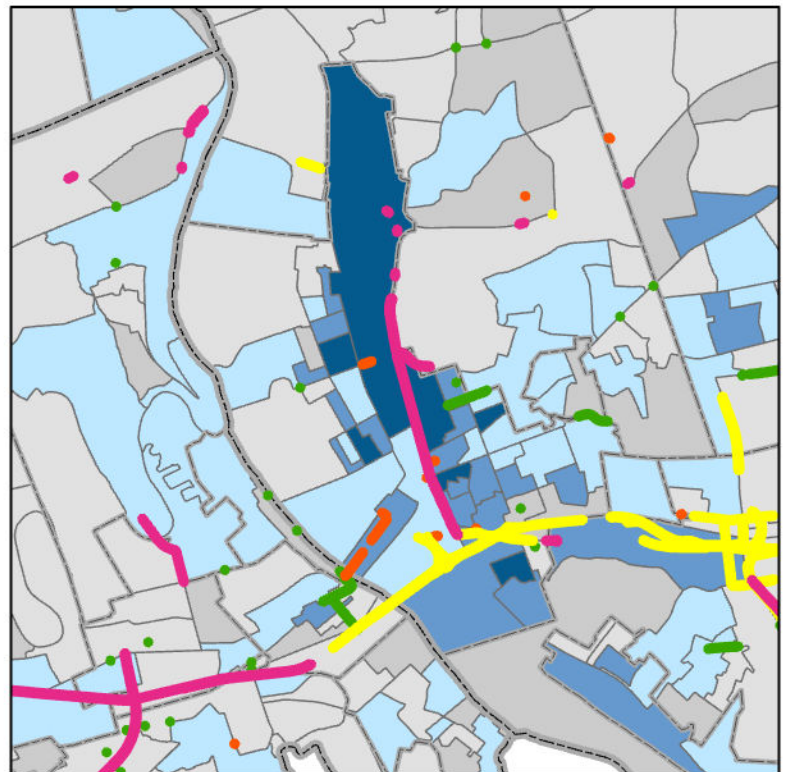
5 Miles

Category

- Bike/Ped
- Bridge
- Interstate
- Roadway

Low-income Population Percentage by Block Group

- Less than 5.26%
- 5.26% - 9.63%
- 9.64% - 24.48%
- 24.49% - 42.58%
- Greater than 42.58%



Source: 2017-2021 American Community Survey 5-Year Estimates

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,

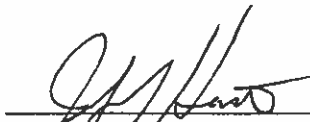
NOW, THEREFORE BE IT FURTHER RESOLVED that the Harrisburg Area Transportation Study (HATS) finds that the 2025–2028 TIP and the 2045 RTP are consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments.

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

PUBLIC COMMENT NOTICE

The Harrisburg Area Transportation Study (HATS) is the organization that will consider and approve the plans and programs and the Federal and State funding for the highway and transit systems in the Harrisburg Urbanized Area and Tri-County Region. Organizational members include: the Counties of Cumberland, Dauphin and Perry, Harrisburg City, the Pennsylvania Department of Transportation and Capital Area Transit. This notice appears pursuant to the HATS Public Participation Plan of June 2020, and HATS public involvement for the Transportation Improvement Program (TIP) is also used to satisfy public involvement requirements for the PA Department of Transportation Section 5307 program of projects.

A 30-day public review and comment period for the draft HATS FFY 2025-2028 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination will begin on Monday, May 1, 2024 and will end on Thursday, June 1, 2024.

The draft HATS FFY 2025-2028 TIP is a comprehensive listing of all federally funded transportation highway, bridge, transit and miscellaneous transportation improvement projects in the HATS area programmed for funding the next four years.

The Air Quality Conformity Determination demonstrates the forecast summer day VOC, NOx and PM2.5 and annual direct PM2.5 and NOx, emissions satisfy the applicable conformity tests for ozone and fine particulate standards.

Copies of the draft HATS FFY 2025-2028 TIP and the Air Quality Conformity Determination are available for public review at Tri-County Regional Planning Commission's Office – 112 Market Street, 2nd Floor, Harrisburg; Cumberland County Planning Commission's Office – 310 Allen Road, Carlisle; Perry County Planning Commission's Office – Veterans Office Building, New Bloomfield; and available on the web at <https://www.tcrpc-pa.org/hats-transportation-improvement-program>.

A display table at the Strawberry Square Atrium – 320 Market Street, Harrisburg – will be available **on Wednesday, May 15, 2024 from 11:30 am to 1:00 pm** to allow for additional comment opportunities on the TIP and Air Quality Conformity Determination. Two public informational sessions will also be held in person at Tri-County Regional Planning Commission's Office – 112 Market Street, 2nd Floor, or virtually via zoom. To register for the virtual meetings, please visit the TCRPC Calendar at www.tcrpc-pa.org/calendar/. The meeting times and dates are as follows:

- **Tuesday, May 7, 2024 at 6:00 – 7:00 pm**
- **Thursday, May 23, 2024 at 12:00 – 1:00 pm**

To join by telephone only, call 717-234-2639 (or email planning@tcrpc-pa.org) at least two days prior to the meeting and leave a message on how to contact you with meeting access information.

All comments should be submitted in writing to Andrew Bomberger, Tri-County Regional Planning Commission, 112 Market Street, 2nd Floor, Harrisburg, PA, 17101-2015; email: abomberger@tcrpc-pa.org, no later than 4:30 pm on Thursday, June 1, 2024.

HATS will consider approving the TIP at its Coordinating Committee meeting on Friday, June 28, 2024. Online access to the meeting is available. For details visit the TCRPC Calendar at www.tcrpc-pa.org/calendar/. To join by telephone only, call 717-234-2639 (or email planning@tcrpc-pa.org) at least two days prior to the meeting and leave a message on how to contact you with meeting access information.

HATS is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting locations are accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight, speech, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact the Executive Director, Tri-County Regional Planning Commission, 112 Market Street, 2nd Floor, Harrisburg, PA, 17101-2015, call 717-234-2639 or email planning@tcrpc-pa.org.

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

The information in this message may be privileged and confidential and protected from disclosure. If the reader of this message is neither the intended recipient, nor an employee or agent responsible for delivering this message to the intended recipient, then you are hereby notified that any dissemination, distribution, unauthorized use, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to this message and deleting it from your computer. Thank you, Cumberland County, PA.

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,

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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

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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 Jeff:

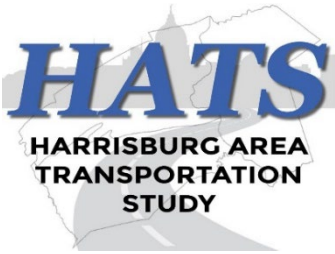
Thank you for participating in the public comment period for the FFY 2025-2028 Transportation Improvement Program. Your comments will be included in the official submission and be forwarded to the appropriate PennDOT staff.

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,

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



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 that reads "Steven B. Deck". The signature is written in a cursive style 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,

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



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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 a cursive-like font.

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

Tri-County Regional Planning Commission (TCRPC) does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, TCRPC will not, directly or through contractual arrangements:

- Engage in intentional discrimination because of race, color, or national origin;
- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

In addition to the aforementioned covered Title VI basis, TCRPC does not discriminate against individuals on the basis of disability in its services, programs or activities.

All complaints that allege exclusion from participation in, denial of benefits or discrimination on the grounds of race, color, or national origin from a program, service or activity administered by TCRPC shall be forwarded to the TCRPC Title VI Coordinator for intake and disposition consistent with the appropriate operating administration's complaint resolution process. Members of the public may file Title VI Complaints via email to planning@tcrpc-pa.org or via mail at:

Tri-County Regional Planning Commission
320 Market Street, Suite 302E
Harrisburg, PA 17101

Complaints that a program, service, or activity of TCRPC or one of its member municipalities is not accessible to persons with disabilities should be directed to:

Executive Director
Tri-County Regional Planning Commission
320 Market Street, Suite 301E
Harrisburg, PA 17101
(717) 234-2639
planning@tcrpc-pa.org

TCRPC will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.

Alternatively, complaints may be submitted to FHWA, FTA, PennDOT, the United States Department of Transportation (USDOT), and the United States Department of Justice (USDOJ).

PennDOT Title VI Program Complaint Procedures

PennDOT Title VI Program Notice to the Public

PennDOT complies with all applicable civil rights statutes and authorities and it is the policy of the Department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898, and related statutes and regulations in all programs and activities. Title VI of the Civil Rights Act requires that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which PennDOT receives Federal financial assistance. Furthermore, PennDOT's Title VI Program incorporates protections listed in related statutes, regulations and authorities and will not discriminate based on an individual or group's sex, age, religious creed or disability.

Any person who believes they have been aggrieved by a discriminatory practice under the Title VI Program has a right to file a formal complaint with PennDOT. Any such complaint must be in writing and filed with the Department Title VI Program Specialist or Coordinators within 180 days following the date of the alleged discriminatory occurrence. The Title VI Program Discrimination Complaint Form can be obtained from the Bureau of Equal Opportunity by dialing 1-800-468-4201 or visiting <http://www.dot.state.pa.us/public/PubsForms/Forms/EO-478.pdf>.

Complaints may be submitted to FHWA, FTA, PennDOT and its subrecipients, the United States Department of Transportation (USDOT), and the United States Department of Justice (USDOJ).

PennDOT Americans with Disabilities Act and Reasonable Accommodations

PennDOT complies with Title II of the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Pennsylvania Human Relations Act of 1955. PennDOT routinely upgrades or requires upgrades to existing non-compliant pedestrian facilities that are altered as part of all PennDOT-sponsored, or PennDOT-overseen, new construction and alteration projects in the public right-of-way. PennDOT continues to improve access by improving existing pedestrian facilities that have not been altered.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of PennDOT, should contact Ryan VanKirk at (717) 787-1338, or the Bureau of Equal Opportunity at (800) 468-4201 as soon as possible but no later than 7 days before the scheduled event.

This non-discrimination program does not require PennDOT to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of PennDOT is not accessible to persons with disabilities should be directed to:

Equal Opportunity ADA Coordinator/Title VI Specialist
400 North Street, 5th Floor
Harrisburg, PA 17120-0094
Phone: 717-934-4199
Fax: 717-772-4026
Email: jbartash@pa.gov

Questions and concerns relating to right-of-way and ADA Accessibility should be directed to:

Highway Administration ADA Coordinator
400 North Street, 7th Floor
Harrisburg, PA 17120-0094
Phone: 717-787-1338
Fax: 717-705-2379
E-mail: rvankirk@pa.gov

If you are unsure which Department is responsible for your reasonable accommodation request, modification request, complaint, concern or inquiry, please contact PennDOT's Bureau of Equal Opportunity at 800-468-4201. PennDOT will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services as reasonable accommodations or reasonable modifications of policy.

PennDOT Limited English Proficiency Information

Authority

The Title VI prohibition of discrimination based on national origin has been interpreted to mean that no person shall be denied access to services due to Limited English Proficiency (LEP). LEP is a term that refers to a person who is not fluent in the English language, often because it is not their native language. This law applies to PennDOT services and programs as well as those provided by its municipal partners and organizations that receive funding through PennDOT.

PennDOT is committed to ensuring that all individuals requesting services provided by the Department, including those with LEP, have meaningful access to services. PennDOT works to ensure that LEP individuals are not excluded from programs and activities by providing free interpretation and translation services to the public in a number of languages. In many cases, customers requesting LEP assistance must do so in advance of any public event or meeting implemented by PennDOT. [PennDOT's Language Access Plan for Limited English Proficiency Individuals](#) outlines the Department's policies and procedures that have been instituted to ensure compliance with the law and guarantee access to programs, services and activities for PennDOT's LEP customers and members of the public.

For further information on LEP or other aspects of Title VI, please contact PennDOT's Bureau of Equal Opportunity by telephone at 717-787-5891 or 800-468-4201 or via email at penndot_eoreports@pa.gov.

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 and improvements 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 existing federal funding obligations.
- *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 Air Quality 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. 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. 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." 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 federally funded project 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 STIP/TIP and does not have previous Federal obligations.

- 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)(f)&(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:



Mr. Jeffrey T. Haste, Chairman
Harrisburg Area Transportation Study

6/28/24

Date



Commissioner Brenda Watson, Vice Chairman
Harrisburg Area Transportation Study

6/28/24

Date



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

6/28/24

Date

Kristin A. Mulkerin

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

07/10/2024

Date

**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

HATS FFY 2023-2026 Transportation Improvement Program

Major projects from the previous TIP that were implemented

Carlisle Connectivity TIIF (MPMS 121080)
Pedestrian Walkway Improvements (MPMS 115782)
Carlisle Connectivity RTP (MPMS 115783)
D8 Pedestrian Countdown Signals (MPMS 119233)
Spring & Calvary Roads (MPMS 90873)
Mill Race Bridge (MPMS 87425)
East Penn Dr Ped Bridge (MPMS 118504)
Hempt Road Bridge (MPMS 102271)
Cameron & Maclay Intersection (MPMS 114316)
Clarks Ferry Bridge Interim Repairs (MPMS 119484)
Market Street Bridge A (MPMS 90772)
US 322 & Chambers Hill Road (MPMS 92945)
Honeymoon Trail Road over T (MPMS 100074)
Laudermilch Road Bridge (MPMS 47519)
Derry Street Improvements (MPMS 113390)
SR 34 Newport (MPMS 119611)
Waggoners Gap Road over Bak (MPMS 100304)
Big Spring Road Resurface (MPMS 105346)
Horse Valley Road over HVR 1 (MPMS 100391)
Horse Valley Road over HVR 2 (MPMS 100394)
Airport Road over Bixler Run (MPMS 100425)
Hidden Valley Road over Shermans Creek (MPMS 100441)
Weavers Mill Road Bridge (MPMS 79039)
Buckwheat Valley Road over Bck (MPMS 100449)
Little Buffalo Road over L 1 (MPMS 100466)

Major regional projects from the previous TIP that were delayed

None