

HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION
112 MARKET ST., 2nd FLOOR, HARRISBURG, PA 17101-2015
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HATS Coordinating Committee Meeting
Friday, September 27, 2024 - 9:00 A.M.

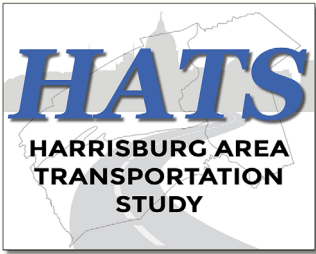
AGENDA

1. Welcome and Introductions
2. Presentations
 - a) HATS Regional Safety Action Plan (*action*)
 - b) Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study (*info*)
3. Meeting Minutes
 - a) Coordinating Committee – June 28, 2024 (*action*)
 - b) Special Meeting – August 9, 2024 (*action*)
 - c) Technical Committee – September 13, 2024 (*info*)
4. TIP Modifications (FFY 2023-2026)
 - a) Administrative Modifications (*info*)
 - b) Amendments (*action*)
5. Program and Plan Updates
 - a) Bike-Ped Update (*info*)
 - b) Operations and Safety (*info*)
 - c) FY 2025-2027 Unified Planning Work Program (*info*)
 - d) RTP Implementation Grant Program (*action*)
 - e) Market Street Bridge (*action*)
 - f) HATS 2050 Regional Transportation Plan (*info*)
6. Project Development Process
 - a) Project Pipeline (*info*)
 - b) Projects in Development (*info*)
7. Status Report
 - PADOT
 - STATE TRANSPORTATION COMMISSION
 - FHWA
 - REGIONAL PARTNERS
(SRTA, SARAA, Norfolk-Southern, Amtrak, PMTA,
PA Turnpike, SRTP, DCED, DCNR)
8. Other Business
9. Adjourn

LEGISLATORS REPORTS

LOCAL REPORTS
City of Harrisburg
Other Municipalities
Counties

Next meeting: December 20, 2024



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ADDITIONAL INFORMATION ON SELECT AGENDA ITEMS

2) Presentations

a) HATS Regional Safety Action Plan

In January 2020, the Harrisburg Area Transportation Study (HATS) Coordinating Committee adopted a motion to work toward reducing and ultimately eliminating fatal and serious injury crashes by 2045. TCRPC/HATS was awarded a Safe Streets and Roads for All (SS4A) Action plan grant in 2022 to develop a regional safety action plan. The SS4A Action plan enhances ongoing safety and equity work as a result of its engagement, collaboration, and project selection efforts. The plan was developed with input from state, county, and local governments throughout the region to identify and prioritize opportunities to reduce fatal and serious injury crash risks for all users.

The full HATS Regional Safety Action Plan is [available here](#). An interactive executive summary is [available here](#).

The HATS Technical Committee recommend adoption of the HATS Regional Safety Action Plan. Formal action from the Coordinating Committee is requested.

b) Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study

As of May of 2024, Susquehanna Township has officially adopted its Township-wide Bicycle, Pedestrian and Greenway Plan. The primary purpose of this plan is to serve as a guide for the expansion and creation of a Township wide network of trails, sidewalks, bike lanes and other facilities that are necessary for the safe expansion of non-motorized transportation. Going forward, the recommendations provided in the plan will be implemented and used to increase the scope, safety, useability and functionality of the Townships' pedestrian and bicycle facilities.

An executive summary is included in the meeting packet (pg. 5) and the complete Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study is [available here](#).

4) TIP Modifications (FFY 2023-2026)

a) Administrative Modifications

Full details on the administrative modifications made to the 2023-2026 Highway/Bridge & Interstate TIPs are available beginning on page 37 of the meeting packet. The administrative modifications are also included on the [interactive TIP modifications web map application](#).

b) Amendments

Full details on the amendments proposed for the 2023-2026 Highway/Bridge are available on pages 53-55 of the meeting packet. The proposed amendments are also included on the [interactive TIP modifications web map application](#).

5) Programs and Plan Updates

a) Bike-Ped Update

Through August, SusqueCycle year-to-date ridership is up approximately 50% from last year. The entire fleet of bicycles was replaced in May and rack locations at Transit Park (10th St and Market St) and State Office Complex (North St and Commonwealth Ave) were added over the summer. HATS staff continues working with partners in the region to increase awareness and evaluate opportunities for future expansion of the system. A year-to-date report is included in the meeting packet, beginning on page 56.

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

b) Operations and Safety

The Regional (District 8) Congestion Management process is officially underway. A workshop was held in late August with a focus on the CMP Hub requirements, data requirements and what the MPO's hope to get out of the process. More information will be provided over the coming months.

HATS staff has completed the yearly update to the regional online safety application that now displays 2019-2023 PCIT Crash data. The updated application is [available here](#).

As mentioned in past meetings, TCRPC was awarded a SS4A Demonstration grant for the Sober Ride Home program. The signed grant agreement between TCRPC and FHWA has been executed and outreach for the program continues. The goal is to have the program up and running in the coming weeks.

For more information or questions regarding ongoing safety work, the sober ride home program or congestion planning, please contact [Ben Warner](#).

c) FY 2025-2027 Unified Planning Work Program

The FY 2025-2027 Unified Planning Work Program (UPWP) documents HATS' proposed regional transportation planning activities during the July 1, 2025 through June 30, 2027 timeframe. It is prepared and updated on a two year cycle, and describes major activities and resulting products, including who will perform the work, timeframe for completing the work, the proposed funding by activity, and a summary of the total amounts and sources of federal and matching funds. The draft UPWP represents a 6.4% increase in annual funding levels from the previous UPWP. It includes such tasks as the final adoption of the RTP (which is currently underway) and public participation plan, another TIP update cycle, updated performance targets, certification review, as well as coordination of implementation activities from recently completed plans (SS4A, ATP, CMP).

It should be noted that there is \$400,000 in supplemental planning funds available statewide in each year of the program. These are competitive funds awarded by PennDOT Central Office, usually in the Spring. HATS staff is requesting supplemental funding support for planning studies submitted for consideration through the RTP Implementation Grant Program, which is described in the draft UPWP. Others may be submitted for consideration through this UPWP process.

A draft of the UPWP was distributed to HATS committee members, regional stakeholders and planning partners in early August with a request for feedback by October 4. All comments received by October 4 will be incorporated into a final draft for formal review by FHWA/FTA in October. Final adoption by HATS is slated for December.

The draft FY 2025-2027 Unified Planning Work Program is included in the meeting packet, beginning on page 58. For more information, please contact [Diane Myers-Krug](#).

d) RTP Implementation Grant Program

The Regional Transportation Plan Implementation Grant program has awarded funds to construction projects through its application rounds in 2020 and 2022. As we've discussed at previous meetings, many of those projects have been subject to cost increases, primarily due to inflation and the general rise in the cost of construction materials. A summary table is provided in the meeting packet (page 95) showing the

initial amount awarded and current construction cost estimates. After discussion with PennDOT District 8-0 and Larsen Design Group (the contracted project manager for Round 1 projects), HATS staff is recommending the RTP Implementation Grant line item in FFY 2025 and 2026 (totaling \$6 million) be used to accommodate these cost increases and no application round for construction projects be made available this year.

More thorough information and discussion will be provided at the meeting. For more information, please contact [Andrew Bomberger](#).

The HATS Technical Committee recommended to pause the RTP Implementation Grant Program, use the RTP Implementation Grant line item for cost increases from the 2020 and 2022 rounds, and to revisit discussion on the program at the start of the 2027 TIP development process in late 2025. Formal action from the Coordinating Committee is requested.

e) Market Street Bridge

PennDOT District 8-0 will be presenting information regarding the options for accommodating vehicular needs, non-motorized needs, and utility requirements during the construction phase of the Market Street Bridge projects (MPMS 93176 & 93177). This information is critical in selecting a preferred alternative and moving the project forward. The District evaluated alternatives in an effort to minimize cost, construction duration, impacts to users, and risk, while developing a concept to improve the overall connectivity for all modes in the corridor. Alternatives were also considered for their connectivity and tie-in with other surrounding projects such as the Lemoyne Bottleneck and the Market Street 2-way conversion. The District is recommending to proceed with the alternative to construct an adjacent utility bridge (Project Grouping #1). A memo with several attachments is included in the meeting packet summarizing the pertinent information, beginning on page 96.

The HATS Technical Committee recommended the selection of project grouping two as the preferred alternative for the Market Street Bridge projects, with the understanding that the CAT Intermodal Bridge will be let as a separate project. Formal action from the Coordinating Committee is requested.

f) HATS 2050 Regional Transportation Plan

HATS staff has begun the development of the HATS 2050 Regional Transportation Plan and public outreach is well underway. A public survey is available online (in both English and Spanish) and event attendance began in July. An initial Steering Committee meeting was held July 31 which introduced the structure and changes of the HATS 2050 RTP. A visioning exercise was also conducted, with a follow-up survey available for those that didn't attend the meeting, with the results being used to establish the vision and goals of the plan. Outreach for the HATS 2050 RTP will continue through the fall and the next Steering Committee meeting will be held in late October/early November. Adoption of the HATS 2050 RTP is anticipated for September 2025.

More information, including links to the public survey and transportation need form, is available on the [HATS 2050 RTP webpage](#).

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

The Susquehanna Township-wide Bicycle, Pedestrian, and Greenway Plan



The Fort Hunter Trailhead for the Capital Area Greenbelt in Susquehanna Township provides a model for how well it serves pedestrians and bicyclists

Submitted to:

Susquehanna Township
Doug Knauss, Parks and Recreation Director
1900 Linglestown Road,
Harrisburg PA 17110

March 22, 2024

by

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in collaboration with

Herbert, Rowland & Grubic, Inc.
Engineering & Related Services
York, PA

&

Connect the Dots - DBE
Stakeholder & Community Impact
Philadelphia, PA

I. Executive Summary

A. Background

Since the adoption of Sustainable Susquehanna 2030 Comprehensive Plan, the groundwork has been laid for the development of pedestrian and bicycle connections and other priority areas within the Township. Key goals from this plan focused on Redevelopment and Reinvestment, Pedestrian and Bicycle Connections, Transportation Safety and Mobility, Neighborhood Character, Parks and Recreation, and Community Events and Celebrations.

Following the adoption in 2019 of the Comprehensive Plan, Susquehanna Township worked to identify, assess, and address bicycle/pedestrian issues in the Township and advance the bicycle/pedestrian recommendations of the comprehensive plan. This work included the pursuit of funding for this **Susquehanna Township Bicycle, Pedestrian, and Greenway Plan**.

B. General Objective of this Study

The overall objective of this study is to serve as a guide for Susquehanna Township in the expansion and creation of a townshipwide network of trails and sidepaths, bike lanes, bike routes, footpaths, sidewalks, and other appropriate facilities to restore the ease and safety of walking and bicycling in the Township. This plan is intended to promote safe and convenient walking and bicycling within local neighborhoods, community amenities, public transit, and regional attractions such as the Capital Area Greenbelt, Wildwood Park, and Fort Hunter. While many residents may still take most trips in automobiles, walking and bicycling should be restored as an option for any trip one would wish to take within Susquehanna Township or to nearby points.

C. Study Recommendations

The intent of the recommended bicycle, pedestrian, and greenway network is to provide a complete set of recommendations for a network of bicycle and pedestrian connections throughout the Township and beyond. This includes connections to schools, existing and proposed parks and recreational facilities, residential and business communities, cultural, natural, and historic resources, and the already well-established Capital Area Greenbelt. The proposed network meets this goal by providing trails and sidepaths, sidewalks, bike routes, bike lanes, and footpath connections appropriate to each link. The entire network is depicted in **map 5a (Proposed Trails) in Appendix A**.

The completed network will consist of a variety of facility types, which are discussed in the **Typical Pedestrian and Bicycle Infrastructure and Recommendations** chapters of this report. Several opportunities exist to expand upon the existing greenway network with off-road trails along greenway corridors, waterways, and sewer/stormwater easements, but connections into more urbanized areas often require other treatments. In many cases, existing neighborhood streets allow for safe walking and bike riding in their current conditions. In other cases, there may be existing sidewalks in places, but with gaps in coverage that need to be filled in. In still other areas, the more heavily traveled roads will require sidewalks, sidepaths, and/or bike lanes to create walking and biking opportunities that currently do not exist at all. In some locations, formal bike lanes may be possible. In other areas, the bicycle route may consist of wide shared lanes and signs indicating the presence of bicyclists.

Beyond trail recommendations, this plan makes recommendations around transit, signage, and major crossings and intersections as follows:

Transit Recommendations include:

- Work with SRTA (the Susquehanna Regional Transit Authority).
- Coordinating bus routes with walking and bicycling routes, and access to bus stops.
- Consider looping bus routes, possibly making more direct travel options available between different parts of the Township without transfers.

- Make information systems for the buses first class.
- Consider teaming up with local businesses on safe, comfortable waiting areas.
- Coordinate with School District to promote safe routes to school and bicycle trails/parking at School facilities.

Signage Recommendations include:

- Directional/Wayfinding
- Traffic and Safety
- Informational
- Interpretive

Crossing Recommendations include an analysis of intersections for crossing pattern and complete street intersection treatments at:

- Progress Avenue and Linglestown Road
- Progress Avenue and Paxton Church Road
- Progress Avenue and Elmerton Avenue
- Progress Avenue and Walnut Street
- Progress Avenue and Union Deposit Road
- Linglestown Road and the US Highway 22 Interchange

D. Implementation

In addition to recommending a list of walking and bicycling facilities, this study also includes an implementation plan to guide the Township in ongoing efforts to bring this recommended network to fruition. The implementation plan consists of a phasing plan, an initial opinion of probable costs associated with implementing each of the recommended facilities, and recommended sources of grant funding to consider.

The phasing plan designates which facilities are the highest priority and should be undertaken first, which are second priority, third priority, and fourth and fifth priority. In addition to the five phases of work, an initial phase focuses on priority planning and coordination with state agencies. This phase focuses on two longer-term projects of high priority that will require substantial engineering and coordination with other state agencies. Each of the phases is depicted on individual maps in

Appendix A.

- **Priority Planning Projects** focuses on two priority planning projects that require substantial engineering, support, time, and funding to implement. Although, these larger projects could take numerous years to complete, laying the groundwork for these impactful projects early will be key to connecting the overall network.
- **First Priority Projects** prioritizes those connections that are most impactful and achievable to the community. This phase focuses on the Paxton Creek Trail corridor as a natural extension for the Capital Area Greenbelt, as well as the spine roadways along Linglestown Road and Progress Ave. Two low-hanging fruit connections have also been identified in this phase to connect residential neighborhoods along Wondering Way Road to Olympus Heights Park.
- **Second Priority Projects** consist mostly of east-west trail, bike lane, and signed routes that would extend the reach of the CAGB, and tie into new areas of development, the high-school, and existing residential communities on the south side of the Township.
- **Third Priority Projects** continue to build upon the progress made in previous phases. Included are sections of bicycle lanes, bicycle routes and sidewalk improvements to further interconnect communities both within and beyond the Township, especially on the south side of the Township.

- **Fourth and Fifth Priority Projects** consist of the remainder of the bicycle/pedestrian network. It should be noted that placing projects in the later phases does not mean that no action should be taken toward their implementation until all other phases are complete. Rather, it is a recognition that these facilities will best function following the implementation of earlier phases and may take considerable time and effort to complete. Nonetheless, the Township should pursue opportunities related to these projects whenever they present themselves.

E. Summary of Opinion of Probable Cost

Cost estimates for the facilities recommended in this plan are discussed in the Implementation Plan chapter and are shown in detail in a table contained in **Appendix B**.

The total cost of the network is estimated to be approximately \$20.4 million. These costs are summarized in the table below.

Miles of Proposed Network							
Phase	Multi-use Trail (Ped/Bike)	Bike Lane (Bike)	Bike Route – Signed (Bike)	Improvements Requiring Substantial Engineering (Ped/Bike)	Earthen Trail (Ped)	Sidewalk (Ped)	Cost
Priority Planning	0.0	0.0	0.0	3.6	0.0	0.0*	N/A
1	12.4	0.0	0.0	0.0	0.0	0.0*	\$7,697,364
2	2.8	1.6	0.6	0.0	0.0	2.2*	\$1,830,163
3	4.5	6.9	2.6	0.0	0.0	9.5*	\$2,183,853
4	8.3	6.7	2.4	0.0	0.0	9.1*	\$5,478,917
5	4.5	3.1	4.6	0.0	1.1	7.7*	\$3,225,067
TOTAL	32.5	18.3	10.2	3.6	1.1	28.5*	\$20,415,419

*Sidewalk mileage includes proposed and existing sidewalk along roads proposed for bike lanes and bike routes and is not included in the cost. A sidewalk inventory is recommended.

Most of these implementation costs will be paid by grant funds, with the Township paying very little and often contributing design and engineering work but no direct funding. There are a variety of grants available for trail construction, with some grants being more applicable to some types of projects and other grants more applicable to other types of facilities. The range of available funding sources is discussed in detail, beginning on page 39.

H A T S
Coordinating Committee Meeting
Meeting #268
June 28, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

The June 28, 2024 HATS Coordinating Committee meeting began at 9:00 AM. Mr. Haste welcomed everyone to the meeting and stated the attendance list would be taken from the online registrations. He informed participants the meeting was being recorded and asked anyone making motions or objecting to motions to state their name before doing so.

2. Presentations

a. Millerstown Bicycle/Pedestrian Connectivity Master Plan

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

b. Camp Hill Bypass Alternative Transportation Feasibility Analysis

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

3. Meeting Minutes

a. Coordinating Committee – April 26, 2024

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

b. Technical Committee – June 14, 2024

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

4. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

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

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

Highlights of the administrative modifications included the following:

- Capital Gateway (MPMS 115784)
 - Increasing the CON phase of Capital Gateway in FFY 2024/2025 for \$566,400 to the low bid amount.
 - This project consists of a lane-diet and widening of sidewalks along the 100 block of Forster Street, widening sidewalks and crosswalks, installing ADA compliant bump outs and pedestrian and cyclist islands, and adding a sidewalk and additional landscaping at intersections of Front and Forster Street & 2nd and Forster Street.
 - This is within the City of Harrisburg, Dauphin County.
 - This project was let on 4/18/2024.
- Highway Preservation Contract (MPMS 120284)
 - Adding \$250,000 to the Highway Preservation Contract for base repairs to PA 581 in Cumberland County.
 - This work is necessary to keep failing sections of the roadway from deteriorating further in the interim before the larger contract (SR 581-009) is bid this fall.
- Middletown Rd Safety and Congestion Improvements (MPMS 116786)
 - Increasing the PE phase of Middletown Rd Safety and Congestion Impr in FFY 2024 for \$977,656 to the current estimate.
 - This is to complete the remainder of the PE phase beyond the environmental scoping phase and will get us through environmental clearance for the PE phase.
 - This project consists of widening Middletown Road (SR 2003) from SR 283 to SR 322 in Derry and Londonderry Townships, Dauphin County.

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

b. Amendments

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

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

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

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

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

Commissioner Foschi moved to approve the Highway/Bridge amendments. Commissioner Hartwick seconded the motion and it was unanimously approved.

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

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

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

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

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

5. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger stated the HATS Regional Active Transportation Plan is still under development but should be ready for review at September's HATS meetings. He also discussed the recent complete bike fleet turnover for the SusqueCycle Regional Bike Share. Preliminary numbers show a 50% increase in ridership from the previous year. A new bike rack location at North & Commonwealth in the City of Harrisburg is now active.

b. Operations and Safety

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

c. FFY 2025-2028 TIP Development

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

i. TIP Modification Procedures Resolution

Commissioner Foschi made a motion to approve the TIP Modification Procedures Resolution. Commissioner Hartwick seconded the motion and it was unanimously approved.

ii. Air Quality Conformity Determination Report

Commissioner Hartwick made a motion to approve the Air Quality Conformity Determination Report. Commissioner Foschi seconded the motion and it was unanimously approved.

iii. Air Quality Conformity Resolution

Commissioner Foschi made a motion to approve the Air Quality Conformity Resolution. Commissioner Hartwick seconded the motion and it was unanimously approved.

iv. Self-Certification Resolution

Commissioner Hartwick made a motion to approve the Self-Certification Resolution. Commissioner Foschi seconded the motion and it was unanimously approved.

v. Disposition of Public Comments

Mr. Green made a motion to approve the Disposition of Public Comments. Commissioner Foschi seconded the motion and it was unanimously approved.

vi. Draft Highway/Bridge & Transit TIPS

Commissioner Hartwick made a motion to approve the Draft Highway/Bridge & Transit TIPS. Commissioner Foschi seconded the motion and it was unanimously approved

d. West Shore Gateway Trail Feasibility Study Letter of Support

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

Commissioner Foschi made the motion to approve the letter. Commissioner Hartwick seconded the motion and it was unanimously approved.

e. HATS 2050 Regional Transportation Plan

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

f. Funded Studies

Mr. Deck shared information on the Market Street 2-way/Downtown Circulation Study. The new engineer for the City of Harrisburg has been brought up to speed on the study. Discussions will continue with the City throughout the process.

6. Project Development Process

a. Project Pipeline

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

b. Projects in Development

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

- I-81 Resurfacing, Exit 59 to Wade Bridge
 - Contractor has completed all the projects physical work with the exception of the raised pavement markers (RPMs) which as of this report is expected to be this week.
- SR 34, Spring and Calvary Roads
 - Contractor currently working in Stage 3 of the project's construction staging which includes:
 - Paving for the remaining portion of SR 0034 south of the intersection at Calvary Road along with resurfacing of Calvary Road
 - Installation of the new traffic signal poles, signing, pavement markings, and legends associated with the new traffic signals.
 - Required 30-day test period for the new traffic signals will commence upon completion of all the final pavement markings, and legends at the intersection.
 - Project completion date is July 25, 2024.
- River Relief Bridge 2
 - All physical work is complete apart from the truss sign structures, removal of existing signs, seeding, and E& S control removal.
- US 322 & Chambers Hill Road

- Excavation for the SR 9402 jug handle was completed.
- UGI completed boring the gas line from Webner Road under SR 0322 and the work along Basin No. 2 by the Grayson Road tie-in. UGI anticipates beginning the installation of the new gas line at the chambers Hill and SR 0322 intersection in early July, 2024.
- Contractor has completed the widening along Witmer Drive and also removed topsoil and began excavating at the intersection of Grayson Road and Chambers Hill Road.
- Minor Work to Basin 1 and Basin 2 continues
- Paving is planned for next week on Milroy Road at the Route 322/Chambers Hill Road Intersection Improvement project in Swatara Township, Dauphin County.
- Additionally, nighttime lane restrictions are expected to begin on July 8 on Route 322 to prepare for a traffic switch.
- Weather permitting, paving will be performed on Milroy Road between Grayson Road and Adams Drive from 8:30 AM to 3:30 PM Monday, July 1, and Tuesday, July 2. Traffic will be reduced to a single lane with flaggers providing traffic control. Delays are expected.
- Then, beginning the night of Monday, July 8, nightly lane restrictions will be in place in both directions of Route 322 so the contractor can place barrier for the traffic switch, and perform paving, line painting and signing operations. Nightly lane closures will be in place from 9:00 PM to 6:00 AM through the month of July.
- Cameron Street Resurfacing
 - The Contractor continues nighttime concrete patching operations on Cameron Street in the eastbound lanes until they reach Capital Region Water's (CRW) work area. At which time, they will continue nighttime concrete patching operations in the westbound lanes.
 - Inlet adjustments began concurrently with concrete patching.
- I-83 East Shore Section 3
 - Contaminated groundwater has been encountered while excavating for drainage work in two additional locations. This water is being rerouted at the onsite treatment facility.
 - Utility relocations are now complete along 29th Street. Aerial and underground relation work is progressing along Cameron and 19th Streets. Water and sewer installations are also progressing throughout the project.
 - Work for replacement of the 29th Street Bridge is currently scheduled to begin on July 8th with the placement of the 29th Street detour.
 - Temporary signal installation work continues in the area of 29th and Derry Streets.
- Clarks Ferry Interim Repairs
 - On May 31, 2024, direction was given to contractor that they could start work early.
 - Contractor anticipates remobilizing in late July.
- Laudermilch Road Project

- The Contractor has excavated the Abutment No. 1 footer and installed the temporary shoring parallel to the railroad tracks along with pile driving at Abutment No 1.
- The project completion date is July 7, 2025.
- SR 147 Market Street Bridge
 - The Contractor installed the bypass pump for the stream (Shippens Run) and the sewer main.
 - Also began the demolition of the existing retaining wall by removing the retaining wall blocks layer by layer
 - A culvert Pre-Demolition and Pre-Installation Meeting is scheduled for June 19, 2024.
 - The project completion date is November 1, 2024.
- US 22/322 Resurfacing
 - Project is expected to be completed this week weather pending.

7. Status Report

PennDOT

Mr. Mullins requested a special HATS meeting be scheduled to discuss the reobligation of federal funds from the 23-26 TIP to the 25-28 TIP. This is due to projects which have funding programmed in FFY 2024 hitting environmental issues. A special meeting is being planned for late July with an official date and advertising coming soon.

FHWA

Mr. Porochniak shared that additional funding will be available through a NOFO for Charging and Fueling Infrastructure Grant Program and the set aside from the NEVI program. He shared changes to some Final Rules including NEPA regulations and amendments to the Uniform Act of 1970.

S RTP

Mr. Boyer gave an update on their CommutePA statistics. He touched on the partnerships with TCRPC on the regional Congestion Management Process and the Sober Ride Home program. There were a number of great events during Bike Month in May. They are still working with the Association for Commuter Transportation for a national accreditation and their performance measuring information will soon be going out.

PA SILC

Mr. Iseman provided an update on the state budget with concerns for transit authorities and programs. The State Transportation Commission put out the STIP for public comment. He noted that the Keystone Transportation Funding Coalition has been in discussions with the Governor and Legislature about long term funding.

8. Other Business

Mr. Deck shared that this will be his last HATS meeting as a member due to retirement and thanks everyone for their support.

Mr. Haste thanked Mr. Deck for his service to HATS and for his help and guidance over the years.

Mr. Boyer shared his thanks for Mr. Deck and the Tri County Regional Planning Commission for their help and support.

9. Adjournment

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

The meeting was adjourned at 10:09 am.

Next meeting is scheduled for September 27, 2024.

ATTENDANCE

Harrisburg Area Transportation Study Coordinating Committee Meeting June 28, 2024

Name	Affiliation
Coordinating Committee Officers	
Jeff Haste, Chairman	Dauphin County
Commissioner Brenda Watson, Vice-Chair	Perry County
Commissioner Jean Foschi, Secretary	Cumberland County
Coordinating Committee Members	
Commissioner George Hartwick	Dauphin County
Representative Perry Stambaugh	Perry County
Jeff Bergsten	Cumberland County
Ray Green	PennDOT Central Office
Kevin Keefe	PennDOT District 8-0
Other Attendees	
Steve Deck	HATS Planning Staff
Diane Myers-Krug	HATS Planning Staff
Andrew Bomberger	HATS Planning Staff
Tanner Stroup	HATS Planning Staff
Ben Warner	HATS Planning Staff
Anthony Altobelli	HATS Planning Staff
Raymond Lazar	HATS Planning Staff
Ted Sheeha	PennDOT Central Office
Carey Mullins	PennDOT District 8-0
Jeff Puher	PennDOT District 8-0
Emily Osilka	PennDOT District 8-0
Rachel Reznick	PA DCED
Gene Porochniak	FHWA
John Fulponi	PA Senate staff
Sarah Keller	PA Senate staff
Vanessa Buzey	PA House staff
Matthew Stoneroad	PA House staff
Lexi Peterson	PA House staff
Matt Boyer	CommutePA/SRTP
Ryan Hostetter	HRG
Dan Long	HRG
Dan Giles	HDR
Jeff Iseman	PA SILC
Brian Kimmett	Rock the Capital
Jim Buckheit	Bicycle South Central PA
William Peterson	Center for Community Building

H A T S
Coordinating Committee Special Meeting
Meeting #269
August 9, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

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

2. TIP Amendments (FFY 2023-2026)

Mr. Mullins proposed three amendments to the FFY 2023-2026 Highway/Bridge TIP. These amendments are proposed to reallocate federal funding from several projects that either will not be let or will not obtain environmental clearance before the end of the 2024 fiscal year under the FFY 2023-2026 TIP. Federal funds not used prior to the end of the 2024 fiscal year will lapse. All projects are fully funded under the new FFY 2025-2028 TIP.

Amendment #1:

- Decreasing the CON phase of Multi-Use Trail in FFY 2024 by \$467,074 to better utilize current available funding. This project is fully funded on the 2025 TIP. 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. This project has a current estimated let date of Feb. 27, 2025.
- Decreasing the FD phase of Lemoyne Bottleneck Improvements in FFY 2024 by \$372,000 to better utilize current available funding. This project will not receive environmental clearance on the 2023 TIP and will be fully funded on the 2025 TIP. 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. This project has a current estimated let date of Nov. 6, 2025.
- Decreasing the FD phase of Sporting Hill Turn Lane in FFY 2024 by \$350,000 to better utilize current available funding. This project will not receive environmental

clearance on the 2023 TIP and will be fully funded on the 2025 TIP. 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. This project has a current estimated let date of June 1, 2027.

- Decreasing the CON phase of Union Deposit Corridor Impr by \$87,582 to better utilize current available funding. This project is fully funded on the 2025 TIP. This project consists of pedestrian improvements on Union Deposit Road between East Park and Southside Elementary School in Lower Paxton Township, Dauphin County. This project includes the following pedestrian improvements. This project has a current estimated let date of May 22, 2025.
- "Decreasing the CON phase of Union Deposit Imp in FFY 2024 by \$38,423 to better utilize current available funding. This project is fully funded on the 2025 TIP. 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. This project has a current estimated let date of May 22, 2025."
- All funding is placed in the reserve line item.

Amendment # 2:

- Decreasing the PE phase of Thirteenth Street over NS in FFY 2024 for \$800,000 to better utilize current available funding. This project will be fully funded on the 2025 TIP.
This project may consist of a bridge improvement (replacement/rehabilitation/preservation) on Thirteenth Street over NS in Harrisburg City, Dauphin County. This project has a current estimated let date of Jan. 1, 2030.
- All funding is placed in the reserve line item.

Amendment # 3:

- Advancing and changing the funding source of the CON phase of American Ex-POW Mem Hwy from FFY 2026 to FFY 2024 by \$3,600,000 to better utilize current available funding. 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. This project has a current estimated let date of Oct. 10, 2024. Funding source is the STU and NHPP reserve line item.

Mr. Owen moved to approve the proposed amendments to the FFY 2023-2026 Highway/Bridge TIP. Mr. Palmer seconded the motion, and it was unanimously approved.

3. Other Business

No other business was brought before the committee.

4. Adjournment

Mr. Turner moved to adjourn. Commissioner Foschi seconded the motion, and it was unanimously approved.

The meeting was adjourned at 9:25 am.

Next meeting is scheduled for September 27, 2024.

DRAFT

ATTENDANCE

Harrisburg Area Transportation Study Coordinating Committee Meeting August 9, 2024

Name	Affiliation
Coordinating Committee Officers	
Jeff Haste, Chairman	Dauphin County
Commissioner Brenda Watson, Vice-Chair	Perry County
Commissioner Jean Foschi, Secretary	Cumberland County
Coordinating Committee Members	
Commissioner George Hartwick	Dauphin County
Jim Turner	Perry County
Kirk Stoner	Cumberland County
Joel Seiders	City of Harrisburg
Ray Green	PennDOT Central Office
Kevin Keefe	PennDOT District 8-0
Beth Nidam	SRTA
Other Attendees	
Steve Deck	HATS Planning Staff
Diane Myers-Krug	HATS Planning Staff
Andrew Bomberger	HATS Planning Staff
Tanner Stroup	HATS Planning Staff
Karen Dixon	HATS Planning Staff
Ray Palmer	Cumberland County
John Owen	Cumberland County
Dan Robinson	Dauphin County
Ted Sheehe	PennDOT Central Office
Carey Mullins	PennDOT District 8-0
Jeff Puher	PennDOT District 8-0
Richard Reisinger	PennDOT District 8-0
Gene Porochniak	FHWA

H A T S
Technical Committee Meeting
Meeting #329
September 13, 2024
9:00 AM
DRAFT

1. Welcome and Introductions

The September 13, 2024 HATS Technical Committee meeting began at 9:00 AM. Ms. Myers-Krug welcomed everyone to the meeting and stated the attendance list would be taken from the online registrations. She informed participants the meeting was being recorded and asked anyone making motions or objecting to motions to state their name before doing so.

2. Election of Officers

Ms. Myers-Krug stated that there is a vacancy for the Chairman of the HATS Technical Committee created by the retirement of TCRPC's Executive Director Steve Deck. Nominations for a new Chairman were asked of the committee members.

Mr. Stoner moved to nominate TCRPC's Executive Director Andrew Bomberger as Chairman of the HATS Technical Committee. Mr. Reisinger seconded the motion, and it was unanimously approved.

3. Presentation

a. HATS Regional Safety Action Plan

Ms. Martin presented information on the HATS Regional Safety Action Plan, which looks to enhance ongoing safety and equity work as a result of its engagement, collaboration, and project selection efforts. The plan provides an overview of the Safe System Approach and details on the existing conditions of our system, identified focus areas, and potential countermeasures for those focus areas.

Mr. Green asked how the plan will overlap with PennDOT's PM1 targets. Mr. Bomberger stated that the focus of PM1 is to reduce fatalities and serious injuries which is the main goal of the plan.

Mr. Bomberger asked for a motion to recommend adoption of the HATS Regional Safety Action Plan to the Coordinating Committee.

Mr. Owen moved to recommend adoption of the HATS Regional Safety Action Plan. Mr. Palmer seconded the motion, and it was unanimously approved.

b. Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study

Mr. Breech presented information on the Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study, which looks to serve as a guide for the expansion and creation of a Township-wide network of trail, sidewalks, bike lanes, and other facilities that are necessary for the safe expansion of non-motorized transportation. The Township looks to update their official map with the recommendations from this study to encourage the development of non-motorized connections.

Mr. Palmer asked if a connection from Vaughn Street to Route 39 of the Capital Area Greenbelt is considered as part of the study. Mr. Norford noted that this connection is a priority of the plan and is considered as part of their phase 1 goals.

4. Meeting Minutes

a. Technical Committee – June 14, 2024

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

b. Coordinating Committee – June 28, 2024

Mr. Bomberger noted the June Coordinating Committee minutes were included in the meeting packet for informational purposes.

c. Special Meeting – August 9, 2024

Mr. Bomberger noted the August Special Meeting minutes were included in the meeting packet for informational purposes and will be acted upon during the September Coordinating Committee meeting.

5. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

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

- 53 total actions
 - 14 increased funding
 - 3 decreased funding
 - 6 adding/removing phases
 - 4 cashflow/changing funding source

- 26 reserve line items/deobligations

Highlights of the administrative modifications included the following:

- Brandt Avenue Pedestrian Improvements (MPMS 115792)
 - Increasing the CON phase of Brandt Ave Ped Imp in FFY 2024 for \$181,326 to the low bid amount.
 - This project consists of the installation of 23 ADA ramps along Brandt Avenue, repaving Brandt Avenue, installation of traffic control device at intersection of 7th Street and Brandt Avenue in New Cumberland Borough, Cumberland County.
 - This project was let on June 6, 2024.
- Spring Run Bridge (MPMS 100080)
 - Increasing the CON phase of Spring Run Bridge in FFY 2024 for \$89,070 to the low bid amount.
 - This project consists of a bridge replacement on PA 34 (Spring Run Road) over Tributary to Spring Run in Middlesex Township, Cumberland County.
 - This project was let on Aug 8, 2024.
- Sporting Hill Turn Lane (MPMS 114315)
 - Increasing the PE phase of Sporting Hill Turn Lane in FFY 2024 for \$1,148,043.
 - This is needed for a supplement to complete the second phase of PE, which is to progress the design of the scoped improvements and complete the necessary environmental studies to obtain NEPA Approval for the project.
 - 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.
 - This project has a current estimated let date of June 1, 2027.

b. Amendments

Mr. Puher proposed one new amendment to the FFY 2023-2026 Highway/Bridge TIP:

- Enola Road Pavement Preservation (MPMS 113461)
 - Action: Adding the CON phase of Enola Road Pavement Preservation in FFY 2025 for \$7,735,493 to the current estimate.

- This project was previously funded with 409 funds.
- The project will need to be funded with federal TIP funds due to the increased construction costs estimated through the PE phase and the 409 budget limits.
- Project Narrative: This project consists of a concrete patching with bituminous overlay and areas of reconstruction on SR 0011 (Enola Road) from SR 1004 (Valley Road) to SR 1039 (Belle Vista Drive) in East Pennsboro Township, Cumberland County.
- This project has a current estimated let date of June 5, 2025.
- This was approved on 9/11/2024 by our PMC (Program Management Committee) process in Central Office.
- This project was originally programmed on the 2021 TIP with federal funds. The project was removed from the 2023 TIP and funded with Maintenance A-409 funds. The project progressed through PE and the construction cost was estimated at more than what the A-409 program for Cumberland County was able to fund. After discussing with the Harrisburg MPO staff, The District made a decision to fund the construction phase with 2025 TIP funds to move forward with the construction phase.
- Funding will be utilized from the construction phase of Market St Bridge West (MPMS 93176) and the construction phase of Market St Bridge East (MPMS 93177). These project phases will be cash flowed to better align with the current estimated let date (12/3/2026). This will not impact the deliverability of these projects.

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

6. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger shared that, through August, SusqueCycle year-to-date ridership is up approximately 50% from last year. The entire fleet of bicycles was replaced in May and rack locations at Transit Park (10th St and Market St) and State Office Complex (North St and Commonwealth Ave) were added over the summer. There are now a total of 11 stations and 60 bikes across the system. HATS staff continues working with partners in the region to increase awareness and evaluate opportunities for future expansion of the system. Development of the HATS Active Transportation Plan has been slower than expected, but work continues with updates to come at future meetings.

b. Operations and Safety

Mr. Warner stated that the regional Congestion Management Process is underway with HATS staff attending a CMP workshop in August. As development progresses more information will be shared at future meetings. The HATS Crash App has been updated with the new 2019-2023 PCIT crash data from PennDOT. TCRPc has received SS4A Demonstration grant funding for the Sober Ride Home program which will provide \$40 Uber vouchers during specific days and times in an effort to reduce DUI crashes.

c. FY 2025-2027 Unified Planning Work Program

Ms. Myers-Krug shared information on the FY 2025-2027 Unified Planning Work Program. It is prepared and updated on a two year cycle, and describes major activities and resulting products, including who will perform the work, timeframe for completing the work, the proposed funding by activity, and a summary of the total amounts and sources of federal and matching funds. It should be noted that there is \$400,000 in supplemental planning funds available statewide in each year of the program. These are competitive funds awarded by PennDOT Central Office, usually in the Spring. HATS staff is requesting supplemental funding support for planning studies submitted for consideration through the RTP Implementation Grant Program, which is described in the draft UPWP. It is asked that Comments on the draft UPWP be submitted to HATS staff by October 4th to be incorporated in a final draft for review by FHWA and FTA. Final adoption by HATS will be asked for at the December meetings.

d. RTP Implementation Grant Program

Mr. Bomberger stated that the Regional Transportation Plan Implementation Grant program has awarded funds to construction projects through its application rounds in 2020 and 2022 totaling around \$12 million. The 2020 round awarded 14 construction projects and the 2022 round awarded six construction projects and five studies. As discussed at previous meetings, many of those projects have been subject to cost increases, primarily due to inflation and the general rise in the cost of construction materials. After discussion with PennDOT District 8-0 and Larsen Design Group (the contracted project manager for Round 1 projects), HATS staff is recommending the RTP Implementation Grant Program be paused, the RTP Implementation Grant line item in FFY 2025 and 2026 (totaling \$6 million) be used to accommodate these cost increases and no application round for construction projects be made available this year, and to revisit this at the start of 2027 TIP development in late 2025.

Mr. Reisinger asked that municipal projects asking for federal funds to be mindful of the federal delivery process and that municipalities work with their consultants to accommodate the additional costs and time when developing estimates and scopes of work.

Mr. Bomberger noted that updates to the RTP Project Pipeline will be focused on project readiness and improving cost estimates in an effort to minimize these issues in the future.

Mr. Reisinger moved to recommend pausing the RTP Implementation Grant Program, use the RTP Implementation Grant line item for cost increases, and revisit discussion on the program in late 2025 at the start of 2027 TIP development. Mr. Stoner seconded the motion, and it was unanimously approved.

e. West Shore Gateway Trail Feasibility Study

Mr. Bomberger stated that HATS staff, in coordination with Cumberland County and Lemoyne Borough, is pursuing a Feasibility Study for the trails leading from the SRTA/CAT Intermodal Bridge to 10th Street and Lowther Street in Lemoyne Borough, consistent with MOU established between Lemoyne Borough and Norfolk Southern. In June, HATS Coordinating Committee authorized a letter of support to be submitted as part of an application for a South Mountain Partnership grant, which was subsequently received. Because of the time sensitive nature of the study and the current attention Norfolk Southern is paying to the subject, HATS staff and Cumberland County are requesting an amendment of the FFY 2023-2026 Highway/Bridge TIP so that \$100,000 of the FFY 2025 RTP Implementation Grant line item be made available for completion of the study, to be matched against the local funds already secured.

Mr. Stoner emphasized the cooperation between HATS, Cumberland County and Lemoyne Borough along with Norfolk Southern. The project is unique in its potential to be a major artery and catalyst for connecting western Cumberland County with the City of Harrisburg.

Mr. Green made the motion to recommend the approval of the amendment. Mr. Owen seconded the motion and it was unanimously approved.

f. Market Street Bridge

Mr. Reisinger shared information on the Market Street Bridge projects, which includes the west span from City Island to Lemoyne/Wormleysburg in eastern Cumberland County, and the historic east span from City Island to Front Street in the City of Harrisburg. PennDOT worked with several consultants to develop numerous alternatives varying widely in cost. PennDOT, working with those consultants and HATS narrowed down the list of alternatives to what is presented in the packet. Numerous complexities are present with these projects including the numerous utilities withing the bridges, maintaining bike and pedestrian traffic on the west span, a full detour of westbound vehicle traffic for the duration of construction, etc. PennDOT recommends the alternative for construction of a downstream utility bridge, to move utilities onto the utility bridge and then commence construction on the Market Street bridges. Consideration should be made to the future operation of the Walnut Street Bridge once Market Street bridge construction is complete.

Mr. Bomberger emphasized the complexities involved with the different alternatives. HATS Staff would like to see project grouping two from the PennDOT-prepared memo be the recommended alternative since it includes a full rehab of the CAT Intermodal Bridge, with the consideration that they will not be let as the same project but instead done as a commitment from PennDOT to work with HATS to move the rehab of the CAT Bridge forward. Mr. Reisinger agreed PennDOT would be an engaged partner in moving the CAT Bridge rehab project forward.

A motion was asked for to recommend project grouping two from the PennDOT-prepared memo to the coordinating Committee with the understanding that the CAT Bridge rehab will be a separately engineered and constructed project from the Market Street Bridge projects.

Mr. Stoner made the motion to recommend the selection of project grouping two with the CAT Bridge as a separate project. Mr. Green seconded the motion and it was unanimously approved.

g. HATS 2050 Regional Transportation Plan

Mr. Bomberger stated that HATS staff has begun the development of the HATS 2050 Regional Transportation Plan and public outreach is well underway. A public survey is available online and event attendance began in July. An initial Steering Committee meeting was held July 31 which introduced the structure and changes of the HATS 2050 RTP. A visioning exercise was also conducted, with a follow-up survey available for those that didn't attend the meeting, with the results being used

to establish the vision and goals of the plan. Outreach for the HATS 2050 RTP will continue through the fall and the next Steering Committee meeting will be held in late October/early November. Needs identified on the current Project Pipeline and ones that have been collected since the last update have been compiled and sent to municipalities to review and send in any additional needs. Adoption of the HATS 2050 RTP is anticipated for September 2025.

7. Project Development Process

a. Project Pipeline

Mr. Bomberger stated that all new transportation need submissions will be included in the RTP update.

b. Projects in Development

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

- Clarks Ferry Bridge PM/Clarks Ferry Interim Repairs (MPMS 93178/119484)
 - MPMS 93178/MPMS 119484 – Anticipate submitting the design field view submission for the bridge repairs early September 2024, continuing to coordinate with Riverlands (MPMS 106554) project on items such as the Environmental Assessment, traffic control plan, next public meeting.
 - Project #119484 interim repairs is under construction.
 - The structure needed more repairs than anticipated and the original completion date of 8/30/2024 was not met due to the additional/in depth necessary repairs.
 - New target completion is around Thanksgiving 2024.
- Riverlands Safety Implementation (MPMS 106554)
 - Archeology Phase 1, 2 complete and report submitted to district for review, anticipate restarting the Environmental Assessment (EA) process sometime in September, advancing preliminary right of way plan, drainage design and traffic control.
 - Coordinating with Clark's Ferry (MPMS 93178).
 - Due to needing a programmatic agreement from the archeology findings and EA which takes a considerable amount of time to process, the Route 22/322 Clarks Ferry Improvement project (Riverlands and Clarks Ferry) is now expected be ready for let in 2028.
- Lemoyne Bottleneck Improvements (MPMS 114202)

- Design Review approved on 7/31/24 and Design Field View milestone planned for October/November 2024. These Plans will also concurrently be shared with (Norfolk Southern) NSRR (and PUC if applicable).
- Project may require an NPDES permit based on 1 acre of disturbance (TBD).
- Environmental Clearance is anticipated in October/November 2024.
- Current estimated let date is January 2026.
- PA 581 Resurfacing (MPMS 88314)
 - Project is at contract management with advertisement soon.
- Sporting Hill Turn Lanes (MPMS 114315)
 - The supplement for preliminary engineering of the preferred alternative is in process. The consultant will prepare an ASTA design schedule after the legal supplement is executed but our tentative target for Environmental Clearance is Sept 2026 with the let date probably in late 2027 or early 2028.
 - PP&L transmission obtained easements to move/upgrade their facilities along Sporting Hill Road as a part of their projects. The new poles will be located outside of the new widened roadway footprint. PP&L construction work has begun just S of PA 581 overpass, but they have encountered conflicting underground utilities and only one new pole has been installed so far.
 - Hampden Township has approval from the old township building property owner and Cumberland Valley School District to route a portion of the bike/ped trail from the Union Flats housing development south of Trindle Road to the Hampden Park and Pool property onto those properties from Sporting Hill Road. Bike/ped trail coordination with the Naval Support Activity will occur after execution of the supplement for preliminary engineering.
- Middletown Road Safety and Congestion Improvement (MPMS 116786)
 - Final corridor intent to enter letters mailed on 09-05-24.
 - Environmental/cultural resources field work and tasks will start shortly and continue through the remainder of 2024/early 2025.
- Phase II Streetscape Improvements – 3rd St (MPMS 119304)
 - The designer has developed the scope of work which was submitted for review and received approval. The municipality, Lemoyne Borough, was informed that we were good with the SOW. The Borough has issued NTP (notice to proceed) and work has started.
- Center and 21st Street Intersection (MPMS 114319)
 - KCI provided an estimate extending the sidewalk, requested by HATS. The cost estimate prepared for extending the sidewalk facilities is around

\$250,000. There is a gas line in the existing shoulder, but we are assuming no utility impacts. The existing right-of-way looks decently wide, but we'll need to figure out how we tie in with the park property.

- Preliminary Engineering will begin once we get confirmation to include the additional sidewalk.

8. Status Report

PennDOT

Mr. Reisinger stated that a project for resurfacing I-81 in the Carlisle area is in the design stages and planning to let in 2025.

FHWA

Mr. Porochniak shared that FHWA is currently working on finalizing its review of the STIP and working with FTA and EPA to move forward on approval to have it ready to take effect October 1st.

SRTA

Mr. Juba provided an update on SRTA's Transit Asset Management Performance Targets for FY 2025. This includes a drop in Rolling Stock from 23% to 7% and Equipment increased from 18% to 26%.

S RTP

Ms. Newcomer provided an update on their monthly ridership statistics. She also gave a brief overview of their current outreach programs.

9. Other Business

Mr. Bomberger shared information from an update from PennDOT on the I-83 Master Plan with minimal changes.

Mr. Iseman stated that the PA House Transportation Committee started doing hearings on additional public transportation funding. The Senate Transportation may conduct the same type of hearing in the future.

10. Adjournment

Mr. Reisinger moved to adjourn. Mr. Stoner seconded the motion and it was unanimously approved.

The meeting was adjourned at 11:25 am.

Next meeting is scheduled for December 6, 2024.

DRAFT

ATTENDANCE

Harrisburg Area Transportation Study Technical Committee Meeting September 13, 2024

Name	Affiliation
Technical Committee Officers	
Andrew Bomberger, AICP, Chairman	HATS Planning Staff
Diane Myers-Krug, AICP, Vice-Chair	HATS Planning Staff
Technical Committee Members	
John Owen	Cumberland County
Kirk Stoner	Cumberland County
Dan Robinson	Dauphin County
Joel Seiders	City of Harrisburg
Todd Webb	City of Harrisburg
Beth Nidam	SRTA
Ray Green	PennDOT Central Office
Richard Reisinger	PennDOT District 8-0
Other Attendees	
Ted Sheehe	PennDOT Central Office
Jeff Puher	PennDOT District 8-0
Heidi Mertz	PennDOT District 8-0
Maitrey Patel	PennDOT District 8-0
Tanner Stroup	HATS Planning Staff
Ben Warner	HATS Planning Staff
Gene Porochniak	FHWA
Steve Hoffman	Cumberland County
Ray Palmer	Cumberland County
David Juba	SRTA
Morgan Wagner	PA Senate staff
John Fulponi	PA Senate staff
Vanessa Buzey	PA House staff
Andrew Dudziak	PA House staff
Joshua Reynolds	PA House staff
Rachel Reznick	PA DCED
Kyle Snyder	PA DCED
Stacey Newcomer	SRTP
Ross Willard	Recycle Bicycle
Dan Long	HRG
Lauren Zumbrun	HRG
Amelia Martin	Kittelson & Associates, Inc
Justin Gochenauer	MBI
Jason Hursh	Larson Design Group
Jamie Keener	Buchart Horn
Thomas Leckrone	Gannett Fleming
Brian Kimmett	RTC
Jeff Iseman	PA SILC
William Peterson	Center for Community Building

Gale Gallo	Lemoyne Borough
Mack Breech	Susquehanna Township
Betsy Logan	Susquehanna Township
Dick Norford	Susquehanna Township

DRAFT

FFY 2023-2026 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee: 9/27/24			Informed Technical Committee: 9/13/24		
Administrative Modification - Highway					Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
1	Brandt Ave Ped Imp Cumberland	115792	CON	Before	STP		512,710						74,996									Increase the CON phase of Brandt Ave Ped Imp in FFY 2024 for \$181,326 to the low bid amount. This project consists of the installation of 23 ADA ramps along Brandt Avenue, repaving Brandt Avenue, installation of traffic control device at intersection of 7th Street and Brandt Avenue in New Cumberland Borough, Cumberland County. This project was let on June 6, 2024.		
				Adjust	STP										181,326									
				After	STP				512,710							256,322								
2	Highway Reserve Line Item Dauphin	88061	CON	Before	STP	581							1,342,972	1,619,911		593,303						This is as reserve line item.		
				Before	NHPP	185									443,951	6,813,143								
				Adjust	STP	581										-181,326								
				Adjust	NHPP	185																		
				After	STP	581										1,161,646	1,619,911		593,303					
				After	NHPP	185											443,951	6,813,143						
3	Spring Road over Little J 34/047 Perry	101093	UTL	Before																		Adding the UTL phase of Spring Road over Little J in FFY 2023 for \$60,000 to the current estimate. This project consists of a bridge replacement on PA 34 (Spring Road) over Little Juniata Creek in Centre Township, Perry County. This project has a current estimated let date of Nov. 7, 2024.		
				Adjust		185			60,000															
				After		185			60,000															
4	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BRIP	185	174,688	352,961					41,458		2,934,984		3,000	398,479				This is as reserve line item.		
				Before	BOF								701,660		536,265		1,000							
				Adjust	BRIP	185			-60,000															
				Adjust	BOF																			
				After	BRIP	185	174,688	292,961							41,458		2,934,984		3,000	398,479				
				After	BOF										701,660		536,265		1,000					

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
5	Market St Bridge West 3012/026 Dauphin	93176	PE	Before	NHPP		116,862				398,260											Increase the PE phase of Market St Bridge West in FFY 2024 for \$261,334. This is for continued work for providing 3-lane & 4-lane tie-in for the Lemoyne Bottleneck project and Green Floater investigation. This project consists of a bridge rehabilitation on SR 3012 (Market Street) West Span Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County. This project has a current estimated let date of Nov. 6, 2025.		
				Before	STP		268,363																	
				Before	BRIP								282,447											
				Adjust	NHPP																			
				Adjust	STP								261,334											
				Adjust	BRIP																			
				After	NHPP				116,862				398,260											
				After	STP				268,363				261,334											
				After	BRIP								282,447											
6	Highway Reserve Line Item Dauphin	88061	CON	Before	STP	581					1,161,646	1,619,911		593,303								This is as reserve line item.		
				Before	NHPP	185						443,951		6,813,143										
				Adjust	STP	581						-261,334												
				Adjust	NHPP	185																		
				After	STP	581						900,312	1,619,911		593,303									
				After	NHPP	185							443,951		6,813,143									
7	SR 34 over Little Buffalo Creek Emergency Repairs 34/074 Perry	121672	CON	Before																	Add the CON phase of SR 34 over Little Buffalo Creek Emergency Repairs in FFY 2024 for \$250,000 to the current estimate. This project consists of emergency bridge repairs on SR 34 over Little Buffalo Creek in Newport Borough, Perry County.			
				Adjust		581						250,000												
				After		581						250,000												
8	Highway Reserve Line Item Dauphin	88061	CON	Before	STP	581					900,312	1,619,911		593,303								This is as reserve line item.		
				Before	NHPP	185						443,951		6,813,143										
				Adjust	STP	581																		
				Adjust	NHPP	185																		
				After	STP	581						900,312	1,369,911		593,303									
				After	NHPP	185							443,951		6,813,143									

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.			
9	Juniata Parkway ov Cocolamus Ck 1015/009 Perry	20576	PE	Before	BRIP		221,000															Increasing the PE phase of Juniata Parkway ov Cocolamus Ck in FFY 2024 for \$163,515 to the current estimate. This project consists of a bridge rehabilitation on SR 1015 (Juniata Parkway) over Cocolamus Creek in Greenwood Township, Perry County. This project has a current estimated let date of Jan. 14, 2027.			
				Before																					
				Adjust	BRIP																				
				Adjust	BOF						163,515														
				After	BRIP				221,000																
				After	BOF						163,515														
10	Pfoutz Valley Rd ov Cocolamus Ck 1008/004 Perry	100368	PE	Before	BRIP		150,000															Increasing the PE phase of Pfoutz Valley Rd ov Cocolamus Ck in FFY 2024 for \$179,114 to the current estimate. 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. This project has a current estimated let date of Jan. 14, 2027.			
				Before																					
				Adjust	BRIP																				
				Adjust	BOF						179,114														
				After	BRIP				150,000																
				After	BOF						179,114														
11	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BRIP	185	174,688	292,961			41,458			2,934,984		3,000	398,479					This is as reserve line item.			
				Before	BOF					701,660			536,265		1,000										
				Adjust	BRIP	185																			
				Adjust	BOF																				
				After	BRIP	185	174,688	292,961				41,458			2,934,984		3,000	398,479							
				After	BOF							359,031			536,265		1,000								

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway					Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks	
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
12	Center/21st Intersection	114319	FD	Before	CAQ		188,000			131,000												Decreasing the FD phase of Center/21st Intersection in FFY 2024 for \$131,000 to better utilize current available funding. This project will not receive environmental clearance on the 2023 TIP and will be fully funded on the 2025 TIP. 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. This project has a current estimated let date of Feb. 13, 2025.	
	1006/009			Adjust	CAQ																		
	Cumberland			After	CAQ				188,000														
13	CMP Implementation	102173	CON	Before	CAQ					665,868			1,941,975			890,521						This is a reserve line item.	
	Adjust			CAQ																			
	Dauphin			After	CAQ							796,868			1,941,975			890,521					
14	Phase II Streetscape Improvements - 3rd St	119304	CON	Before	TAU					938,560			597,094									Decreasing the CON phase of Phase II Streetscape Improvements - 3rd St in FFY 2024 for \$938,560 to better utilize current available funding. This project will be fully funded on the 2025 TIP. 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.	
	2035/0			Adjust	TAU																		
	Cumberland			After	TAU										597,094								
15	TAP Line Item	88058	CON	Before	TAU		72,063			379,906			997,000									This is a reserve line item.	
	Adjust			TAU																			
	Dauphin			After	TAU				72,063			1,318,466			997,000								

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
36	Paxton/Derry Signal Improvements	113391	CON	Before	STP		238,250			39,402												Increasing the CON phase of Paxton/Derry Signal Improvements in FFY 2024 for \$13,003 to replace damaged fiber from City Park Dr. to 32nd Street. This project consists of signal improvements and synchronization along the Paxton and Derry St corridors in Harrisburg City, Paxtang Borough, and Swatara Township, Dauphin County. This project was let on Feb. 19, 2021.		
	Before			STU		185,000																		
	Adjust			STP																				
	Adjust			STU								13,003												
	After			STP				238,250				39,402												
	After			STU				185,000				13,003												
37	PA 283 Reconstruction 3	19016	CON	Before																		This item is a deob.		
	Adjust			STU							-13,003													
	After																							
38	Montour Creek Bridge	99983	UTL	Before		581					110,000											Decreasing the UTL phase of Montour Creek Bridge in FFY 2024 for \$69,000 to the current estimate. This project consists of a bridge replacement on PA 274 (Shermans Valley Road) over Montour Creek in Spring Township, Perry County. This project has a current estimated let date of Nov. 7, 2024.		
	Adjust				581						-69,000													
	After				581							41,000												
39	Highway Reserve Line Item	88061	CON	Before	STP	581				233,194	873,652		2,247,033			800,000						This is a reserve line item.		
	Before			NHPP						1,336,518				5,172,258										
	Adjust			STP	581							69,000												
	Adjust			NHPP																				
	After			STP	581						233,194	942,652		2,247,033			800,000							
	After			NHPP							1,336,518				5,172,258									

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.		
40	Horse Valley Rd over HVR1 3002/018 Perry	100391	CON	Before		185		651,475			52,000											Swapping the CON phase of Horse Valley Rd over HVR1 in FFY 2024 for \$52,000 to align with roadway work. This is to pave the roadway between the two box culverts being installed approximately 750 feet apart. This project consists of a culvert replacement on State Route 3002 (Horse Valley Road) over Horse Valley Run in Toboyne Township, Perry County. This project was let on March 23, 2023.		
				Before																				
				Adjust		185							-52,000											
				Adjust		581							52,000											
				After		185				651,475														
				After		581								52,000										
41	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BRIP	185	174,688	292,961						3,640,359		3,000	398,479					This is a reserve line item.		
				Before	BOF						778,263			536,265		1,000								
				Adjust	BRIP	185							52,000											
				Adjust	BOF																			
				After	BRIP	185	174,688	292,961					52,000			3,640,359		3,000	398,479					
				After	BOF							778,263			536,265		1,000							
42	Highway Reserve Line Item Dauphin	88061	CON	Before	STP	581					233,194	942,652		2,247,033		800,000						This is a reserve line item.		
				Before	NHPP						1,336,518			5,172,258										
				Adjust	STP	581							-52,000											
				Adjust	NHPP																			
				After	STP	581						233,194	890,652		2,247,033		800,000							
				After	NHPP							1,336,518			5,172,258									

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.	
47	Walnut Bottom Road/West Street/Willow Street	117675	PE	Before	STU		310,000															Increasing the PE phase of Walnut Bottom Road/West Street/Willow Street in FFY 2024 for \$68,316 to the current estimate. 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. This project has a current estimated let date of Calendar Year 2028.	
	Adjust			STU				68,316															
	After			STU				310,000				68,316											
48	PA 283 Reconstruction 3	19016	CON	Before																		This item is a deob.	
	Adjust			STU							-68,316												
	After																						
49	Montour Creek Bridge	99983	UTL	Before		581																Increasing the UTL phase of Montour Creek Bridge in FFY 2024 for \$69,000 to the current estimate. This project consists of a bridge replacement on PA 274 (Shermans Valley Road) over Montour Creek in Spring Township, Perry County. This project has a current estimated let date of Nov. 7, 2024.	
	Adjust				581							69,000											
	After				581							110,000											
50	Highway Reserve Line Item	88061	CON	Before	STP	581				134,758	890,652		2,247,033			800,000						This is a reserve line item.	
	Before			NHPP						236,518				5,172,258									
	Adjust			STP	581							-69,000											
	Adjust			NHPP																			
	After			STP	581						134,758	821,652		2,247,033			800,000						
	After			NHPP							236,518				5,172,258								

FFY 2023-2026 TIP MODIFICATIONS FORM

Administrative Modification - Highway				Funds		FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027-FFY2030			Remarks		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.	
51	Sporting Hill Turn Lane	114315	PE	Before																		Increasing the PE phase of Sporting Hill Turn Lane in FFY 2024 for \$1,148,043. This is needed for a supplement to complete the second phase of PE, which is to progress the design of the scoped improvements and complete the necessary environmental studies to obtain NEPA Approval for the project. 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. This project has a current estimated let date of June 1, 2027.	
	Adjust			CAQ																			
	After			CAQ																			
52	Center/21st Intersection	114319	CON	Before	CAQ																	Cashflowing the CON phase of Center/21st Intersection from FFY 2024 to FFY 2025/2026 for \$1,273,080 to better align with the current estimated let date. This project is fully funded on the 2025 TIP. 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. This project has a current estimated let date of Jan. 1, 2026.	
	Adjust			CAQ																			
	After			CAQ																			
53	CMP Implementation	102173	CON	Before	CAQ																	This is a reserve line item.	
	Adjust			CAQ																			
	After			CAQ																			
Program Summary - Net Changes				Before FFY Totals			3,735,376	5,247,099	0	27,538,944	18,506,531	0	99,552,566	20,431,404	0	10,095,563	2,390,874	0	0	0	0	0	0
				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				After FFY Totals			3,735,376	5,247,099	0	27,710,202	18,506,531	0	99,552,566	20,431,404	0	10,095,563	2,390,874	0	0	0	0	0	0

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID: 135771) District 8-0 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks	
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Interstate Contingency / Central Office	75891	CON	Before	NHPP					814,447			23,410,501			37,865,504			Source	
			Adjust	NHPP						(63,883)									
			After	NHPP						750,564			23,410,501			37,865,504			
District 8-0 Interstate Concrete Repairs 81/101 Dauphin	119795	CON	Before	NHPP					3,333,312									Increase for final estimate	
			Adjust	NHPP						63,883									
			After	NHPP						3,397,195									
Before Totals						\$0	\$0	\$0	\$4,147,759	\$0	\$0	\$23,410,501	\$0	\$0	\$37,865,504	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$0	\$0	\$0	\$4,147,759	\$0	\$0	\$23,410,501	\$0	\$0	\$37,865,504	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Administrative Action (MA ID:135925) District 8-0 Interstate TIP				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
I-83 East Shore Section 3C 83/C79 Interstate / Dauphin	113376	ROW	Before	NHPP	s581								6,153,220					Move Programmed ROW funds to combine ROW phase into one MPMS number. By combining the funding under one MPMS# it will avoid having any issues with the ROW office system software.
			Adjust	NHPP	s581									(6,153,220)				
			After	NHPP	s581													
I-83 South Bridge Replacement 83/094 Interstate / Dauphin	113754	ROW	Before	NHPP	s581								4,370,908					Move Programmed ROW funds to combine ROW phase into one MPMS number. By combining the funding under one MPMS# it will avoid having any issues with the ROW office system software.
			Adjust	NHPP	s581									6,153,220				
			After	NHPP	s581										10,524,128			
Before Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,524,128	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,524,128	\$0	\$0	\$0	\$0	

NOTES

FFY 2025-2028 TIP MODIFICATIONS FORM

Amendment - Highway																				Informed Coordinating Committee: 9/27/2024		Informed Technical Committee: 9/13/2024				
				HATS		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029-2032			FFY 2033 & >	Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.					
1	Market St Bridge West 3012/026 Dauphin	93176	CON	Before	NHPP		3,972,951			4,601,412			10,952,412			4,824,624							Cashflow the CON phase of Market St Bridge West from FFY 2025/2026 to FFY 2028/2029 for \$10,506,710 to better align with the current estimated let date. This project consists of a bridge rehabilitation on SR 3012 (Market Street) West Span Bridge over the Susquehanna River in the City of Harrisburg, Dauphin County. This project has a current estimated let date of Dec. 3, 2026.			
				Before	STU				74,069			2,764,959			980,264											
				Before	BRIP		1,224,866				633,412															
				Adjust	NHPP		-3,972,951				-4,601,412								4,412,688			4,161,675				
				Adjust	STU						-74,069															
				Adjust	BRIP		-1,224,866				-633,412								880,426			1,051,921				
				After	NHPP											10,952,412			9,237,312			4,161,675				
				After	BRIP														880,426			1,051,921				
2	Market St Bridge East 3012/029 Dauphin	93177	CON	Before	NHPP		5,290,941			8,586,166			6,433,588									Cashflow the CON phase of Market St Bridge East from FFY 2025/2026 to FFY 2028/2029 for \$15,138,807 to better align with the current estimated let date. 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. This project has a current estimated let date of Dec. 3, 2026.				
				Before	STU		698,361			563,339			2,496,406			1,142,837										
				Before	BRIP											1,343,185										
				Adjust	NHPP		-5,290,941				-8,586,166								4,412,688				10,726,119			
				Adjust	STU		-698,361				-563,339															
				Adjust	BRIP																					
				After	NHPP											6,433,588			4,412,688				10,726,119			
				After	BRIP												2,496,406			1,142,837						
3	Enola Road Pavement Preservation 11/126 Cumberland	113461	CON	Before																		Adding the CON phase of Enola Road Pavement Preservation in FFY 2025 for \$7,735,493 to the current estimate. This project was previously funded with 409 funds. The project will need to be funded with federal TIP funds due to the increased construction costs estimated through the PE phase and the 409 budget limits. This project consists of a concrete patching with bituminous overlay and areas of reconstruction on SR 0011 (Enola Road) from SR 1004 (Valley Road) to SR 1039 (Belle Vista Drive) in East Pennsboro Township, Cumberland County. This project has a current estimated let date of June 5, 2025.				
				Adjust	NHPP																					
				After	NHPP																					
4	STU Reserve Line Item	88068	CON	Before	STU								899,999							5,108,033		This is a reserve line item.				
				Adjust	STU		698,361			637,408																
				After	STU		698,361			637,408						899,999							5,108,033			
4	Highway Reserve Line Item Dauphin	88061	CON	Before	STP	581				285,721					110,676						113,698	This is a reserve line item.				
				Before	NHPP													8,825,376			15,710,000					
				Adjust	STP	581																				
				Adjust	NHPP		1,528,399			13,187,578									-8,825,376				-14,887,794			
				After	STP	581					285,721							110,676						113,698		
				After	NHPP		1,528,399			13,187,578													822,206			
5	HATS Bridge Reserve Line Item Dauphin	84324	CON	Before	BRIP	185		46,730								880,426	160,000		3,247,000		This is a reserve line item.					
				Before	BOF		866,761										320,000			1,223,489						
				Adjust	BRIP	185	1,224,866			633,412								-880,426				-1,051,921				
				Adjust	BOF																					
				After	BRIP	185	1,224,866	46,730		633,412										160,000			2,195,079			
				After	BOF		866,761												320,000				1,223,489			
Program Summary - Net Changes				Before FFY Totals		12,053,880	46,730	0	14,744,119	0	0	23,547,364	110,676	0	18,316,712	160,000	0	25,288,522	113,698	0	0	0				
				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
				After FFY Totals		12,053,880	46,730	0	14,744,119	0	0	23,547,364	110,676	0	18,316,712	160,000	0	25,288,522	113,698	0	0					

FFY 2025-2028 TIP MODIFICATIONS FORM

HATS																			Informed Coordinating Committee:			Informed Technical Committee:		
Amendment - Highway					Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029 & >	Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.						
1	West Shore Gateway Trail Feasibility Study Cumberland			Before																Adding the STUDY phase of West Shore Gateway Trail Feasibility Study in FFY 2025 for \$120,000 to the current estimate. This project will consist of a study for a new trail that would run from a point to be defined west of 10th Street in Lemoyne to the SRTA Bridge and a branch of this trail that would run southward along an abandoned rail line to Lowther Street in Lemoyne Borough, Cumberland County.				
				Adjust	STU		100,000		20,000															
				After	STU		100,000		20,000															
2	HATS RTP Implementation Program Dauphin	114200		Before	STU		3,000,000			3,000,000			3,000,000			3,000,000				This is a reserve line item.				
				Adjust	STU		-100,000																	
				After	STU		2,900,000			3,000,000			3,000,000			3,000,000								
				Before FFY Totals		3,000,000	0	0	3,000,000	0	0	3,000,000	0	0	3,000,000	0	0	0						
Program Summary - Net Changes				Adjustments		0	0	20,000	0	0	0	0	0	0	0	0	0	0	0	20,000				
				After FFY Totals		3,000,000	0	20,000	3,000,000	0	0	3,000,000	0	0	3,000,000	0	0	0						

FISCAL CONSTRAINT CHART
FFY 2023-2026 TIP Highway/Bridge

Amendment (MA ID: 135184) Harrisburg & Statewide TIPs				Fund Type		FFY 2023			FFY 2024			FFY 2025			FFY 2026			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PROTECT Reserve / Central Office	118322	CON	Before	PRTCT		34,778,864			11,276,646			75,878,000			77,106,000			Statewide PROTECT Reserve utilized as source of funds to maintain fiscal constraint.
			Adjust	PRTCT					(737,783)									
			After	PRTCT			34,778,864			10,538,863			75,878,000			77,106,000		
Enola Road (SR 11) Retaining Wall Improvement 11/0 Cumberland	121438	PE	Before	PRTCT														add phase
			Adjust	PRTCT						109,352								
			After	PRTCT						109,352								
Enola Road (SR 11) Retaining Wall Improvement 11/0 Cumberland	121438	FD	Before	PRTCT														add phase
			Adjust	PRTCT						105,846								
			After	PRTCT						105,846								
Enola Road (SR 11) Retaining Wall Improvement 11/0 Cumberland	121438	UTL	Before	PRTCT														add phase
			Adjust	PRTCT						13,889								
			After	PRTCT						13,889								
Enola Road (SR 11) Retaining Wall Improvement 11/0 Cumberland	121438	ROW	Before	PRTCT														add phase
			Adjust	PRTCT						8,696								
			After	PRTCT						8,696								
Enola Road (SR 11) Retaining Wall Improvement 11/0 Cumberland	121438	CON	Before	PRTCT														add phase
			Adjust	PRTCT						500,000								
			After	PRTCT						500,000								
Before Totals						\$34,778,864	\$0	\$0	\$11,276,646	\$0	\$0	\$75,878,000	\$0	\$0	\$77,106,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$34,778,864	\$0	\$0	\$11,276,646	\$0	\$0	\$75,878,000	\$0	\$0	\$77,106,000	\$0	\$0	

NOTES

MID-SEASON 2024 REPORT

Milestones in Growth & Expansion

So far in 2024, SusqueCycle released 60 new bikes and added two bike racks in strategic locations.

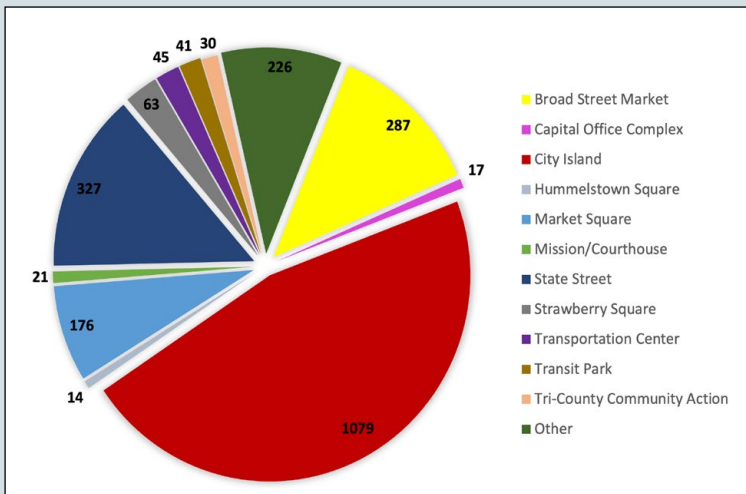
The new bikes are equipped with GPS tracking technology, offering important insights into trip patterns and location data. The new bike stations, located near the Capital Complex and Transit Park, mark significant steps in our goal to enhance accessibility.

SusqueCycle's data from March to August, shown below, reveals an impressive 50 percent increase over the same period in 2023.

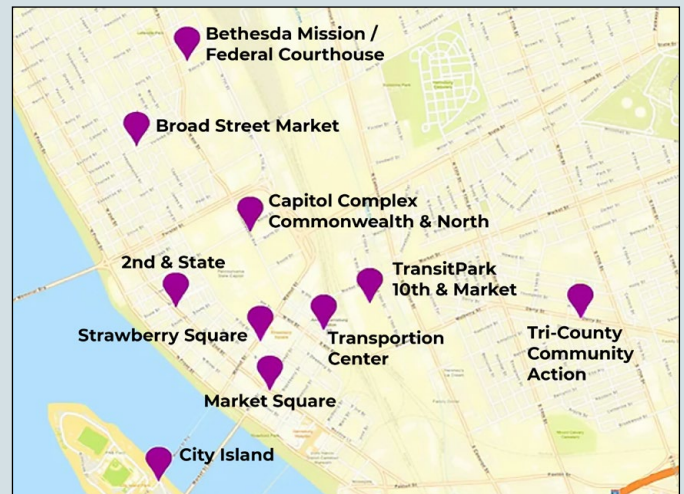
As we continue to expand and refine the system, we are continuously exploring new opportunities to bring even more bikes and stations to our communities. For more information on SusqueCycle, please contact us at planning@tcrpc-pa.org.



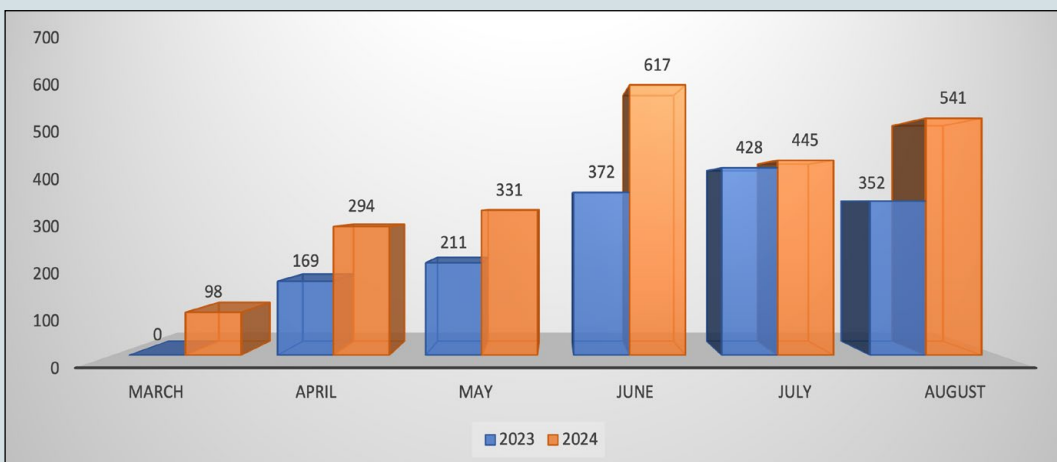
RIDES PER STATION IN 2024 SO FAR



SOME OF OUR CURRENT STATIONS



MONTHLY RIDES 2023 vs 2024



Visit SusqueCycle.org

THE BENEFITS OF BIKE SHARE —

Bike share systems are growing around the world as people crave a sustainable and healthy alternative to driving.

And while the Harrisburg area continues to develop as a hub for business, tourism and attractions, SusqueCycle offers the added benefit of connecting with the surrounding region -- including other bike share systems in places like Hershey, Lancaster and York.

Here are just some of the benefits of having a vital bike share program in South-Central Pennsylvania:

- Promotes an active lifestyle;
- Provides a cost-effective transportation option;
- Reduces traffic congestion;
- Improves air quality;
- Provides health benefits;
- Promotes tourism;
- Reduces the carbon footprint;
- Promotes sustainable tourism;
- Promotes equity & inclusion;
- Reduces noise pollution.



Two happy SusqueCycle cyclists ride our new bikes in Riverfront Park, Harrisburg

SPONSORED BY:



UPMC PINNACLE FOUNDATION

*Life-Changing
Generosity*

UPMCPinnacleFoundation.org



CONTACT:

Tri-County Regional Planning Commission
320 Market St., Suite 301, Harrisburg, PA 17101
(717) 234-2639 / planning@tcrpc-pa.org

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[@SusqueCycle](https://www.facebook.com/SusqueCycle)

DRAFT

**UNIFIED PLANNING WORK
PROGRAM
(UPWP)**

FY 2025 - 2027
July 1, 2025 – June 30, 2027

**HARRISBURG AREA TRANSPORTATION STUDY
(HATS)**

Technical Committee
Recommendation Expected:
December 6, 2024

Coordinating Committee
Approval Expected:
December 20, 2024

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

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 301E
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).

Equal Opportunity ADA Coordinator/
Title VI Specialist
400 North Street, 5th Floor
Harrisburg, PA 17120-0094
Phone: 717-934-4199; 800-468-4201
Fax: 717-772-4026
Email: jbartash@pa.gov; beodot@pa.gov

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

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

English

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (717) 412-5300.

Vietnamese

LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi 1 (717) 412-5300.

Korean

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. 1 (717) 412-5300으로 전화하십시오.

French

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (717) 412-5300. »

Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa lagu diyaarin karaa. Wac 1 (717) 412-5300.

Russian

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: 1 (717) 412-5300.

Ukrainian

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога. Зверніться до інформаційно-довідкової служби за номером: 1 (717) 412-5300.

Simplified Chinese

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電1 (717) 412-5300。

Traditional Chinese

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電1 (717) 412-5300。

Arabic

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

Burmese

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1 (717) 412-5300 သို့ ခေါ်ဆိုပါ။

Japanese

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。電話 1 (717) 412-5300

Hindi

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.

Polish

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (717) 412-5300.

Nepali

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

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

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۔

Spanish

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (717) 412-5300.

Greek

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

German

ACHTUNG: Wenn Sie eine andere Sprache als Englisch sprechen, können Ihnen Sprachunterstützungsdienste zur Verfügung gestellt werden. Rufen Sie 1 (717) 412-5300 an.

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

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Harrisburg Area Transportation Study
Work Program – FY 2025-2027

Overview

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

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

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

Introduction

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

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

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

Harrisburg Area Transportation Study
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In addition to the Technical and Coordinating Committees, HATS creates sub-committees to address specific transportation issues relative to the long-range plan (Regional Transportation Plan, or RTP) as the need arises. All plans are presented to HATS for adoption or endorsement.

The Technical and Coordinating Committees are led by a Chairman, Vice-Chairman, and a Secretary, each designated by election from the voting membership to one-year terms. Current membership of the Committees is available on the HATS website (<https://www.tcrpc-pa.org/hats-about>) with representation as follows:

Entity/Agency	Number of Votes	
	Coordinating Committee	Technical Committee
PennDOT	2	2
Cumberland County	2	2
Dauphin County	2	2
Perry County	2	2
Harrisburg City	2	2
Susquehanna Regional Transportation Authority	1	1

In addition, the HATS Technical Committee includes ex-officio/non-voting members for major transportation providers in the region: Amtrak, Norfolk Southern Railroad, the Susquehanna Area Regional Airport Authority (SARAA), and the Pennsylvania Motor Truck Association (PMTA). The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Aviation Administration (FAA), Pennsylvania Department of Environmental Protection (PA DEP), and Pennsylvania Department of Community and Economic Development (PA DCED) are ex-officio members of both the Technical Committee and Coordinating Committee. This allows HATS to incorporate the expertise availed by these providers and agencies in its multi-modal decisions.

Partnering Agency Roles

Tri-County Regional Planning Commission (TCRPC) functions as the lead staff agency of HATS and provides planning and administrative support services. It has the responsibility to ensure the transportation planning process is being carried out in accordance with federal and state regulations. Several other agencies, however, also play key roles in the transportation planning process.

The Pennsylvania Department of Transportation (PennDOT) works cooperatively with TCRPC in carrying out all of its transportation planning activities, and is responsible for a number of activities that affect the transportation planning process, most prominently the development of a statewide long-range plan and twelve-year plan. PennDOT also develops a Statewide Transportation Improvement Program (STIP), which combines the HATS TIP with

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

all other MPO and RPO TIPs across the state. Accordingly, PennDOT participates actively in the process by which projects are prioritized and included in the region's TIP.

PennDOT has the lead responsibility for developing statewide management systems and processes as recommended by ISTEA and carried forward in TEA-21, SAFETEA-LU, MAP-21, FAST, and IIJA federal legislation. These data systems and processes aid HATS in identifying transportation needs and include congestion management, bridge management, intermodal management, pavement management, safety, public transportation and traffic monitoring data. HATS is responsible for development and enhancement of the regional congestion management process (CMP) and intermodal management system (IMS), which are dependent on these data sets, and then coordinated statewide.

PennDOT also serves as the primary intermediary between TCRPC and federal transportation agencies (Federal Highway Administration [FHWA] and Federal Transit Administration [FTA]) in the administration of funds, policies, and regulations. The federal transportation agencies provide overall guidance in the administration of statewide and metropolitan planning programs.

The Pennsylvania Department of Environmental Protection has overall responsibility for compliance with the Clean Air Act, including development and adoption of air quality plans known as State Implementation Plans (SIPs). During FY 2006, HATS became the lead agency for highway-related control measures for air quality in the region. As a result, HATS will continue to develop and maintain transportation data used in emissions inventories, and identify and analyze potential air quality strategies.

The largest provider of local public transportation in the Harrisburg metropolitan area is Capital Area Transit (CAT). rabbittransit, based in York, also provides shared ride service in Cumberland and Perry Counties. CAT and rabbittransit are responsible for both capital and service needs in their respective service areas, but are administered collectively under Susquehanna Regional Transportation Authority (SRTA). They are the principal sources for identifying transit projects for inclusion in the transit portion of the HATS TIP and long range planning efforts, as well as coordinating transit performance measures.

Program Responsibilities

Several sources provide more detailed guidance on the development of a UPWP and its implementation. All of this guidance needs to be given consideration in the development of the work program and throughout the planning process, in addition to the overall surface transportation planning legislation (currently IIJA). This includes ten federal planning factors, statewide transportation improvement program (STIP) planning findings, and the MPO federal certification review findings.

The following table highlights required activities to be performed as part of the 3C transportation planning process of the IIJA. In general, activities supporting plan implementation occur in years following the actual plan update activity.

Harrisburg Area Transportation Study
Work Program – FY 2025-2027

Milestone Tasks & Activities	Fiscal Year <i>(July 1 through June 30)</i>		
	2025-26	2026-27	Last Action*
EVERY YEAR			
Update safety performance targets (PM-1)	✓	✓	2/23/2024
Review transit performance targets	✓	✓	6/25/2021
Conduct TIP/RTP administrative modifications and amendments	✓	✓	
Publish annual listing of obligated projects	✓	✓	12/15/2023
Process UPWP amendments and budget adjustments	✓	✓	7/1/2024
Adjust TCRPC annual budget based on UPWP amendments	✓	✓	
Undertake mode and subarea studies supporting the MPO process & plan	✓	✓	
Revise HATS committee appointments and elect officers	✓	✓	2/23/2024
EVERY TWO YEARS			
Develop UPWP and annual budgets		✓	2/23/2024
Update infrastructure condition performance targets (PM-2)		✓	4/28/2023
Update system performance targets (PM-3)		✓	4/28/2023
Conduct TIP update/adoption **	✓		6/21/2024
EVERY FOUR YEARS			
Update Regional Transportation Plan **	✓		9/24/2021
Update Public Participation Plan	✓		9/24/2021
Hold TMA planning certification review	✓		9/8/2021
EVERY TEN YEARS			
Update urbanized area boundary (Census based)			6/23/2023
Approve metropolitan planning area boundary			2/28/2024
Complete functional classification review	✓		7/25/2016
Update planning process Memoranda of Agreement (York, Lebanon)			12/15/2023
PERIODIC (AS NECESSARY)			
Update Regional Safety Plan			9/27/2024
Update Regional Active Transportation Plan			9/27/2024
Update Regional Congestion Management Plan and process			6/30/2025
Update Coordinated Public Transit-Human Services Plan			6/30/2025
Update Regional Freight Plan	✓		9/22/2017
Conduct environmental justice benefits/burdens analysis ***			6/21/2024
Update Title VI/ADA Policy & Procedures			12/17/2021

* or as anticipated as of September 2024

** Air Quality (AQ) Conformity Analysis is required to be performed with each RTP and TIP adoption, as well as interim amendments that include AQ significant projects.

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

Harrisburg Area Transportation Study
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Federal Planning Factors

Federal regulations also require the resulting projects, strategies and services of these activities to address ten planning factors:

- (1) Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the **safety** of the transportation system for motorized and non-motorized users;
- (3) Increase the **security** of the transportation system for motorized and non-motorized users;
- (4) Increase **accessibility and mobility** of people and freight;
- (5) Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system **management and operation**;
- (8) Emphasize the **preservation** of the existing transportation system;
- (9) Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and **tourism**.

The degree of consideration and analysis of each of these factors within each of the work program tasks is based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, housing and community development. All of the UPWP tasks are interconnected and work together to support an integrated program which fulfills federal requirements and addresses the specified planning factors described above. HATS staff will monitor current discussions and make appropriate adjustments to the work program in cooperation with FHWA/FTA and PennDOT throughout the duration of this UPWP.

Statewide Transportation Improvement Program (STIP) Planning Findings

A Planning Finding is a formal action taken by FTA and FHWA to ensure that STIPs and TIPs are developed according to statewide and metropolitan planning processes consistent with required statutory and regulatory planning and related provisions. A Planning Finding is an opportunity to highlight what works well and what needs improvement in a statewide or metropolitan planning process. The most recent Planning Finding, for the FFY 2023-2026 program, made the following recommendations for integration into the statewide and regional planning and programming processes:

- (1) Prior to obligation, ensure all projects programmed with HSIP funds (or subsequent cost increases) are evaluated and verified for eligibility and safety cost effectiveness per Publication 638. Continue ongoing efforts to maximize percentage of HSIP annual apportionment and schedule regular coordination meetings with FHWA to discuss challenges and identify opportunities to improve safety programming, programming, and project delivery.

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- (2) Better integrate PennDOT Asset Management Systems (AMS) into the STIP development processes. PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.
- (3) Improve the LRTP update and agency coordination by scheduling a coordination meeting at least 30 months prior to the LRTP deadline. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation air quality requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources.
- (4) Undertake efforts to not only verify the status of the subrecipients of PennDOT's Consolidated Planning Grant (CPG), but also undertake a proactive and guidance driven approach to supporting the efforts of their subrecipients to be in compliance with the Title VI requirements in accordance with FTA Circular 4702.1B.
- (5) All Planning Partners, transit agencies and PennDOT must cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. While overall, the MPOs/RPOs have made significant improvements in this effort, the inclusion of obligated transit projects has been inconsistent.

To ensure consistency with required statutory and regulatory planning and related provisions, HATS will address the STIP findings by continuing to develop the annual list of obligated projects report and work with PennDOT to improve the programming of safety funds through the recently adopted Safe Streets For All Qualified Safety Plan. In addition, a 2050 RTP coordination kickoff meeting was held with regional stakeholders on April 19, 2024.

Planning Certification Review

Because the HATS MPO is part of an urbanized area exceeding 200,000 population, it is classified as a Transportation Management Area (TMA). As such, FHWA and FTA are required to jointly review and evaluate the HATS transportation planning process at least every four years to determine if the process meets the federal planning requirements. The most recent review was conducted in May 2021 and the final Certification Review Report was issued on September 8, 2021. The review found the HATS process to substantially meet federal transportation requirements, subject to addressing a Corrective Action regarding production of a Title VI Program document (which was officially adopted in December 2021). The 2021 review also offered several commendations and recommendations for follow-up and incorporation into future work program activities. The complete certification review report is available on the HATS website (<https://www.tcrpc-pa.org/hats-mpo-resources>) and will be updated following the certification review anticipated during 2025.

The following list summarizes the areas in the 2021 certification review report warranting closer attention through work program activities, which have been addressed in subsequent UPWPs and will continue to be monitored:

- (1) **Continuous, Cooperative, and Comprehensive (3C) Process**
On June 25, 2021 an update to the 2012 MOU between HATS, PennDOT and

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CAT to document the process for adopting targets and developing projects associated with Transit Asset Management (TAM) and the Safety Plan was adopted. This documentation helps streamline coordination and makes clear the roles and procedures for the parties involved and members of the public.

- (2) **Civil Rights (Title VI, EJ, LEP, ADA)**
HATS submitted a remedial action plan, including a list of planned actions for creating a cohesive Title VI Program document that meets the requirements of FTA Circular 4702.1B, Chapters III and VI. HATS Title VI Program was formally adopted by HATS in December 2021.
- (3) **Public Participation & Outreach**
HATS staff continues to engage in consultation with the Tribes and Nations whenever conducting public outreach, and tracks progress on improving public participation and involvement through targeted outreach strategies and goals as described in the Public Participation Plan (PPP).
- (4) **Transportation Improvement Program**
HATS and CAT continue to work together to collaborate more clearly so transit can be better represented in HATS project selection or innovative products.
- (5) **Performance Based Planning and Programming**
HATS MPO and PennDOT District 8-0 continue to build on their collaborative process and work together to better integrate the PBPP and the TAMP into the RTP and TIP program development process.
- (6) **Transportation Safety**
Continue to focus on safety in its project development process to identify safety issues and potential improvements; provide a summary of past safety projects along with before and after crash data to help illustrate what countermeasures are working and ones that are not; and consider adding discussion to the RTP on any specific strategies as to how PM1 goals are to be achieved.
- (7) **Integrating Freight into the Planning Process**
Collaborate with the central PA MPOs to complete the third session of the truck parking roundtable to develop a truck parking action plan for Central PA.
- (8) **Environmental Mitigation/Planning Environmental Linkage**
Consider expanding the mitigation sites mapping tool to also include endangered species, and/or historic structure sites, in addition to wetland/stream areas, to provide a more comprehensive analysis for the region.
- (9) **Congestion Management Process/Management and Operations**
A regional Congestion Management Plan (CMP) with support from PennDOT Central Office, PennDOT District 8-0, and regional TMAs was initiated in July 2024. FHWA grant funding should be considered for operational and ITS improvements to improve regional congested corridors.

Work Program Development

As part of previous STIP planning findings, greater collaboration and participation with PennDOT and FHWA was recommended for the development of UPWPs. In response to this directive, beginning in September 2024, HATS staff gathered input for the initial draft of the work program from FHWA, FTA, PennDOT Central Office staff, PennDOT District 8-0,

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PennDOT Bureaus of Public Transportation and Rail Freight, Capital Area Transit/rabbittransit (SRTA), and the HATS Technical and Coordinating Committees regarding the specifics of upcoming work program activity. These stakeholders were encouraged to review the program provided and suggest any additional regional planning initiatives that may address emerging and/or localized issues. From this input, comments were incorporated and a draft was provided to FHWA in October for its official review, comments then incorporated into a final draft distributed to the HATS Committees, anticipating a December adoption.

Program Highlights

The primary focus areas proposed for the FY 2025-2027 UPWP include:

- (1) *Performance measures and targets* – coordination with PennDOT, CAT, and other appropriate agencies to continue data collection and analysis requirements for safety, congestion, freight, transit, and internal data management for HATS. 2020 Census data will be incorporated to finalize the base demographics supporting the establishment of performance measures and targets.
- (2) *Implementation of priorities identified in the adopted RTP* – ongoing expansion of data to support environmental mitigation strategies and mobility needs, safety issues, land use policies defined in the *Regional Growth Management Plan (RGMP)*, periodic collaboration with the established workgroups, as well as participation in *PennDOT Connects* as it supports the RGMP, RTP and HATS program and project development process. An RTP update will wrap up during the first year of this UPWP.
- (3) *Collaboration with neighboring MPOs and PennDOT* on items of mutual interest – including benefits/burdens analysis, resiliency and storm water mitigation, regional travel demand modelling and congestion management planning, and freight planning. A coordinated CMP Hub will begin to be implemented and consistent data integrated into planning analyses among neighboring MPOs.

Detailed program task descriptions proposed for FY 2025-2027 are provided in the next section. Previous work accomplished through the annual work program is documented as part of the HATS Annual Report, which can be found on our website (<https://www.tcrpc-pa.org/hats-plans-publications>). Ongoing monthly progress reports are also provided to Tri-County Regional Planning Commission, the County Planning Commissions, as well as PennDOT Central Office for invoicing documentation.

All of the UPWP tasks are interconnected and work together to support an integrated program which fulfills federal requirements and addresses the specified planning factors described above. HATS staff will monitor current discussions and make appropriate adjustments to the work program and dates for initiation and completion of specific tasks in cooperation with FHWA/FTA and PennDOT throughout the duration of this UPWP.

Funding of activities is obtained through federal, state, and local sources. The federal funding portion is received from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). State funding is provided through PennDOT, while Cumberland, Dauphin, and Perry Counties comprise the primary local funding sources.

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The total budget for the regular FY 2025-2027 UPWP is \$2,470,000 for the program period. This represents a 6.4% increase in annual funding levels from the previous UPWP. Within the framework of available financial and staff resources, this work program effectively addresses HATS' key regional issues. The program, however, is dynamic in nature and may be modified to respond to any emerging priority issue of special need vital to the orderly growth and development of the HATS area.

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Task Descriptions

TASK I. MPO ADMINISTRATION

The TCRPC staff will administer the transportation planning program such that all federal requirements are satisfied. All meetings of the Harrisburg area MPO will be accessible virtually and/or scheduled at an appropriate meeting location in or near Harrisburg. TCRPC staff will prepare meeting notices and minutes, and all local government information memorandums will be prepared and distributed prior to HATS meetings.

TCRPC staff will prepare a unified planning work program (UPWP) for each fiscal year, submitted as requested, by January 31. UPWP amendments or budget adjustments will be prepared by TCRPC staff in coordination with PennDOT and FHWA as needed. TCRPC staff will also prepare monthly invoices and progress reports for submission to PennDOT, and work with FHWA and PennDOT to implement federal budget requirements. Annual audits will be prepared accordingly. The MPO will take the action needed to certify compliance with requirements as mandated by the federal government.

TCRPC staff will coordinate with neighboring MPOs and CAT/rabbittransit (SRTA) to update planning agreements as needed based on information from Census data, and collaborate on addressing issues of mutual interest through the development of joint planning products such as benefits burdens analysis, regional public transit-human services planning, and coordinated travel demand modelling and congestion management. TCRPC staff will also continue to coordinate with Dauphin and Perry County Continuity of Operations (COOP) plans.

Products:

- Notification, coordination and documentation of MPO meetings
- Distribution of MPO meeting materials (not less than 5 working days prior to MPO meeting), required MPO documentation/minutes (within 30 working days after meetings), and MPO program work product through the TCRPC website
- Preparation of monthly progress reports, invoices, contracts and monitoring, including Commute PA (a program of SRTP) invoice processing
- Updated planning agreements, as necessary
- Include Appendix A and E of the USDOT Standard Assurances in federally-assisted contracts
- Ensure all subcontractors provide their services in accordance with 2CFR200
- MPO/County Continuity of Operations Plan (COOP) updates
- Coordination of current transportation program with neighboring MPOs and other partnering organizations
- Annual audits and financial reports
- Preparation of HATS 2027-2029 UPWP
- General transit planning program administration and support, as requested
- A Safety/Drug/Alcohol policy will be maintained in the workplace, as per FTA regulations and in compliance with the Federal 'Drug-Free Workplace Act of 1988'

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Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbittransit (SRTA)
- PennDOT Program Center
- Federal Highway Administration
- Susquehanna Regional Transportation Partnership (Commute PA)

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	185,250	129,600	18,600	16,200	16,200	4,650
Year 2	185,250	129,600	18,600	16,200	16,200	4,650

TASK II. REGIONAL TRANSPORTATION PLAN

A. Public Participation & Outreach

Public participation and outreach activities will continue to guide the transportation planning process such that the public has the opportunity to gain a greater understanding of the region's planning and programming process and become involved with it as they choose. This is an integral element of the entire work program from administration to plan development (RTP) through plan implementation (TIP). While public participation and outreach activities and its outcomes (products) are listed in this particular section of the work program, they are applicable in each section and work program task as the planning process is continual and interrelated, and public participation and outreach is essential throughout.

Particular emphasis will be given to expanding efforts to network in communities traditionally underrepresented in the transportation planning process. This will include ongoing outreach to our region's Amish and Plain Sect communities and Tribes and Nations. TCRPC staff will work collaboratively with planning partners and other stakeholders as transportation needs are identified by local municipalities and in conjunction with the *PennDOT Connects* initiative. During the first program year, preparations for the formal federal planning certification review will be made and review conducted as directed by FHWA and FTA.

All HATS meetings are open to the public. The meetings of the MPO are conducted and recorded through Zoom uploaded to the TCRPC website (through YouTube), and made part of the MPO record for public review. TCRPC staff will prepare and host any MPO transportation information reviews, as needed. Staff will emphasize to decision-makers the importance of ethnic and gender diversity in future appointments to the HATS Technical, Coordinating and sub-committees.

The TCRPC newsletter will provide public information on the progress of transportation planning and programming activities. The newsletter will be developed four times per year generally following HATS meetings. Information services and coordination of information, related to the transportation system, planning and programming, will continue to be provided to HATS participants, other agencies, and the general public. The maintenance and update of base maps will be included as needed, as well as that of the HATS page on the TCRPC website and the HATS Regional Transportation Plan website. Regular communication through social media and email blasts will be maintained. An annual obligation report will be produced in collaboration with PennDOT and transit partners by December 31, and an annual report describing HATS overall activities of the previous year will be published by the end of March.

Partnerships with transportation stakeholders will provide assistance to local governments in the transportation planning process (including *PennDOT Connects*), and help develop alternatives and funding plans for transportation projects. The Commission Director and transportation staff will attend the statewide planning partners meetings when scheduled. Assistance will also continue with the Susquehanna Regional Transportation Partnership to implement travel demand management activities, and coordination with other transportation-related agencies and programs will continue as needed. HATS will continue to coordinate with PennDOT Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT) and Center for Program Development and Management (CPDM) to maintain compliance with Title VI requirements.

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Products:

- Local government notifications and advertisements sent to 103 municipalities
- Annual Obligation Report by end of the calendar year and general Annual Report of the MPO, distributed electronically and made available in hard copy
- Prepare for and participate in formal federal certification review
- Timely email blasts as well as four (4) newsletters, distributed electronically and made available in hard copy
- Updated content and information on the TCRPC website, HATS page
- Active Twitter and Facebook feeds, as well as YouTube access to meeting videos
- Use media coverage with a diverse selection of print, radio, and television outlets
- Continue to be a resource for those requesting information on the transportation planning process and the region
- Mapping as needed to support planning and project development
- Outreach programs as described in the Public Participation Plan, including use of Zoom, Teams, GIS, and story maps
- Evaluation of information as described in the Public Participation Plan, including limited English proficiency, environmental justice activities and tribal consultation, to ensure all stakeholders have the opportunity to be involved, as well as tracking progress on effectiveness of strategies identified in plan. Update as needed based on results of evaluation.
- Continue maintenance of the Title VI program plan document to ensure nondiscriminatory procedures are implemented and update if needed during this program cycle
- Review outreach materials to ensure compliance with ADA requirements
- Translations of meeting notices and program materials on the website and upon request
- Participation in shared program interests with neighboring MPOs, such as District 8-0 regional travel demand modelling
- Continued outreach efforts, including coordination with County Planning Commission initiatives and Regional Growth Management Plan (RGMP) updates and implementation
- Hold public meetings for the transportation planning program following air quality conformity analysis
- Attend MPO Planning Partners meetings, when scheduled
- Participate in monthly statewide Planning Partner conference calls, and quarterly District 8-0 conference calls
- Collaboration with related non-profit agencies such as Harrisburg Regional Chamber/Capital Region Economic Development Corporation (CREDC), Susquehanna River Basin Commission, Tri-County Community Action
- Respond to local governments and agencies to explore alternative opportunities for transportation projects and funding
- Promote available (LTAP) training to municipalities in support of HATS' transportation planning priorities identified in the RTP
- Work with PennDOT District 8-0 through the *PennDOT Connects* initiative to ensure the successful implementation of programs and projects defined in the HATS RTP and throughout the project development process

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Partnering Agencies:

- Tri-County Regional Planning Commission
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Neighboring MPOs

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	185,250	129,600	18,600	16,200	16,200	4,650
Year 2	197,600	138,240	19,840	17,280	17,280	4,960

B. Congestion Management Process

The regional congestion management process (CMP) plan update will be finalized during the first program year, in a unified effort with surrounding MPOs. The CMP will evaluate the current condition of the region’s transportation system and suggest improvements to system operations and performance based on an evaluation of the current congestion strategies being applied. Following its adoption, the CMP will continue to be implemented, monitored, and coordinated with data collection requirements for agreed upon performance targets via the CMP Hub. The priorities recommended by the CMP and the regional mobility data generated from the CMP Hub will be included in the development of future updates of the HATS RTP, safety initiatives and the transportation improvement program when they are prepared. TCRPC staff will also facilitate opportunities for corridor studies to identify and analyze alternatives that improve traffic flow, safety and operations on regional and local roadways.

TCRPC staff will coordinate with PennDOT, CAT/rabbittransit (SRTA), and other appropriate agencies to evaluate standardized performance-based processes for safety, congestion, and transit performance targets and maintain an internal system for analysis and monitoring of the data. Regular updates to the performance targets will be included on the HATS RTP website.

Staff will continue to support and coordinate with the efforts of the Susquehanna Regional Transportation Partnership (SRTP), formed to implement travel demand management programs to help the region combat vehicle pollution and traffic congestion, as well as to increase the awareness of the transit and ridesharing alternatives in the Susquehanna Valley. Additionally, staff will continue to support outreach efforts focusing on congested corridors and routes identified during the regional CMP update, gathering input from multiple municipalities and other stakeholders. Support for congested corridor improvements identified within the HATS region, corridor-wide traffic signal coordination, and the implementation of recommendations from regional planning studies will also continue.

Staff will work to further the safety goals of the RTP, IIJA and safety targets reflected in PennDOT’s Strategic Highway Safety Plan (SHSP). TCRPC staff will also work on the implementation of the regional Safe Streets For All Qualified Safety Plan, while also continuing

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to participate in safety planning activities that lead to a better understanding of safety in the prioritization of transportation projects. This includes maintaining the safety data dashboard developed by HATS staff, promoting its use among the municipalities in the region, and providing educational materials regarding key safety issues in the region.

In coordination with PennDOT, TCRPC staff will support or initiate safety studies/audits on identified CMP priority corridors that exhibit a large degree of systemic congestion due to crashes. This will be informed by real time data provided by the newly developed CMP Hub to identify emerging areas of concern as well as implement recommendations from previous corridor and safety studies: Market Street Road Diet (Lemoyne), Market Street Corridor Two-Way Study, and Duncannon Traffic Access Evaluation.

To address resiliency planning, TCRPC staff will reference PennDOT's Extreme Weather Vulnerability Assessment to incorporate flooding resiliency into project development, coordinate with County hazard mitigation plans and watershed implementation plans, incorporate public safety considerations into implementation of the Safe Streets For All Qualified Safety Plan recommendations, and any planning requirements of IJJA programs, including the PROTECT funds. Transportation planning efforts will consider the adaptation strategies of PA DEP's 2021 Climate Action Plan to reduce greenhouse gas emissions when setting performance targets.

TCRPC staff will consider the application of Intelligent Transportation Systems (ITS), including dynamic signal coordination technology and dedicated short-range communication (DSRC) systems, when appropriate to a project or corridor, and will contribute to the update of PennDOT's regional ITS architecture and Regional Operations Plan, as needed. TCRPC staff will support PennDOT on National Electric Vehicle Infrastructure (NEVI) program implementation to identify charging station priority locations along the designated alternative fuel corridors to help build out the national network.

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

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

Products:

- Complete and begin implementation of a regional Congestion Management Process plan
- Continue implementation of Safe Streets For All Qualified Safety Plan
- Maintain CMP Hub to provide real-time analysis and coordinate results on a regional basis
- In coordination with PennDOT, initiate or advocate safety studies based on data and local stakeholder input

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- Maintain the HATS safety data dashboard and associated safety planning tools and promote their use among the municipalities in the region
- Provide educational materials regarding key safety issues in the region; coordinate educational outreach programs to disseminate information
- Monitor/update corridors and subareas for access management, future projects and implementation for congestion relief and safety improvement. When necessary, initiate corridor studies in coordination with PennDOT and impacted municipalities.
- Coordinate recommendations from County hazard mitigation plans, watershed implementation plans, and emergency management plans with ongoing project development and the *PennDOT Connects* process
- Support and coordination of the nine-county SRTP and its Commute PA program
- Continue staff support and facilitation of HATS’ Congestion Management Process and/or a regional approach covering the PennDOT District 8-0 area
- Coordinate with PennDOT in the planning, integration and implementation of a regional ITS system, as well as the potential deployment methods for connected vehicle technology (DSRC) and electric vehicles (EV)
- Ongoing municipal coordination specific to corridors of concern identified in regional studies
- Continue to promote the implementation of expanded or new park and ride facilities with PennDOT, local communities, CAT/SRTA and other stakeholders
- Track safety (PM1) and congestion (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets
- Establish greenhouse gas (GHG) emission performance targets, as required

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- Susquehanna Regional Transportation Partnership (SRTP)/Commuter Services
- PennDOT Program Center
- PennDOT District 8-0
- Federal Highway Administration
- Federal Transit Administration
- Neighboring MPOs
- Emergency responders
- Local governments in HATS region

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	160,550	112,320	16,120	14,040	14,040	4,030
Year 2	160,550	112,320	16,120	14,040	14,040	4,030

C. Intermodal Management Systems

Intermodal management systems planning will continue to identify and monitor the multi-modal access needs of passenger and freight facilities in the HATS region.

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TCRPC staff will work with regional stakeholders during the first program year to review and update the recommendations from the Regional Freight Plan adopted in June 2017. This update may include certification of candidate critical urban and rural freight corridors, additional methods for traffic incident management along interstates, truck parking needs, rail freight service, safety and resiliency. TCRPC staff will continue to coordinate with and gather updated information from freight stakeholders. Additional regional freight summits may be held as appropriate to contribute to the plan update.

Assistance will continue to be provided to CAT in the implementation of its system redesign efforts and Transit Development Plan (TDP), including ongoing evaluation of system and route performance. The newly updated Public Transit-Human Services Coordination Plan will support the direction provided by the adopted redesign/TDP and future regional coordination with neighboring planning partners. Staff will work in conjunction with CAT to better integrate their existing service with neighboring transit providers. TCRPC staff will work with PennDOT and CAT to review performance data and assist in the reporting and tracking progress toward the attainment of critical outcomes for the region as identified in the Transit Asset Management Plan (TAMP). TCRPC staff will participate as communicated through the PA TAM Group Plan.

Multi-modal initiatives, including pedestrian and bicycle alternatives and improvements will be explored and coordinated as part of the planning process. To enhance input from the non-motorized community, staff will coordinate with area bicycle and pedestrian advocates. Additional effort to improve community walkability and non-motorized travel will continue to be emphasized, including administration of the Transportation Alternatives Set-Aside Program (TASA) and staff efforts to expand the baseline of cyclist and pedestrian counts at critical intersections in the region. The SusqueCycle bikeshare program will continue to be expanded provided funding support for the program continues to be available. Staff will implement the recommendations of the HATS Regional Active Transportation Plan and other relevant regional and local bicycle/pedestrian, greenway, trail, or active transportation plans.

Products:

- Implementation of recommendations from HATS freight plan, including potentially hosting a regional freight roundtable
- Implement recommendations from HATS Regional Active Transportation Plan
- Continue monitoring all aspects of intermodal facilities, including national high speed rail initiatives and work to incorporate the freight provisions identified in the IIJA federal legislation
- Coordination with CAT, other local transit providers, handicapped and other community groups to improve dissemination of transit information and services
- Monitor the latest information concerning passenger transportation in the nation, applied to the HATS area as appropriate
- Implement the terms of the updated PennDOT/CAT/HATS MOU in regard to long and short range transit planning; update as necessary based on performance measures and administrative restructuring of SRTA
- Assist PennDOT and CAT/SRTA develop written provisions related to performance data, selection of performance targets, and assist in the reporting and tracking progress toward the targets

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- Implement the updated Public Transit-Human Services Coordinated Plan in support of the findings of CAT’s/SRTA’s adopted transit development plan
- Ongoing work efforts and data development to support local bicycle and pedestrian planning efforts, including the continuation of HATS Bike/Pedestrian counts and maintenance of the sidewalk condition inventory
- Coordinate with PennDOT to advance the recommendations of the latest Statewide Comprehensive Freight Movement Plan (CFMP)
- Continue programming and administration of HATS’s share of the state’s TASA program
- Track safety (PM1) and freight/CMAQ (PM3) performance measures based on PennDOT data network tools to evaluate the progress toward meeting established targets

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- Human Services groups
- Freight stakeholder group
- PennDOT Program Center
- PennDOT District 8-0
- Neighboring MPO/RPOs
- Federal Highway Administration
- Federal Transit Administration

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	148,200	103,680	14,880	12,960	12,960	3,720
Year 2	148,200	103,680	14,880	12,960	12,960	3,720

D. Data Development & Support

Regional transportation planning will include the final stages of the 2050 Regional Transportation Plan (RTP) update during the first program year. This will define prioritization and staging of all major capital projects based on defined transportation needs, and ensure conformity with the requirements of federal legislation including IIJA and the Clean Air Act Amendments (CAAA) of 1990. The 2050 RTP provides the foundation for project development in concert with linking land use planning and NEPA principles, *Regional Growth Management Plan* (RGMP), *PennDOT Connects*, multi-modal improvements, performance measures, and ultimately serves to improve the implementation efficiency of the TIP. Each RTP update incorporates environmental justice/benefits and burdens analysis to evaluate potential effects on low-income and minority populations.

As part of the RTP update, staff will continue to coordinate with the region’s municipalities and RTP workgroups to maintain support for environmental mitigation strategies and mobility needs, land use policies defined in the RGMP, as well as *PennDOT Connects* to ensure HATS'

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priority programs and projects are implemented with the outcomes expected by all involved. When a regional need is identified outside of fiscal constraint, staff will continue to work with its partners and PennDOT to identify strategies and non-traditional sources of revenue to support this need.

As part of resiliency planning, TCRPC staff will continue its outreach to municipalities regarding potential stormwater projects for coordination as potential mitigation or mitigation bank solutions to local transportation impacts. Also, PennDOT's Extreme Weather Vulnerability Assessment tool will be used to incorporate flooding resiliency into project development, enhance County hazard mitigation planning and improve emergency preparedness through outreach regional partners and stakeholders.

The regional travel demand model will continue to assist TCRPC in meeting several of its annual objectives, including but not limited to, revisions to the RTP, congestion management, intermodal management, RGMP, and air quality requirements. Work with this tool will support program efforts to make a more direct link between transportation and land use planning, including freight planning and localized scenario planning efforts. Work will continue with District 8-0 MPOs to implement a district-wide travel demand model and necessary agreements for its continued operation and maintenance.

Use and analysis of data provided through the detailed Census Transportation Planning Package (CTPP), PennDOT visualization tools such as PA OneMap, planning studies, the regional CMP Hub, and application of the regional travel demand model will continue for ongoing analysis, scenario building, and monitoring. Application of the model will also contribute toward the monitoring and evaluation of PM-3 performance measures and targets in coordination with FHWA and PennDOT. Other data coordination with neighboring planning partners will be supported and applied to HATS planning and modeling analyses, as mutually agreed upon.

Staff will monitor changes in air quality legislation and conduct air quality conformity analysis in coordination with PennDOT for the RTP, Transportation Improvement Program (TIP), and amendments as required to maintain conformity. Where appropriate, TCRPC may also assist PennDOT and PA DEP in monitoring and evaluating greenhouse gas emissions.

Urbanized area boundaries were updated and “smoothed” as a result of the 2020 Census. Necessary adjustments to the Federal Aid System/Functional Classification and the National Highway System network will be made during the first program year. Specific focus will be directed at growth areas extending beyond the Census-defined urbanized area, intermodal freight connections and National Highway Freight Network linkages. Reviews will be based upon changes in demographics, land use and the transportation system including additions, adjustments, and obstacle identifications.

Pavement and bridge asset management tools maintained by PennDOT will be used to monitor progress toward PM-2 performance targets and recommendations for system improvements addressed accordingly during Year 2 of the program. Additional efforts to improve data collection and analysis of locally-owned bridges and roads to aid in project development, complementing the statewide system and providing more detailed information at the local level toward achieving performance targets.

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Geographic information system (GIS) applications will continue to be developed to facilitate and support transportation system analyses, including:

- the long range transportation plan (RTP) -- specifically to identify environmental resources and potential mitigation opportunities, as well as gaps in accessibility and mobility;
- the project development process (including identifying environmental resources as part of *PennDOT Connects*);
- the congestion management process, including CMP Hub spatial analysis and reporting capabilities;
- safety, including corridor analyses and coordination with the congestion management process;
- current information for the intermodal management system;
- special studies;
- development of land use and transportation scenarios for ongoing RTP and RGMP outreach and implementation;
- the transportation improvement program (TIP); and,
- monitoring and evaluation of performance targets.

The ongoing traffic counting program will produce updated counts to support transportation planning and programming activities, which will aid in the maintenance and enhancement of the existing transportation infrastructure in the region. Traffic counting supplies and equipment will be purchased to enable safe completion of the traffic counts and comply with safety standards.

Products:

- Completion of the Regional Transportation Plan update to reflect performance measures and priorities, including safety, mobility, environment, congestion, goods movement and transportation systems management/operations strategies, practices which support economic strengths such as tourism, and livable, resilient, and sustainable community strategies. Updated tools include expanded mapping of potential environmental mitigation sites, among many others.
- Conduct environmental justice/benefits and burdens analyses during program development (RTP) and project implementation (TIP)
- Tracking of progress toward performance measures in coordination with PennDOT, FHWA, and FTA and other partners, to be updated and recorded in the RTP.
- Update of the Project Pipeline through ongoing outreach efforts with regional partners and stakeholders including counties and municipalities, and any issues that arise through the *PennDOT Connects* process.
- Continue to fine-tune the travel demand model such that it remains a working tool for TCPRC staff planning program efforts (County, Regional and Transportation), as well as participation in the implementation of the District 8-0-wide travel demand model.
- Continue to monitor and maintain the CMP Hub for planning and analysis
- Evaluate detailed CTPP data and other demographics as appropriate to identify specific transit/transportation needs. Work with community groups to define alternatives for implementation.
- Continue training/education efforts to successfully use the travel demand model for in-house planning applications, such as scenario planning.

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- Continue participation in PA Air Quality Conformity Working Group, HSIP working group and other performance measures working groups, as needed.
- Assistance in implementation of the PA Climate Change Action Plan, where appropriate
- Review and submit timely recommendations for functional classification revisions to the PennDOT/FHWA based on 2020 Census data
- Participate in transportation impact studies (TIS) and Highway Occupancy Permit (HOP) reviews and coordinate with municipalities, as needed.
- Traffic counts will be performed and data-entered for 90 roadway sections, of which 36 will be classification counts and 54 volume counts.
- Roadway inventory and performance measures will be verified and updated on 177 HPMS sample sections.
- Data collection will be complete by the Thursday before Thanksgiving and transmittal of traffic count information to the Department on a monthly basis, completed by the first Friday in December, through an electronic exchange of computer data between PennDOT and TCRPC. A goal of 100 percent completion of all loop, classification and manual counts on time will be pursued.
- Combine ‘in-house’ data with available PennDOT data to facilitate transportation planning and analysis.
- Evaluate the effectiveness of GIS applications.
- Maintain existing data and improve applications with new and/or updated data.
- Work with PennDOT to ensure uniform collection of transportation and environmental inventories of local transportation assets.
- Continue to work with PennDOT to ensure all regional problems are documented within the *PennDOT Connects* system.

Partnering Agencies:

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

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	494,000	345,600	49,600	43,200	43,200	12,400
Year 2	481,650	336,960	48,360	42,120	42,120	12,090

TASK III. PLAN IMPLEMENTATION

A. Transportation Improvement Program (TIP/STIP)

The Transportation Improvement Program (TIP) will be maintained and updated to include both highway and transit projects. The current Twelve Year Program (12YP) will be monitored to ensure consistency with the HATS RTP, and HATS will participate in the 12YP program update as appropriate. Potential P3 projects will be coordinated through PennDOT as identified, and innovative financing mechanisms for major capital projects will be implemented, wherever possible.

The RTP Implementation Program, created in 2019, will continue to be administered to fund transportation projects and studies that clearly meet the transportation system needs identified in the RTP and RGMP. Emphasis will continue to be on local projects which provide for safer, more walkable, bikeable, and transit friendly transportation systems.

The update for the FFY 2027-2030 TIP will be adopted by HATS during Year 1 of the program. Project implementation dates will be monitored and revised as needed. Modifications to the TIP will necessarily comply with the administrative procedures adopted under the federal surface transportation planning regulations and captured in the adopted TIP MOU. The HATS TIP will be consistent with the requirements of federal legislation including IIJA, and CAAA of 1990.

- i. HIGHWAY ELEMENT FFY 2025 through 2028 will be implemented and amended as needed within fiscal constraint and CAAA requirements, and in compliance with adopted modification procedures as specified in the regional MOU. The FFY 2027 through 2030 highway TIP will be generated during Year 1 of the program, will be within fiscal constraint and CAAA requirements, and in compliance with the HATS' adopted Public Participation Plan.
- ii. TRANSIT ELEMENT FFY 2025 through 2028, will be implemented and amended similar to the Highway TIP. The FFY 2027 through 2030 transit TIP will also be generated during Year 1 of the program, will be within fiscal constraint and CAAA requirements, and in compliance with HATS' adopted Public Participation Plan.

Products:

- Implementation of a fiscally constrained FFY 2025-2028 highway and transit TIP, with administrative modifications and amendments made as necessary and in cooperation with all planning partners
- Development and adoption of a fiscally constrained FFY 2027-2030 highway and transit TIP that draws from the RTP and responds to the defined needs of the region.
- Review and participation in development of the Twelve Year Program as requested by PennDOT.
- Coordination with PennDOT regarding potential P3 projects.
- Provide an additional round of RTP Implementation Program funding, and ongoing project development support for projects already funded and underway
- Participate in project scoping meetings and monitor highway occupancy permit (HOP) processes to ensure consistency with established planning and land use priorities

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- Participate in project review activities for projects selected in the region for the PA Multimodal Transportation Fund (MTF) Program

Partnering Agencies:

- Tri-County Regional Planning Commission
- Capital Area Transit/rabbitransit (SRTA)
- PennDOT Program Center
- PennDOT District 8-0
- FHWA, FTA, US EPA

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	61,750	43,200	6,200	5,400	5,400	1,550
Year 2	61,750	43,200	6,200	5,400	5,400	1,550

TASK IV. SUPPLEMENTAL PLANNING FUNDS

A. Safe and Accessible Transportation Options

The TCRPC staff will provide data development and support necessary to complete safety tools currently under development for HATS’ ongoing use in safety planning activities, including public and municipal outreach. These tasks will enable the focus of those activities to be on the identification of mitigation measures to reduce and then eliminate bicycle, pedestrian and vehicular fatal and serious injury crashes across the region. Additional effort is also expected to include integration of regional safety planning activities into the Regional Transportation Plan, and project pipeline prioritization methodology, implementation of the HATS Safety Action Plan, and development of practical, implementable elements towards a Complete Streets policy.

Products:

- Update the HATS safety data dashboard and network screening tools
- Update corridors and subareas for access management, future projects and implementation for safety improvement
- Identify and target low-cost, systemic pedestrian and bicycle countermeasures and alternatives
- Research toward implementable elements leading to a Complete Streets policy
- Implementation of HATS Safety Action Plan (SS4A)

Partnering Agencies:

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

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	22,000	22,000	0	0	0	0
Year 2	22,000	22,000	0	0	0	0

B. RTP Implementation Grant Program Planning Support

The HATS RTP Implementation Grant Program was established to help achieve the goals of the Regional Transportation Plan (RTP), TCRPC’s Regional Growth Management Plan (RGMP), and the participating counties’ commitment to smart growth. Funding for the program will support transportation studies that clearly meet the transportation system needs identified in the RTP, with preference given to those studies focused within RGMP designated Community Service Areas (CSAs). In addition, planning studies which enhance existing communities by providing for safer, more walkable, bikeable, and transit friendly transportation

Harrisburg Area Transportation Study
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systems are also priorities of the program. Plans or studies selected for funding would meet the RTP Implementation Program’s established criteria and have a strong implementation focus, leading to specific improvement concepts that can be completed.

Project Cost and Funding:

	Total	Federal		State	Local	
		PL	MPP		PL	MPP
Year 1	150,000	120,000	0	0	30,000	0
Year 2	0	0	0	0	0	0

TASK V. SPECIAL PROJECTS

Susquehanna Regional Transportation Partnership (SRTP)

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

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

The immense success of the SRTP TDM programs over the past seventeen years have come as a result of superb planning efforts by the named partners; dedicated commitment to the ever-changing landscape of TDM opportunities; stringent adherence to all applicable government regulations and guidance; a vibrant enthusiasm from members of the Board; a partnership with a professional and administrative vendor for outreach team services; a pledge to maintain appropriate financial records and governmental compliance.

Products:

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

Partnering Agencies:

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

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Project Cost and Funding:

During this period of regional collaboration, the funding source has been designated as CMAQ due to the direct nature of these TDM services to improve air quality and remove vehicle miles from the regional roadways.

In compliance with existing CMAQ guidelines, all educational outreach expenses of the Commuter Services program have undergone a thorough review and clearly fall within the CMAQ guidelines for reimbursement. These expenses have been reviewed and agreed upon by all governmental partners including: Tri-County Regional Planning Commission; Pennsylvania Department of Transportation; Federal Highway Administration and the SRTP.

Certain expenses of the Commute PA program have been determined as not eligible for CMAQ reimbursement, however, have direct linkage to the “carpool and vanpool projects” as identified under 23 U.S. Code Section 101 and 23 U.S. Code Section 146, and should therefore meet the eligibility guidelines outlined for STBG reimbursement.

In 2021 two of the participating MPO’s, Adams County MPO and Franklin County MPO, began participation in the SRTP using STBG funds rather than CMAQ funds. These two counties no longer have access to CMAQ funding as a result of their current air quality attainment designations. However, they wish to continue the TDM programs of Commute PA in their respective regions.

(costs below are placeholders – contracted separately)

	Total	Federal			State	Local	
		CMAQ	STBG	MPP		PL	MPP
Year 1	1,674,931	1,496,045	178,886	0	0	0	0
Year 2	1,642,927	1,479,719	163,208	0	0	0	0

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Budget Summary

UPWP Budget - FY 2025-2026 - Year 1
July 1, 2025 - June 30, 2026

	TOTAL PROGRAM	FEDERAL			STATE	LOCAL	
		PL/CMAQ	MPP	STBG		PL	MPP
I. MPO ADMINISTRATION	185,250	129,600	18,600	0	16,200	16,200	4,650
II. REGIONAL TRANSPORTATION PLAN	988,000	691,200	99,200	0	86,400	86,400	24,800
A. Public Participation/Outreach	185,250	129,600	18,600	0	16,200	16,200	4,650
B. Congestion Management Process	160,550	112,320	16,120	0	14,040	14,040	4,030
C. Intermodal Management Systems	148,200	103,680	14,880	0	12,960	12,960	3,720
D. Data Development & Support	494,000	345,600	49,600	0	43,200	43,200	12,400
III. PLAN IMPLEMENTATION	61,750	43,200	6,200	0	5,400	5,400	1,550
A. Transportation Improvement Program (TIP/STIP)	61,750	43,200	6,200	0	5,400	5,400	1,550
TOTAL REGULAR PROGRAM	1,235,000	864,000	124,000	0	108,000	108,000	31,000
IV. SUPPLEMENTAL PLANNING FUNDS	172,000	142,000	0	0	0	30,000	0
A. Safe and Accessible Transportation Options	22,000	22,000	0	0	0	0	0
B. RTP Implementation Program Planning Support	150,000	120,000	0	0	0	30,000	0
V. SPECIAL PROJECTS	1,674,931	1,496,045	0	178,886	0	0	0
A. SRTP	1,674,931	1,496,045	0	178,886	0	0	0
TOTAL LOCAL PROGRAM	3,081,931	2,502,045	124,000	178,886	108,000	138,000	31,000

Harrisburg Area Transportation Study
Work Program - FY 2025-2027

Budget Summary

UPWP Budget - FY 2026-2027 - Year 2
July 1, 2026 - June 30, 2027

	TOTAL PROGRAM	FEDERAL			STATE	LOCAL	
		PL/CMAQ	MPP	STBG		PL	MPP
I. MPO ADMINISTRATION	185,250	129,600	18,600	0	16,200	16,200	4,650
II. REGIONAL TRANSPORTATION PLAN	988,000	691,200	99,200	0	86,400	86,400	24,800
A. Public Participation/Outreach	197,600	138,240	19,840	0	17,280	17,280	4,960
B. Congestion Management Process	160,550	112,320	16,120	0	14,040	14,040	4,030
C. Intermodal Management Systems	148,200	103,680	14,880	0	12,960	12,960	3,720
D. Data Development & Support	481,650	336,960	48,360	0	42,120	42,120	12,090
III. PLAN IMPLEMENTATION	61,750	43,200	6,200	0	5,400	5,400	1,550
A. Transportation Improvement Program (TIP/STIP)	61,750	43,200	6,200	0	5,400	5,400	1,550
TOTAL REGULAR PROGRAM	1,235,000	864,000	124,000	0	108,000	108,000	31,000
IV. SUPPLEMENTAL PLANNING FUNDS	22,000	22,000	0	0	0	0	0
A. Safe and Accessible Transp Options	22,000	22,000	0	0	0	0	0
V. SPECIAL PROJECTS	1,642,927	1,479,719	0	163,208	0	0	0
A. SRTP	1,642,927	1,479,719	0	163,208	0	0	0
TOTAL LOCAL PROGRAM	2,899,927	2,365,719	124,000	163,208	108,000	108,000	31,000

Harrisburg Area Transportation Study
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Exhibit A

TCRPC Resolution

Harrisburg Area Transportation Study
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Exhibit B

Purchase Register List

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Exhibit C

Tri-County Regional Planning Commission

Staff Personnel Outline

Effective July 1, 2025

Submitted under separate cover.

Tri-County Regional Planning Commission, RTP Financial Review
9/5/2024

Local Project Sponsor	Project Title	MPMS	Designer	Status	A. Original RTP Grant Amount	B. Supplemented Amount	C. Currennt RTP RA Amount	D. Current RA Local Match	E. Anticipated Total in Reimb. Agr (C+D)	F. Most Recent Designer Constr. Estimate	G. Low Bid Contractor Estimate	H. Construction Insp. (15% or Actual)	J. Construction Cost Over-runs (ECMS)	K. Post-Construction Total + Over-runs (ECMS)	L. Final Close-Out Project Cost (H+K)
Camp Hill Borough	Pedestrian Walkway Improvements	115782	HRG	Constr. Completed	\$ 226,002	\$ 309,860	\$ 535,862	\$ 133,966	\$ 669,828	\$ 330,696	\$ 469,897	\$ 56,078	-\$ 12,467	\$ 457,430	\$ 513,508
Carlisle Borough	Connectivity Project	115783	MBI	In Construction	\$ 1,000,000	\$ 1,700,000	\$ 2,700,000	\$ 675,000	\$ 3,375,000	\$ 6,150,394	\$ 7,464,007	\$ 1,119,601	\$ 0	\$ 8,583,608	\$ 9,703,209
City of Harrisburg	Capitol Gateway	115784	WMA	In Construction	\$ 762,940	\$ 1,162,193	\$ 1,925,133	\$ 481,310	\$ 2,406,443	\$ 1,205,854	\$ 1,718,868	\$ 118,720	\$ 0	\$ 1,837,588	\$ 1,956,309
Derry Township	Pedestrian Crossing Improvements	115785	HRG	In Construction	\$ 47,880	\$ 45,029	\$ 92,909	\$ 23,227	\$ 116,136	\$ 57,105	\$ 80,790	\$ 8,685	\$ 0	\$ 89,475	\$ 98,159
Hummelstown Borough	Quarry Rd Sidewalk Extension	115787	HRG	LET 1/16/2025	\$ 44,400	\$ 439,661	\$ 996,794	\$ 11,097	\$ 1,007,891	\$ 784,688	\$ 0	\$ 117,703	\$ 0	\$ 902,391	\$ 1,020,095
	TASA	115787			\$ 0	\$ 557,133	\$ 0	\$ 0							
Lower Allen Township	Pedestrian Safety Improvements at 18th and Hummel	115788	McM	Preliminary Eng.	\$ 20,000	\$ 0	\$ 0	\$ 5,000	\$ 25,000	\$ 75,582	\$ 0	\$ 11,337	\$ 0	\$ 0	\$ 0
Lower AllenTownship	Pedestrian Safety Improvements at Wesley and Royal Dr	115789	McM	Preliminary Eng.	\$ 48,000	\$ 0	\$ 0	\$ 12,000	\$ 60,000	\$ 72,825	\$ 0	\$ 10,924	\$ 0	\$ 0	\$ 0
Lower Paxton Township	Union Deposit Rd Corridor Improvements Phase 1 (RTP1)	115790	HRG	Final Design	\$ 57,652	\$ 0	\$ 0	\$ 14,413	\$ 72,065	\$ 70,803	\$ 0	\$ 10,620	\$ 0	\$ 0	\$ 0
Lower Paxton Township	Phase 2 (RTP 2)	119307	HRG	Preliminary Eng.	\$ 977,427	\$ 0	\$ 0	\$ 244,357	\$ 1,221,784	\$ 929,622	\$ 0	\$ 139,443	\$ 0	\$ 0	\$ 0
Marysville Borough	South Main St Bridge Improvement Project	115791	Erd.A	Preliminary Eng.	\$ 1,240,000	\$ 0	\$ 1,100,000	\$ 400,000	\$ 1,500,000	\$ 1,000,000	\$ 0	\$ 150,000	\$ 0	\$ 0	\$ 0
New Cumberland Borough	Brandt Ave ADA Ramps, Traffic Control Improvements and Paving	115792	HRG	In Construction	\$ 512,710	\$ 256,322	\$ 769,032	\$ 192,243	\$ 961,275	\$ 520,787	\$ 678,193	\$ 97,912	\$ 0	\$ 0	\$ 0
Newport Borough	PROJECT 1 - SR 34 Curb and Sidewalk Improvements	115794, 115631, 119611	GT	Constr. Completed	\$ 300,000	\$ 105,485	\$ 405,485	\$ 101,370	\$ 506,855	\$ 241,659	\$ 241,659	\$ 0	\$ 108,122	\$ 349,781	\$ 349,781
Newport Borough	PROJECT 2 - SR 4008 Curb, Sidewalk & Drainage Improvements	115794, 119611	GT	Preliminary Eng.											
Silver Spring Township	Multi-Use Trail from Carlisle Pike to Madison Road	115795	HRG	Preliminary Eng.	\$ 467,074	\$ 0	\$ 0	\$ 116,769	\$ 583,843	\$ 655,727	\$ 0	\$ 98,359	\$ 0	\$ 0	\$ 0
South Middleton Townshp	Boiling Springs Pedestrian Safety Improvements	115796	TPD	Preliminary Eng.	\$ 432,330	\$ 0	\$ 0	\$ 150,000	\$ 582,330	\$ 662,490	\$ 0	\$ 99,374	\$ 0	\$ 0	\$ 0
Swatara Township	Highland St Connectivity Project	115797	DAW.	Preliminary Eng.	\$ 403,083	\$ 0	\$ 0	\$ 100,771	\$ 503,854	\$ 632,025	\$ 0	\$ 94,804	\$ 0	\$ 0	\$ 0
RTP 1 Total					\$ 5,610,071	\$ 4,018,550	\$ 8,525,214	\$ 2,429,165	\$ 12,430,518	\$ 12,533,458	\$ 10,653,414	\$ 2,005,041	\$ 95,655	\$ 12,220,273	\$ 13,641,061
RTP 2 Total					\$ 977,427	\$ 0	\$ 0	\$ 244,357	\$ 1,221,784	\$ 929,622	\$ 0	\$ 139,443	\$ 0	\$ 0	\$ 0
TASA Total					\$ 0	\$ 557,133	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Combined Total					\$ 6,587,498	\$ 4,575,683	\$ 8,525,214	\$ 2,673,522	\$ 13,652,302	\$ 13,463,080	\$ 10,653,414	\$ 2,144,484	\$ 95,655	\$ 12,220,273	\$ 13,641,061

MEMORANDUM

To: Harrisburg MPO

From: PA Department of Transportation

Date: 8/30/2024

Subject: Market Street Bridges (SR 3012-026/029)

PennDOT is requesting to present/discuss the following details and attached documents at the September 13th Technical Committee Meeting. We also request the Committee to provide a recommendation to the Coordinating Committee for the September 27th meeting so that the Department has clear direction on how to proceed with this critical project.

Market Street Bridges Summary:

- Both bridges require substantial work. The historic east structure needs to undergo a full rehabilitation that includes removing the deck to expose the inside of the arches to perform extensive concrete repairs. The west structure requires a full superstructure replacement to remove the deteriorating adjacent box beams.
- Within the bridge structures are several independent utilities (7 west & 9 east).
- To complete the projects under traditional construction techniques (move utilities around on the bridges) would take an estimated 10 years from the start of construction to complete the project. In addition, the longer the construction duration the higher “risk” a contractor is exposed to. The base construction cost estimate for both bridges under traditional techniques (without projected inflationary costs due to length of construction schedule) is \$86M. With the 10-year construction schedule, and assuming a 5% escalation due to inflation and risk, we project a bid cost could be as high as \$117M for the basic project.
- No matter which alternative (see below) is advanced, at a minimum, a long-term westbound detour for vehicles will be in place for the duration of construction while work is being completed on the bridges. Pedestrian and bicycle movements will be maintained across the river.
- The Department has agreed to implement the results of the Market Street 2-way study, which will reduce the travel lanes on the bridges from the existing 4 to 3 lanes. This lane reduction does not alter the construction techniques that are available, due to the types of structure and construction phasing that are needed to safely complete the project. The use of the available space on the bridge deck created from reducing the lanes will be further coordinated in final design with the municipalities.
- Currently the downstream sidewalk on the west structure is closed to use due to advanced deterioration of the separate box beam that supports the overhang. This will remain closed permanently.

Alternatives Summary

- In order to reduce impacts to users and reduce the potential cost associated risks to the Department, the Design team explored several alternatives to facilitate utility relocations and reduce or eliminate the length of time closures/detours would be in place. Alternatives evaluated existing features in the area of Market Street that could be repaired, modified, or constructed to facilitate utility relocations and/or pedestrian/bicycle uses. Several alternatives were removed due to excessive costs and viability (such as boring a utility tunnel under the river).
- The attached document “1 MSB CAT Project Grouping Comparison Summary – Final” shows the alternatives that have been further evaluated by the design team. The document provides information on cost estimates, design and construction schedules, traffic impact schedules, and others factors with pros/cons of the alternative.
- The attached document “3 MSB CAT Project Grouping Schedules – Final” provides a graphical depiction of the design and construction schedule durations for each alternative. The schedules include the estimated timelines for the westbound detour and full detour as needed for certain alternatives.
- The attached document “5 Market St East Staging when Utilities remain on Structure – Final” provides typical section views of the construction phasing with utility moves if the utilities remain permanently within the footprint of the Market Street Bridge.
- The attached document “6 Market St West Staging when Utilities remain on Structure – Final” provides typical section views of the construction phasing with utility moves if the utilities remain permanently within the footprint of the Market Street Bridge. Note also, this plan would remain the same if only the dry/aerial utilities were to move from the bridge.

Other Factors

- The cost estimate to rehabilitate the CAT bridge for use to accept “wet or buried” utilities like sewer, gas, and water, plus as a future use for bicycle/pedestrian accommodations is \$63M based from a recent inspection and evaluation completed independently of the Market Street Bridge projects. For reference, the design team estimates the cost to demolish the CAT bridge to be ~15M.
- The east Walnut Street Bridge that currently provides bicycle/pedestrian access to City Island is in poor condition and will require a significant rehabilitation in the next 5-10 years if it is expected to remain in operation. A fair estimate for rehabilitation would be \$12-15M.
- The Department does not have the legal authority to require utilities to move onto the CAT or any other structure that is not owned by the Department. Any moves to the CAT bridge would need to be voluntary.

Future Maintenance of the Adjacent Utility Bridge

The proposed adjacent bridge's primary purpose is to serve to support all the utilities that are currently within the Market Street Bridges. For this reason, PennDOT will be the owner of the new structure and responsible for inspection and structural related maintenance of the facility. The secondary benefit/use of the structure as a permanent bicycle/pedestrian crossing will require the addition of lighting and maintenance of the surface (winter, debris, etc). These maintenance requirements will be placed onto the City of Harrisburg via a traditional maintenance agreement. The City will also be responsible for any sidewalk, bicycle/pedestrian signage or painted legends, and lighting on the main bridges, as is customary for all transportation projects.

PennDot has discussed the maintenance requirements with the City on several occasions, most recently in a general meeting with the new City Engineer and support staff on August 21, 2024. The City staff did not raise any direct objections, but did ask PennDOT to coordinate during the final design phase to ensure the connection points to the new structure are easily accessible by City equipment for maintenance to reduce the need for specialized equipment or crews.

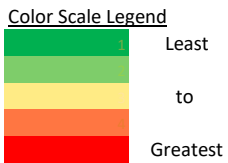
As a reminder, the PennDot contractor will be responsible for full maintenance of the structures during the duration of the Market Street Bridges construction project.

Recommendation & Request

The Department is recommending to proceed with the alternative that was presented at recent public meetings, which is Project Grouping #1, construction of a new adjacent utility bridge with a deck surface that can be used as a permanent bicycle/pedestrian accommodation. We are seeking action by the Technical Committee to move this recommendation to the Coordinating Committee for final action at its September meeting.

Market Street Bridge (MSB) and CAT Bridge Project Grouping Options

Project Grouping #	Project Combos	Ped/Bike Accommodations (Sidewalk/shared use path width in feet) (Existing Total is 9'-4" West/11'-6" East)					Construction Cost (\$ Millions)						Design and Construction Schedule (Years)				Long Term Traffic Impacts (Years)			Other Factors			
		MSB	Utility Poles	Utility Bridge	CAT	Total	MSB	<u>MSB Cost with Inflation (5% annual)</u>	Utility Bridge or Pole*	CAT	<u>CAT Cost with Inflation (5% annual)</u>	Total Without Inflation (2024 Dollars)	<u>Total With Inflation (5% annual)</u>	MSB	CAT	Overlap	Overall	WB detour	Full Detour of West Bridge	Overall	Barrier Protected Sidewalks Provided	Potential for Weight Posting MSB	Pros/Cons
1	MSB + Utility Bridge	7	0	14	0	21	\$86	\$111	\$25	\$0	\$0	\$111	\$136	8	0	0	8	4.25	0	4.25	Yes	Low	P: Shortest overall duration and quickest construction of additional ped space P: Least impacts to Traffic C: New structure to maintain
2	MSB + Utility Bridge + CAT Bridge Full Rehab	7	0	14	28	49	\$86	\$111	\$25	\$63	\$101	\$174	\$237	8	8	4	12	4.25	0	4.25	Yes	Low	P: Provides Maximum ped space C: New Utility structure and existing, rehabbed CAT structure must be maintained. C: Highest cost
3	MSB + CAT Bridge Aerial Utl Only	11	0	0	0	11	\$86	\$116	\$0	\$3	\$4	\$89	\$120	9	4.5	3	11	5	1.75	6.75	No	Mid	P: Lowest cost C: Cannot force utilities to move to CAT Bridge. C: Requires full detour of West Bridge and reduces ped space from existing.
4	MSB + CAT Aerial Utl Only + CAT Bridge Full Rehab	11	0	0	28	39	\$86	\$116	\$0	\$66	\$115	\$152	\$231	9	12.5	7	15	5	1.75	6.75	Yes	Mid	P: Increases ped space C: Cannot force utilities to move to CAT Bridge. C: Requires full detour of West Bridge and long overall duration.
5	MSB then CAT Bridge Full Rehab	11	0	0	28	39	\$86	\$117	\$0	\$63	\$117	\$149	\$234	10.75	8	4	15	7	1.5	8.5	Yes	Mid	P: Increases ped space C: Cannot force utilities to move to CAT Bridge. C: Requires full detour of West Bridge and has a long overall duration.
6	CAT Bridge Full Rehab then MSB	11	0	0	28	39	\$86	\$152	\$0	\$63	\$83	\$149	\$235	9.75	8	2	16	7	0	7	Yes	High	P: Increases ped space C: Cannot force utilities to move to CAT Bridge. C: Longest overall duration
7	MSB + Utility Poles	11	0	0	0	11	\$86	\$122	\$8	\$0	\$0	\$94	\$130	10.5	0	0	11	5	1.75	6.75	No	Mid	P: Second lowest cost C: Cannot force utilities to move to Utility Pole. C: Requires full detour of West Bridge and reduces ped space from existing.
8	MSB + Utility Poles + CAT Bridge Full Rehab	11	0	0	28	39	\$86	\$122	\$8	\$63	\$117	\$157	\$247	10.5	8	4	15	5	1.75	6.75	Yes	Mid	P: Increases ped space C: Cannot force utilities to move to Utility Pole. C: Requires full detour of West Bridge and reduces ped space from existing. C: Second highest Cost

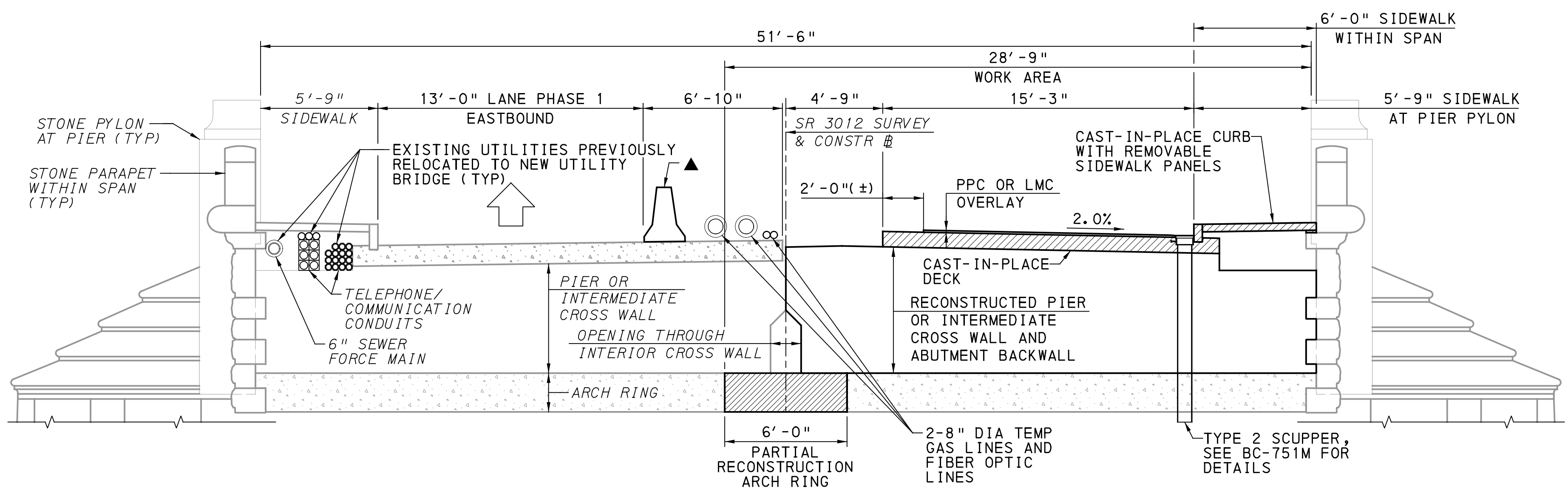


Market Street Bridge (MSB) and CAT Bridge Project Grouping Options

Project Grouping # (see Note above Description)	Description	Total Cost <i>in addition to Market Street Bridge rehabilitation</i> (at about \$86 million for base rehab 2024 Dollars)	Years after environmental clearance:	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Notes		
				Schedules for various subparts of each Project Grouping																		
1	Separate Utility Bridge adjacent to Market Street Bridge (MSB) with Concrete Deck for Bikes & Peds (no CAT Rehab)	\$25 (29%)	MSB + Utility Bridge	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	Utility Bridge is built in Phase 1 and in service for pedestrian use in Year 4.	
2	Separate Utility Bridge adjacent to Market Street Bridge (MSB) with Concrete Deck for Bikes & Peds plus Full Rehab of CAT Bridge for Bikes & Peds	\$88 (102%)	MSB + Utility Bridge	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	Utility Bridge is built in Phase 1 and in service for pedestrian use in Year 4.	
			CAT Full Rehab																			Construct CAT after MSB after due to permitting concerns with causeways in river.
3	No Utility Bridge - Wet Utilities stay on MSB. Dry Utilities to CAT Bridge catenary poles. No Bikes & Peds on CAT.	\$3 (3.5%) - Dry Utilities must move their lines to CAT Bridge at their own cost, but PennDOT must rehab catenary poles. Cost of catenary rehab is approximate and could increase.	MSB	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	Gas and sewer remain on MSB due to proximity.	
			CAT Aerials Only																			
4	No Utility Bridge - Wet Utilities stay on MSB. Dry Utilities temporarily moved to CAT Bridge catenary poles. Then Full Rehab of CAT Bridge for Bikes & Peds.	\$66 (77%)	MSB	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	Gas and sewer remain on MSB due to proximity.	
			CAT Aerials Only																			
			CAT Full Rehab																			Construct CAT after MSB after due to permitting concerns with causeways in river.
5	No Utility Bridge. All utilities (wet and dry) stay on MSB. Full rehab of CAT Bridge with Bikes & Peds on CAT Bridge AFTER MSB rehab is complete.	\$63 (73%)	MSB	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
			CAT Full Rehab																			Construct CAT after MSB after due to permitting concerns with causeways in river.
6	No Utility Bridge. Full rehab of CAT Bridge with Bikes & Peds on CAT Bridge BEFORE MSB rehab. All utilities (wet and dry) stay on MSB.	\$63 (73%)	CAT Full Rehab	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
			MSB																		Gas and sewer remain on MSB due to proximity.	
7	No Utility Bridge. Wet utilities stay on MSB. Build Separate Aerial Utility Structure (poles on concrete piers) downstream of MSB. Dry utilities to Aerial Structure. No Bikes & Peds on CAT Bridge. (no CAT Rehab)	\$8 (9%)	MSB	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	Gas and sewer remain on MSB due to proximity.	
			Utility Poles																			Included with MSB construction in Phase 1.
8	No Utility Bridge. Wet utilities stay on MSB. Build Separate Aerial Utility Structure (poles on concrete piers) downstream of MSB. Dry utilities to Aerial Structure. Full rehab of CAT Bridge for Bikes & Peds.	\$71 (83%)	MSB	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	Gas and sewer remain on MSB due to proximity.	
			Utility Poles																			Included with MSB construction in Phase 1.
			CAT Full Rehab																			Construct CAT after MSB after due to permitting concerns with causeways in river.

- Legend**
- █ Design Phase
 - █ Construction Phase - No long-term traffic impacts
 - X X X X Construction Phase - Westbound Detour
 - █ Construction Phase - Full Vehicular Detour of West Bridge for at least one Construction Stage

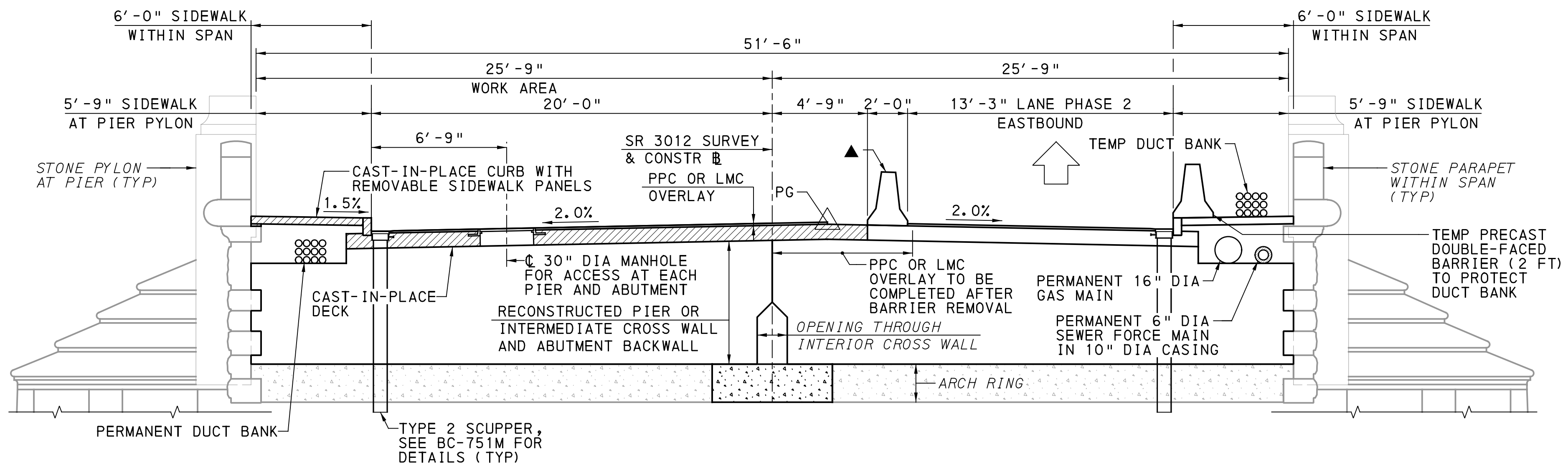
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 PROJECT NUMBER: 67194
 GANNETT FLEMING LEVEL 1 REVIEW
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TYPICAL SECTION - PHASE 1 CONSTRUCTION

(LOOKING EAST)
 1' 0" 2' 4' 8"

▲ TEMPORARY CONCRETE BARRIER, STRUCTURE MOUNTED



TYPICAL SECTION - PHASE 2 CONSTRUCTION

(LOOKING EAST)
 1' 0" 2' 4' 8"

ANTICIPATED TOP SIDE AND INTERIOR SEQUENCE OF CONSTRUCTION (PHASE 1 AND PHASE 2):

- INSTALL/RELOCATE HALF WIDTH CAUSEWAY AND FINGERS UNDER ARCH SPANS AS NEEDED TO PERFORM THE TYPE 3 CONCRETE REPAIRS (ARCH RING RECONSTRUCTION).
- REMOVE AND DISPOSE OF THE EXISTING ASPHALT OVERLAY MATERIAL WITHIN THE INDICATED DECK REMOVAL LIMITS
- REMOVE, TRANSPORT AND DISPOSE THE EXISTING PRECAST SIDEWALK PANELS IN AN APPROVED WASTE AREA.
- SAW CUT, REMOVE, TRANSPORT AND DISPOSE THE EXISTING DECK SLAB AND REINFORCEMENT IN AN APPROVED WASTE AREA.
- REMOVE, TRANSPORT AND DISPOSE ANY DEBRIS ON THE TOP OF THE ARCH RING IN AN APPROVED WASTE AREA.
- SOUND AND DELINEATE THE TYPE 2 REPAIR AREAS (SPALLED AND DELAMINATED CONCRETE) ON THE TOP SURFACE OF ARCH RING.
- SOUND AND DELINEATE THE TYPE 2 REPAIR AREAS (SPALLED AND DELAMINATED CONCRETE) ON EACH FACE OF CROSS WALLS 2, 3 & 4 AND THE PIER CROSS WALLS OR ABUTMENT BACKWALL.
- PERFORM TYPE 3 CONCRETE REPAIRS (FULL DEPTH) AT THE LONGITUDINAL CONSTRUCTION JOINT (ARCH RING RECONSTRUCTION, PHASE 2 ONLY) AND EXISTING DECK SCUPPER OUTLETS AND DISPOSE THE REMOVED CONCRETE IN AN APPROVED WASTE AREA.
- CORE HOLES IN ARCH RING FOR NEW TYPE 2 SCUPPER OUTLET PIPES AND UNDERBRIDGE LIGHTING.
- PERFORM TYPE 2 CONCRETE REMOVAL PER STANDARD DRAWING BC-783M ON ARCH RING AND CROSS WALLS AND DISPOSE THE REMOVED CONCRETE IN AN APPROVED WASTE AREA.
- DEMOLISH TOP OF CROSS WALLS 2, 3 & 4 AND THE PIER CROSS WALLS OR ABUTMENT BACKWALL AS INDICATED FOR RECONSTRUCTION AND DISPOSE THE REMOVED CONCRETE IN AN APPROVED WASTE AREA.
- INSTALL THE CORROSION PROTECTION ANODES IN THE ARCH RING, CROSS WALLS 2, 3 & 4 AND THE PIER OR ABUTMENT CROSS WALLS.
- DRILL HOLES AND INSTALL ELECTRIC SERVICE CONNECTIONS FOR CORROSION PROTECTION SYSTEM.
- PERFORM TYPE 2 CONCRETE REPAIRS ON THE ARCH RING AND CROSS WALLS AS INDICATED.
- PERFORM MORTAR JOINT REPAIRS ON INTERIOR FACE OF PIER PYLON STONES AND PARAPET STONES.
- PLACE ARCH CROWN IN-FILL CONCRETE TO MATCH THE BOTTOM SURFACE OF THE NEW DECK.
- RECONSTRUCT CROSS WALLS AS INDICATED TO MATCH THE BOTTOM SURFACE OF THE NEW DECK.
- INSTALL SPRAY ON WATERPROOFING SYSTEM AFTER REPAIR CONCRETE HAS BEEN CURED.
- INSTALL BRIDGE LIGHTING ELECTRICAL SERVICE LINES.
- INSTALL NEW DECK AND SIDEWALK.
- REPLACE DETERIORATED PARAPET CAP STONES, AS DIRECTED.

ANTICIPATED EXTERIOR SEQUENCE OF CONSTRUCTION (PHASE 1 AND PHASE 2):

- INSTALL/RELOCATE HALF WIDTH CAUSE WAY AND FINGERS UNDER ARCH SPANS AS NEEDED TO PERFORM EXTERIOR REPAIRS.
- PERFORM EXTERIOR MORTAR JOINT REPAIRS ON PIERS, SPANDREL WALLS, PIER PYLON STONES AND PARAPET STONES.
- SOUND, DELINEATE AND PERFORM TYPE 2 CONCRETE REPAIRS ON ARCH RING UNDERSIDE.

Phasing for East Bridge Construction if Utilities must Remain on Bridge

REFERENCES:	SHEET NUMBER:
TS&L GENERAL PLAN AND ELEVATION	1
GEN NOTES, SCOPE OF WORK & INDEX	2
EXISTING TYPICAL SECTION	4
PROPOSED TYPICAL SECTION	7

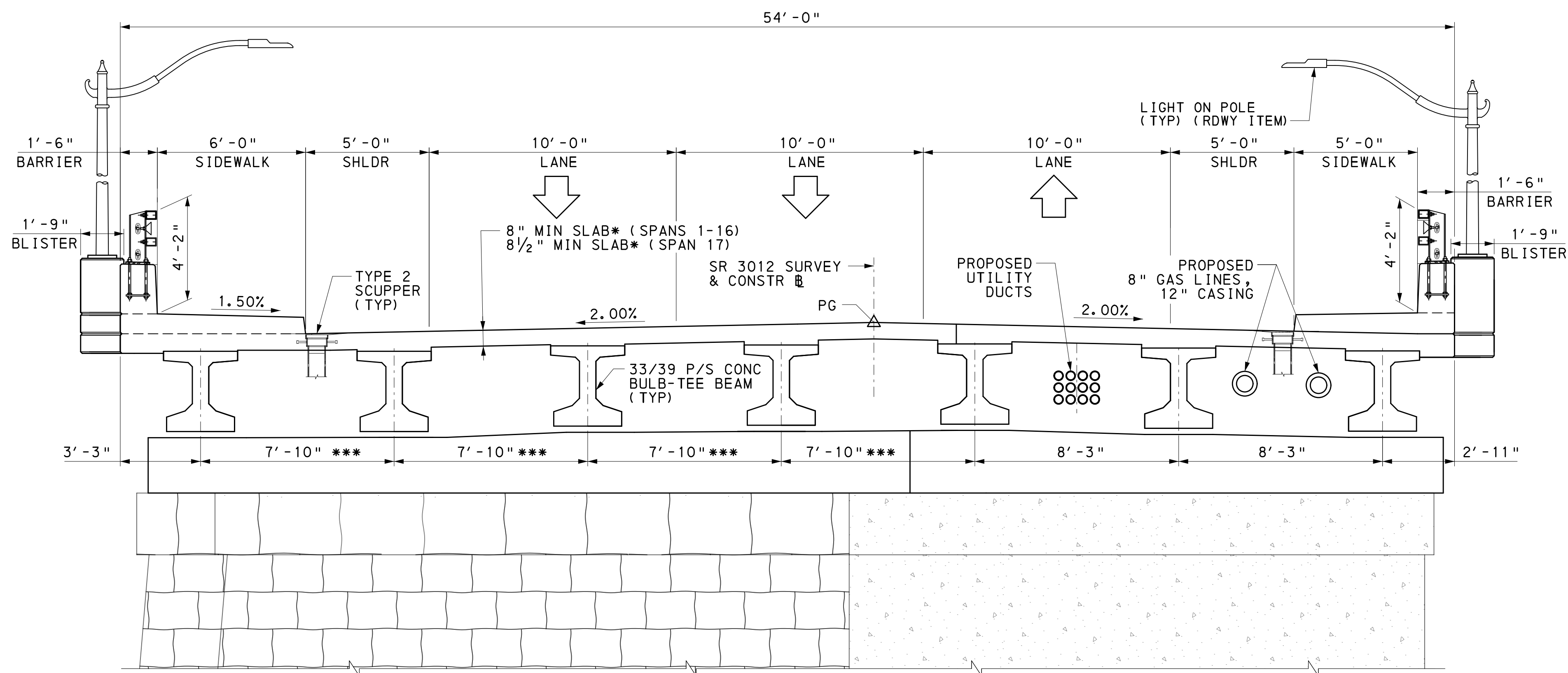
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

DAUPHIN COUNTY

S.R. 3012 SECTION 029
SEGMENT 0030 OFFSET 0000
S.R. 3012 (MARKET STREET) STA 71+19.74
OVER SUSQUEHANNA RIVER
CONCRETE ARCH BRIDGE
PHASE 1 & 2 CONSTR TYP SECTIONS

RECOMMENDED _____	SHEET 6A OF 25
S-41636	

Mark	Description	By	Chk'd.	Recm'd.	Date
REVISIONS					



PROJECT GROUPINGS 5 & 6 SHOWN (PROJECT GROUPINGS 3, 4, 7 & 8 SIMILAR BUT WITHOUT DRY UTILITY CONDUITS ON BRIDGE)

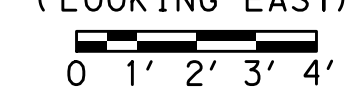
No Utility Bridge included with these options

Factors Affecting Constructability

- Downstream sidewalk on west spans currently closed
- Gas and telecomm lines on downstream fascia beam must be moved before demolition
- Must maintain 13' travel lane width to allow for snow plowing by county maintenance
- Must maintain path for bikes and peds across west bridge since Walnut St bridge does not cross west channel
- Must maintain access to City Island from one direction at all times for emergency service access, business access and recreational access (4(f))

PROPOSED TYPICAL SECTION AND PIER ELEVATION

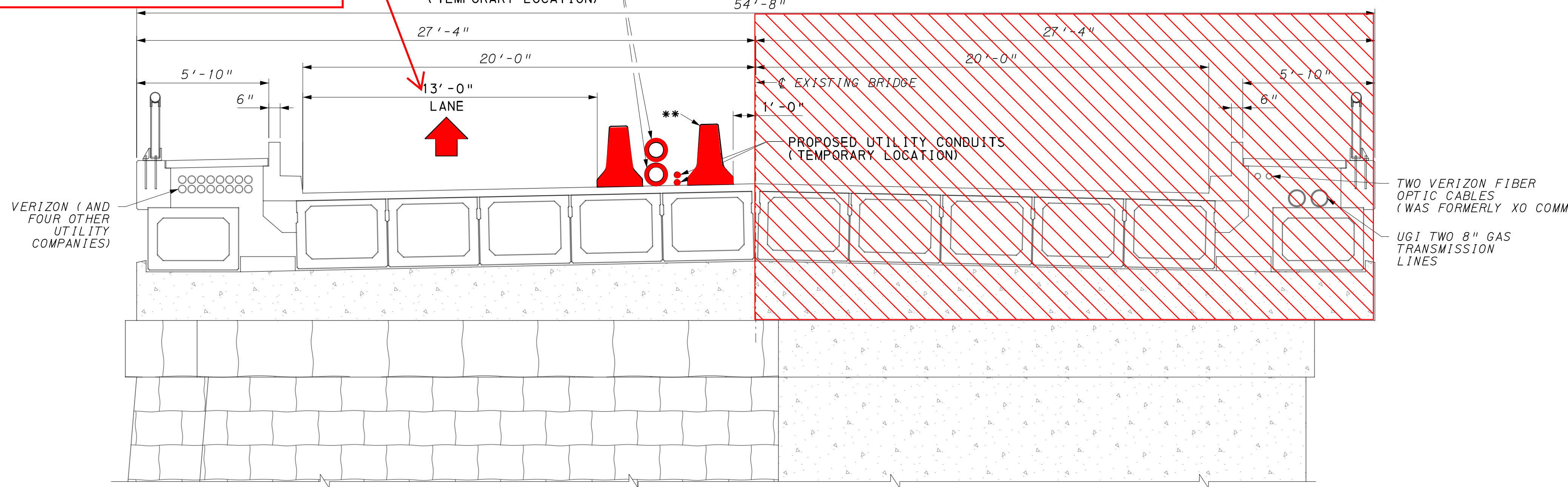
(LOOKING EAST)



* INCLUDES 1/2" INTEGRAL WEARING SURFACE

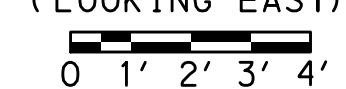
- *** VARIES 7' - 10" TO 10' - 2 3/8" (SPAN 17, BAY 1)
- VARIES 7' - 10" TO 10' - 2 3/4" (SPAN 17, BAY 2)
- VARIES 7' - 10" TO 10' - 3 1/8" (SPAN 17, BAY 3)
- VARIES 7' - 10" TO 10' - 3 1/4" (SPAN 17, BAR 4)

13' Lane provided in temporary condition. Limited space for temporary gas and telecomm lines between barrier protection.



EXISTING TYPICAL SECTION / PHASE 1 DEMOLITION * TEMPORARY MEDIAN BARRIER (TYP)

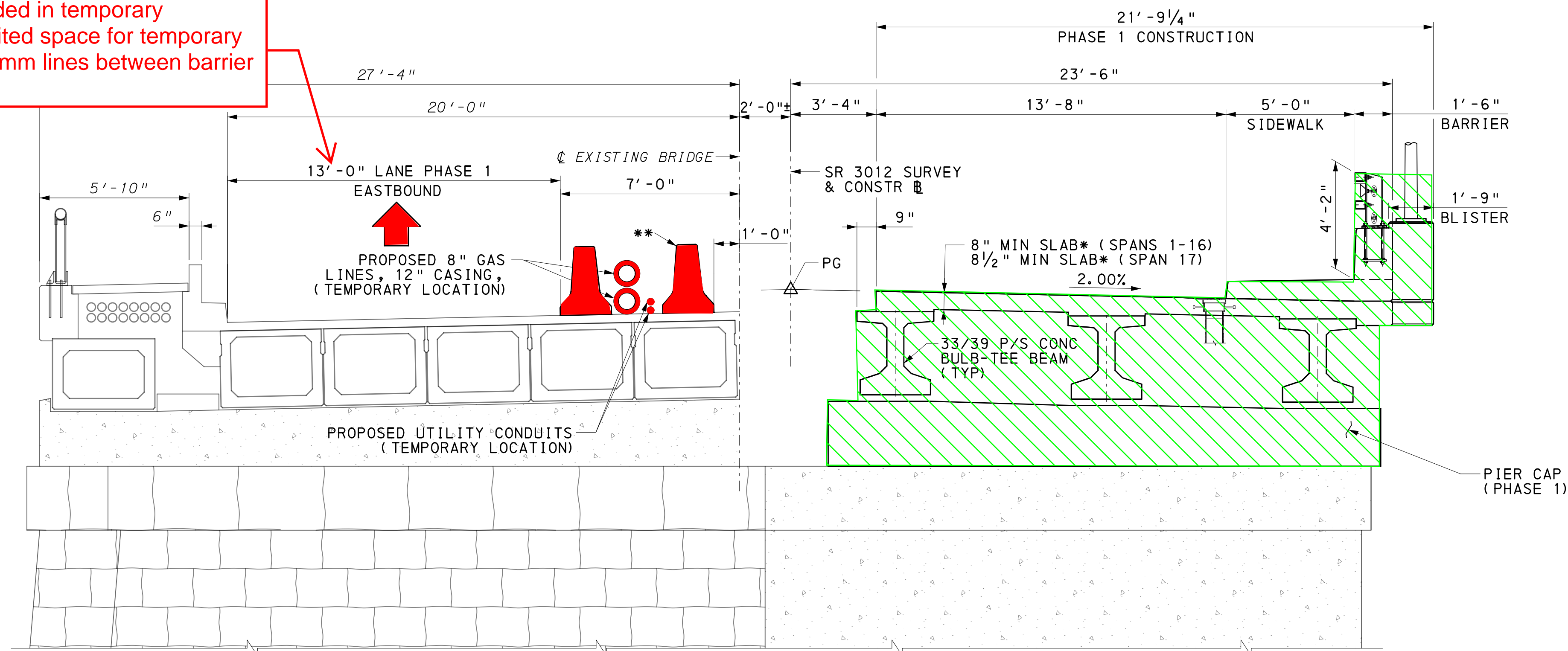
(LOOKING EAST)



Legend

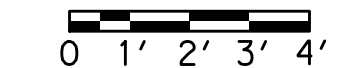
- Temporary Barrier
- Phase 1 Demolition
- Phase 1 Construction
- Phase 2 Demolition/Construction
- Temporary Telecomm
- Temporary Gas
- Temporary EB Lane
- Proposed Travel Lane

13' Lane provided in temporary condition. Limited space for temporary gas and telecomm lines between barrier protection.



TYPICAL SECTION - PHASE 1 CONSTRUCTION

(LOOKING EAST)



* INCLUDES 1/2" INTEGRAL WEARING SURFACE

** TEMPORARY MEDIAN BARRIER (TYP)

54'-0"

PROJECT GROUPINGS 5 & 6 SHOWN (PROJECT GROUPINGS 3, 4, 7 & 8 SIMILAR BUT WITHOUT DRY UTILITY CONDUITS ON BRIDGE)

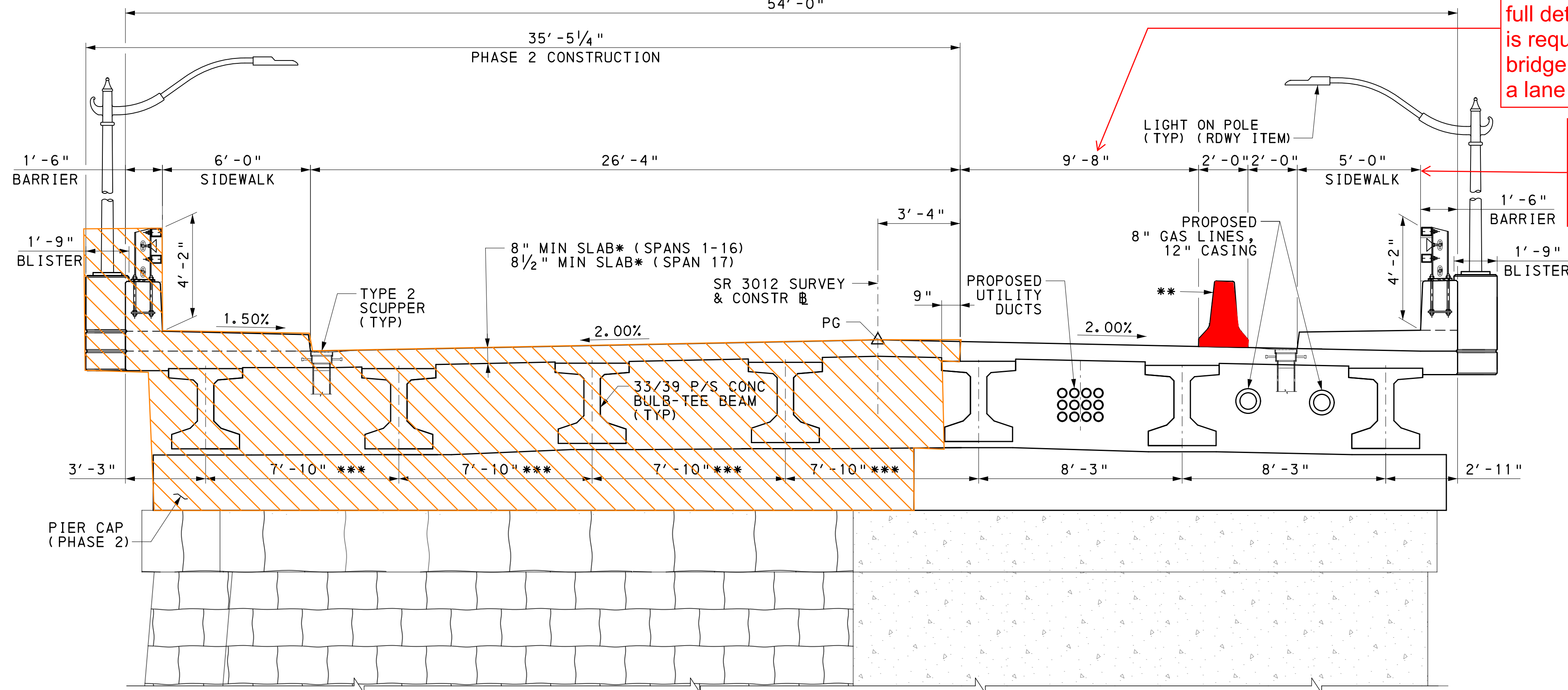
No Utility Bridge included with these options

Factors Affecting Constructability

- Downstream sidewalk on west spans currently closed
- Gas and telecomm lines on downstream fascia beam must be moved before demolition
- Must maintain 13' travel lane width to allow for snow plowing by county maintenance
- Must maintain path for bikes and peds across west bridge since Walnut St bridge does not cross west channel
- Must maintain access to City Island from one direction at all times for emergency service access, business access and recreational access (4(f))

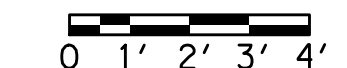
Cannot provide enough room to maintain a lane. Therefore, full detour of the West Bridge is required in this phase. East bridge would need to maintain a lane in each direction.

Pedestrian Traffic Maintained through construction on 5'-0" Sidewalk



TYPICAL SECTION - PHASE 2 CONSTRUCTION

(LOOKING EAST)



* INCLUDES 1/2" INTEGRAL WEARING SURFACE

*** VARIES 7'-10" TO 10'-2 3/8" (SPAN 17, BAY 1)
 VARIES 7'-10" TO 10'-2 3/4" (SPAN 17, BAY 2)
 VARIES 7'-10" TO 10'-3 1/8" (SPAN 17, BAY 3)
 VARIES 7'-10" TO 10'-3 1/4" (SPAN 17, BAR 4)

Legend

- Temporary Barrier
- Phase 1 Demolition
- Phase 1 Construction
- Phase 2 Demolition/Construction
- Temporary Telecomm
- Temporary Gas
- Temporary EB Lane
- Proposed Travel Lane

HATS Report Meeting Project Updates - Cumberland and Perry Counties
September 2024 Meeting

Project SR 0081-087, 81 Resurfacing Exit 59 to Wade Bridge
ECMS # 112268 [Cumberland County]
SR-Section 081-087
Contractor New Enterprise Stone and Lime, Inc.
Original Contract Value \$21,796,022.06
NTP date 1/31/2022
Original Completion Date 11/21/2023

Project Scope This project consists of milling, base replacement, concrete pavement patching, minor drainage, ADA ramps, paving, CAVC site repair and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for Interstate 81, Section 087, in Cumberland County, Silver Spring Township, from Rich Valley Road (SR 1009) at Segment 0550 Offset 0550 (NB) to the Conodoguinet Creek at Segment 0554 Offset 0784 (NB), 1,680.00 linear feet (0.318 mile) and Rich Valley Road (SR 1009) at Segment 0551 Offset 0550 (SB) to the Conodoguinet Creek at Segment 0555 Offset 0723 (SB), 1,174.00 linear feet (0.222 mile) and in Cumberland County, Hampden Township from Lambs Gap Road at Segment 0584 Offset 1471 (NB) to Cumberland County, East Pennsboro Township at SR 11 & 15 at Segment 0650 Offset 0015 (NB), 32,435 linear feet (6.14 miles) and in Cumberland County, Hampden Township from Lambs Gap Road at Segment 0585 Offset 1439 (SB) to Cumberland County, East Pennsboro Township at SR 11 & 15 at Segment 0651 Offset 0015 (SB), 32,556 linear feet (6.17 miles), for an overall project length of 67,845 linear feet (12.85 miles). Also, in Dauphin County, Susquehanna Township from SR 11 & 15 at Segment 0650 Offset 0016 (NB) to George Wade Bridge at Segment 0650 Offset 0878 (NB) and in Dauphin County, Susquehanna Township from SR 11 & 15 at Segment 0651 Offset 0016 (SB) to George Wade Bridge at Segment 0651 Offset 0874 (NB).

Project Update Contractor has completed all the projects original physical work. Project final inspection was held on August 23, 2024. Added work to this project will included the installation of a new overhead sign structure at the on ramp to I-81 South from 11/15 North. Contractor received notification from their sign fabricator that the sign structure along with the new mono tube sign structure post and hardware are 12 to 16 weeks out for fabrication. Contractor anticipates receiving the material in around January 2025. While waiting for the sign structure materials, contractor will drill and pour the sign structure foundation. Anticipate this work being performed in early October 2024. Along with the sign structure work, Department added work along I-81 between mile posts 47 and 52 to remove areas of deteriorated concrete slabs and replace with bituminous material. Contractor anticipates performing this work in late October 2024.

Project Spring and Calvary Roads
ECMS # 90873 [Cumberland County]
SR-Section 034-051/052
Contractor Pennsy Supply, Inc.
Original Contract Value \$4,242,793.30
NTP date 6/26/2023
Original Completion Date 7/25/2024

Project Scope SR 0034-051 and SR 1001-008 Spring Rd. and Cavalry Rd. Intersection Improvement, widening, resurfacing, and other miscellaneous construction. Also included SR 0034-052 resurfacing and other miscellaneous construction in Cumberland County, North Middleton Township and Middlesex Township. SR 0034 limits are from Carlisle Borough to Enola Rd at Segment and SR 1001 from Spring Rd south to Harrisburg Pike, all as indicated on the approved drawings included in the Bid Package for State Route 0034, Section 051, in Cumberland County, North Middleton Township.

Project Update The thirty-day test period for the new traffic signals at the intersection of Spring Road [SR 034] and Calvary Road [SR 1009] and all project physical work was completed by the physical work completion date which was July 25, 2024. Project final inspection was held on August 16, 2024. This project is now completed.

Project US 22/322 Resurfacing
ECMS # 107020 [Perry]
SR-Section 022-097 / 098
Contractor Glenn O. Hawbaker, Inc.
Original Contract Value \$23,062,322.00
NTP date 6/27/2022
Original Completion Date 10/18/2024

Project Scope Construction activities include concrete patching, removal of bituminous surface, 4.5" resurfacing, tree removal, minor drainage, guiderail updates, reconstruction of two ramps in Dauphin County on SR 8037, and other miscellaneous activities, all as indicated on the approved drawings included in the Bid Package for State Route 0022, Section 097, in Perry County, Howe, Buffalo, & Watts Townships, from east of the Newport Interchange at Segment 0171 Offset 0847 to the Perry/Dauphin County line at Segment 0311 Offset 2708, for an overall project length of 39,489 linear feet (7.479 miles). Also included in the Bid Package is State Route 0022, Section 098, in Perry County, Greenwood Township and Millerstown Borough, from the Juniata/Perry County line at Segment 0010 Offset 0000 to Owl Hollow Road at Segment 0100 Offset 0050, and from the Juniata/Perry County line at Segment 0011 Offset 0000 to Owl Hollow Road at Segment 0101 Offset 0050, for an overall project length of 43,550 linear feet (8.248 miles). Also included in the Bid Package is State Route 0011, Section 124, in Dauphin County, Reed Township, from the Juniata River bridge at Segment 0010 Offset 1294 to the Dauphin/Perry County line at Segment 0260 Offset 0050, and from the Juniata River bridge at Segment 0011 Offset 1294 to the Dauphin/Perry County line at Segment 0261 Offset 0050, for an overall project length of 7,716 linear feet (1.461 miles) Also included are State Routes 1015, 8005, 8007, 8011, and 8037.

Project Update Project final inspection was held on July 19, 2024. All project physical work was completed by the final inspection date. This project is now completed.

HATS MPO Meeting Project Updates
Dauphin County

September 27, 2024 Meeting

Project I-81 River Relief Bridge 2
ECMS # 109713
SR-Section 0022-078
Contractor Deblin, Inc. of Mechanicsburg, PA
Original Contract Value \$9,884,046.83
NTP date 9/20/2021
Original Completion Date 10/27/2023

Project Scope This project consists of bridge preservations, approach pavement work, sign replacements, sign structure replacements, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0022, Section 078, in Dauphin County, Harrisburg City and Susquehanna Township, from Progress Avenue at Segment 0685 Offset 2270 to the Susquehanna River Bridge (Wade Bridge) at Segment 0650 Offset 1297 on Interstate 81, length 15,126.01 linear feet (2.865 miles), as well as from Elmerton Avenue at Segment 0311 Offset 0784 to 0.5 mile north of the 22/81 interchange at Segment 0280 Offset 1037, length 7,939.00 linear feet (1.504 miles). Overall project length 23,065.01 linear feet (4.368 miles).

Project Update

- An onsite meeting was held on June 27, 2024, between the Department, Nucor, Pennsylvania Steel, Deblin and JDE to discuss the assembly/setting the towers for the tri-chord sign structures as several bracing members do not align with holes drilled in gussets. With the Department's approval to ream holes with 1/8", Deblin was able to get most braces installed. Three braces for Sign Structure No. 2 and No. 3 will need to be replaced.
- As of 9/10/2024, the three diagonal braces for Sign Structure No. 2 and No. 3 have not been fabricated. Once the braces are fabricated and delivered, Deblin will install Sign Structure No. 3, 4 and 5.
- The middle tri-cord for Sign Structure No. 1 has been fabricated and is being shipped to the galvanizer. Once delivered, Deblin will install Sign Structure No. 1 and No. 2.

Project I-83 East Shore Demo 2
ECMS # 116347
SR-Section 0000-02D
Contractor Farhat Excavating, LLC, of Duncannon, PA
Original Contract Value \$1,893,000.00
NTP date 5/5/2022
Original Completion Date 11/18/2022

Project Scope Demolition and removal of residential, commercial and billboard structures and improvements, and other miscellaneous construction, all as indicated within the Bid Package for State Route 0000, Section 02D, in Dauphin County, City of Harrisburg and Swatara Township.

Project Update

- Demolition of Parcel 2358 – 3905 Derry Street, Parcel 409 – 4216 York Street and Parcel 318 – 4242 Paxton Street have been added to the project.
- Parcel 406 – 4219 York Street and Parcel 358 – 3905 Derry Street have been demolished.

Project US 322 & Chambers Hill Rd Intersection
ECMS # 92945
SR-Section 0322-050
Contractor J.D. Eckman, Inc. of Atglen, PA
Original Contract Value \$38,561,349.17
NTP date 5/23/2023
Original Completion Date 8/18/2027

Project Scope The SR 0322 and SR 2019 Grayson/SR 3006 Chambers Hill Road signalized intersection is being reconstructed to 4 approaches with left turn lanes removed from SR 0322. One through lane in each direction is added and SR 0322 EB left turns are replaced via a new SR 0322 EB jughandle with signal at Witmer Road and SR 0322 WB left turns are replaced via a new roundabout with bypass lanes at the SR 2019 Milroy/Grayson Roads intersection. Three retaining walls accommodate the widening and geometry, addition of dynamic message signs, stormwater management basins, drainage, guide rail/barrier, signs and pavement markings upgrades, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0322, Section 050, in Dauphin County, Swatara Township, from Mushroom Hill Road to Bridge Road at Segments 0090/2535 (0091/2574) to 0150/2314 (0151/2354), for an overall project length of 12,797.00 linear feet (2.424 miles).

Project Update

- JDE switched traffic on SR 322 to Stage 2.
- JDE's subcontractor, Herr Signal & Lighting Co., installed signal pole foundations and ITS poles at the Chambers Hill and SR 322 Intersection. Herr Signal continues to perform lighting and signal operations at this intersection.
- JDE performed Class 1 excavation, installed geotextile and subbase in preparation for base course at the new alignment for Grayson Road.
- JDE performed inlet grade adjustment at various locations where Hilton Street and Grayson Road intersect.
- JDE's subcontractor, J.P.H. Enterprises LLC, installed topsoil and seeded along Witmer Drive and the SR 9402 jughandle.
- JDE's subcontractor, Trinity Excavating, Inc., continues installing pipe along SR 322 eastbound along the shoulder near Basin No. 5.
- JDE continues to excavate and place subbase along the shoulder of SR 322 eastbound in Stage 2 widening areas.
- JDE began placing concrete pavement along the eastbound shoulder of SR 322 from Webner Road to the Chambers Hill intersection.

Project	Cameron Street Resurface
ECMS #	113276
SR-Section	0022-093
Contractor	J.D. Eckman, Inc, of Atglen, PA
Original Contract Value	\$8,275,459.03
NTP date	7/7/2023
Original Completion Date	9/1/2026
Project Scope	This pavement preservation project consists of concrete patching, diamond grinding, milling, asphalt overlay, traffic signal & intersection improvements, minor drainage repairs and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0022, Section 093, State Route 0022-320, & State Route 230-043, in Dauphin County, City of Harrisburg and Susquehanna Township, from Berryhill Street at SR 0230 Segment 0050/0051 Offset 1360/1346 to SR 0022 at Elmerton Avenue Segment 0310/0311 Offset 0854/0884.
Project Update	<ul style="list-style-type: none"> •JDE continues nighttime concrete patching operations on Cameron Street. •JDE continued inlet adjustment concurrently with concrete patching. •JDE's subcontractor, Telco, Inc., began boring for underground conduit and install light foundations. •JDE began island reconstruction at the intersection of Cameron Street and Arsenal Blvd. •JDE's subcontractor, Kee-Ta Quay Construction, began installing mountable curb the week of September 9, 2024 at the Cameron Street and Arsenal Blvd. •During the week of August 26, 2024, JDE encountered one of Verizon's vaults near the Delaware Street and Cameron Street intersection during saw cutting operations. JDE performed a one-call prior to saw cutting. It was determined the vault's top slab is at pavement grade. The Department is coordinating with Verizon to provide a design to replace the vault slab. Once designed, JDE will obtain the materials and replace the vaults slab.

Project	I-83 East Shore Section 3
ECMS #	97828
SR-Section	0083-079
Contractor	New Enterprise Stone & Lime Co. Inc., of New Enterprise, PA
Original Contract Value	\$154,667,126.19
NTP date	10/12/2023
Original Completion Date	10/12/2027
Project Scope	The SR 0083 Section 079 project extends on I-83 from the 19th Street (SR 3007) Interchange to 29th Street (SR 3013) and consists of the widening and reconstruction of an existing 24 foot cement concrete and bituminous roadway, consisting of new Superpave pavement 36 feet in width and full depth paved shoulders, 24 foot collector distributor roadways, accel/decel lanes, ramps and sideroads, upgrade to the 19th Street (SR 3007) partial interchange and one new full interchange at Cameron Street (SR 0230), and removal of one existing full interchange at 13th Street. Roadway and structure improvements are included on Cameron Street (SR 0230), 19th Street (SR 3007) and 29th Street (SR 3013). Also included are: embankment benching and sliver fills, replacement of a one-span bridge and a two-span bridge with a proposed three-span bridge, replacement of a two-span bridge with a proposed one-span bridge, replacement of a one-span bridge with a proposed two-span bridge, removal of a three-span bridge and replacement with embankment, removal of portions of existing bridges, five proposed retaining walls, one proposed retaining wall with structure mounted sound barrier, two proposed ground mounted sound barriers, two proposed moment slabs with toe walls, four proposed overhead sign structures, guiderail, drainage, pollinator garden, highway lighting, pavement markings, and other miscellaneous construction, all contained within an overall project length of 9,950.00 linear feet (1.884 miles) as indicated on the approved drawings included in the Bid Package for State Route 0083, Section 079, in Dauphin County, City of Harrisburg, Swatara Township, Paxtang Borough, from a point 800 feet west of the Cameron Street underpass at Segment 0424/0425 Offset 0974/0974 to the 29TH Street overpass at Segment 0444/0445 Offset 1432/1406.
Project Update	<ul style="list-style-type: none"> •Class 1 Excavation operations continue for Basin 1, Basin 5, & Ramp V. Blasting operations are ongoing in support of rock excavation. •Installation of the 60" jack and bore pipe continues across Cameron Street adjacent to Basin 2. Progress has significantly slowed due to the presence of rock in the path of the bore. The adjacent CRW 48" RCCP jack and bore has started as well. The onsite water treatment system remains operational in support of these operations. •The U-channel outfall at Paxton Creek is now complete. •Various drainage installations continue in the area of Basin 1, Basin 5, & Cameron Street. •Vegetated swale installation is ongoing with significant portions being permanently seeded & matted. •Operations for the dual trench 48" RCCP have begun. Temporary shoring is being installed adjacent to 13th Street to facilitate future jack and bore operations. •The footing has been constructed for S-40319 (Retaining Wall 6). Forming & rebar installation for the wall section is ongoing. •Traffic control for the 29th Street detour has been placed on July 8th. The 29th Street bridge has been demolished over both the Norfolk Southern Railroad and I-83. Blasting operations for demolition of the I-83 span took place on August 24th. •Excavation for the 29th Street bridge Pier 1 and Abutment 2 is ongoing. •I-83 traffic remains in the stage 1 configuration with barrier in place along the existing NB RT shoulder. In addition, barrier is in place along the SB RT shoulder to facilitate the 29th Street bridge excavation efforts. •Installation of the incorporated CRW waterline continues on Cameron Street. •Utility relocation work continues to progress in the area of Cameron & 19th Streets.

Project	Clarks Ferry Interim Repairs
ECMS #	119484
SR-Section	0022-104
Contractor	JVI Group Inc., of York Springs, PA
Original Contract Value	\$1,927,570.57
NTP date	10/18/2023
Original Completion Date	8/30/2024
Project Scope	This Clark's Ferry Bridge Interim repairs project consists of replacing existing bridge deck joints with a new bridge expansion joint system on Piers 1-8 EB & WB, strengthening/jacketing of pier cap 1 EB, installation of falcon netting/screening on Piers 1-8 EB/WB and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0022, Section 104, in Dauphin County, Reed Township, from just north of the SR 0147 interchange at Segment 0050/0051 Offset 1318/1288 to just south of SR 0849 exit at Segment 0050/0051 Offset 0334/0304.
Project Update	<ul style="list-style-type: none"> •JVI remobilized on July 29, 2024 to begin pier jacketing. •Pier jacketing work on Eastbound Pier #1, #7, & #8 is ongoing. •Pier jacketing work is anticipated to continue into early December. A time extension will be processed for the additional work. •EmSeal installation is ongoing.

Project Laudermilch Road Bridge
ECMS # 47519
SR-Section 2012-007
Contractor Deblin Inc., of Mechanicsburg, PA
Original Contract Value \$10,673,551.13
NTP date 4/19/2023
Original Completion Date 7/7/2025

Project Scope This is a bridge replacement project on Laudermilch Road over Norfolk Southern Railroad, as indicated on the approved drawings included in the Bid Package for State Route 2012, Section 007, in Dauphin County, Derry Township, from Hershey Park Drive at Segment 0010 Offset 0034 to East Derry Road at Segment 0010 Offset 1557, for an overall project length of 1,445.00 linear feet (0.274 mile).

Project Update

- Deblin completed driving piles within the Abutment No. 1 footer.
- Deblin completed forming, installing rebar for the Abutment No. 1 footer and poured the footer on August 6, 2024.
- Deblin completed formwork, installed rebar, and poured concrete for Abutment No. 1 Wing Walls A/B.
- Deblin began forming, installing rebar, and pouring the Abutment No. 1 stem prior to continuing driving piles at the Abutment No. 1 wing wall extensions.
- A Pre-Drilling Meeting was held on August 28, 2024 to discuss the Abutment 2, Wing C, Pre-Drilling Plan, and the Norfolk Southern requirement to continuously advance casing during pre-drilling operations. Deblin will submit an Abutment No. 2 shoring plan for review and approval to allow Deblin to perform the pre-drilling operations as proposed without continuously advancing casing.

Project Market Street Bridge - A
ECMS # 90772
SR-Section 0147-017
Contractor Farhat Excavating LLC, of Duncannon, PA
Original Contract Value \$3,589,657.00
NTP date 9/19/2023
Original Completion Date 11/1/2024

Project Scope This project includes the construction of a precast reinforced concrete arch culvert, removal of existing culvert, building demolition, pavement reconstruction, milling, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0147, Section 017, in Dauphin County, Millersburg Borough and Upper Paxton Township, from Boyd Street at Segment 0330 Offset 1628 to 300 ft South of Bowman Street at Segment 0330 Offset 2003.

Project Update

- Farhat completed the demolition of the existing retaining wall by removing the retaining wall blocks layer by layer.
- Farhat disconnected the existing rigid frame from the existing masonry arch culvert and demolished the existing rigid frame culvert.
- Farhat completed formwork, installed rebar, and poured concrete for the Retaining Wall No. 2 footer on July 25, 2024.
- Class A concrete was poured on August 16, 2024, for Retaining Wall No. 1 footer.
- Farhat's subcontractor, Kee-Ta Quay, began installing the retaining wall forms at Retaining Wall No. 2 on August 27, 2024.
- Farhat anticipates implementing the 63-day detour on SR 0147 in mid-October 2024 to begin demolition of the existing masonry arch culvert and installation of the precast concrete arch culvert.

Project Governor Road Extended Maintenance
ECMS # 103145
SR-Section 0322-058
Contractor Pennsy Supply Inc., of Harrisburg, PA
Original Contract Value \$4,999,986.80
NTP date 7/25/2023
Original Completion Date 8/30/2024

Project Scope This is a Resurfacing project which consists of asphalt resurfacing, base repair, drainage replacement, guiderail updates, ADA updates, line painting, sign updates, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0322, SECTION 058, in DAUPHIN COUNTY, DERRY TOWNSHIP, starting on SR 0039 (Hershey Park Drive) at the intersection with Walton Ave. at Segment 0400/0401 Offset 0234/0191 and continuing east until it turns into SR 0322 (Governor Road) at Segment 0230 Offset 0000 and continues east on SR 0322 to the intersection with Homestead Road at Segment 0280 Offset 0717. Proposed work on SR 0743 (Fishburn Road/Cocoa Avenue) begins at the intersection with Homestead Road at Segment 0100 Offset 2718 and continues north on SR 0743 to the intersection with SR 0322 (Governor Road) at Segment 0130 Offset 0495. Proposed work on SR 2011 (Fishburn Road/Hockersville Road/Swatara Avenue) begins at the intersection with SR 0743 (Cocoa Avenue) at Segment 0100 Offset 0000 and continues north on SR 2011 to the intersection with Old West Chocolate Avenue at Segment 0130 Offset 1087. The overall project length is 30,789 linear feet (5.83 miles).

Project Update

- Pennsy's subcontractor, D.E. Gemmill Inc., was onsite to install the final epoxy line paint on the completed portion of SR 0039/SR 0322 to Centerview Drive.
- Pennsy anticipates beginning pipe installation in October 2024.
- Pennsy completed the reconstruction of ADA ramps and will return to perform base repair at each ramp in October 2024.
- PA American Water completed the main waterline relocations and are currently working on replacing the services.

Project Derry St Safety Improvements
ECMS # 113390
SR-Section 3012-031
Contractor JVI Group Inc., of York Springs, PA
Original Contract Value \$2,590,173.60
NTP date 11/15/2023
Original Completion Date 12/3/2024

Project Scope This project consists of milling, base replacement, signs, pavement markings, ADA ramps, pedestrian facility improvements at 19th and 21st streets, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 3012, SECTION 031, in DAUPHIN COUNTY, HARRISBURG CITY, PAXTANG BOROUGH, and SWATARA TOWNSHIP, from 13th Street at Segment 0090 Offset 0769 to Rosewood Lane at Segment 0160 Offset 0185, for an overall project length of 13,008.00 linear feet (2.464 miles).

Project Update

- JVI completed ADA ramps and began inlet replacement operations.
- JVI will begin milling operations on Monday, September 16, 2024, starting west of 13th Street and working east to 24th Street. JVI will then place the 9.5 MM scratch course from west of 13th Street to 24th Street and proceed with milling and scratch course from 24th Street to Rosewood Lane. After milling and scratch course, JVI will place the 12.5 MM wearing course throughout the project limits.
- Under a separate contract, UGI is scheduled to replace a gas main on the west end of the project. On September 10, 2024, the Department and JVI held a meeting with UGI to coordinate milling and paving operations.

**Susquehanna Regional Transportation Authority (SRTA)
Transit Asset Management (TAM) Performance Targets FY2025
EXECUTIVE SUMMARY FOR MPO**

- SRTA (dba rabbittransit) is providing an update of the below identified performance targets for the upcoming fiscal year 2025 report period (July 1, 2024 – June 30, 2025).
- The most recent update provided to the MPO of the TAM targets was provided in 2022 for the FY2023 – 2026 updated to SRTA’s TAM Plan consistent with the 4-year horizon requirement. No changes were made in FY2024.
- Changes were deemed appropriate by SRTA staff in the FY2025 TAM target review process.
- Below are the associated targets provided in the 2022 update:

SRTA TAM Performance Targets		
Asset Category	Performance Measure	FY23 & 24
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	23%
Equipment	Age - % of service vehicles/ equipment that have met or exceeded their Useful Life Benchmark (ULB)	18%
Facilities	Condition - % of facilities with a condition rating below 3.0 on a the FTA Transit Economic Requirements Model (TERM) Scale	13%

- Below are the updated targets for FY2025:

SRTA TAM Performance Targets		
Asset Category	Performance Measure	Target Percent
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	7%
Equipment	Age - % of service vehicles/ equipment that have met or exceeded their Useful Life Benchmark (ULB)	26%
Facilities	Condition - % of facilities with a condition rating below 3.0 on a the FTA Transit Economic Requirements Model (TERM) Scale	13%

- The backlog of replacement of rolling stock and retirement of past ULB assets reduced with an influx of backordered cutaways for paratransit service.
- Equipment, inclusive of non-revenue or service vehicles, saw an increased target as SRTA holds service vehicles past default ULB in years and focuses on mileage and vehicle condition for replacement.
- Facilities remain unchanged with the only asset needing imminent replacement being the SRTA administrative facility at Cameron St. in Harrisburg.

West Shore Gateway Trail Feasibility Study

Scope of Work

Background

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

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

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

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

Project Objectives

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

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

Scope of Work

Task 1 – Steering Committee Formation

A Steering Committee will be formed to guide the study effort. The committee will provide input to the study and review deliverables prior to public release. Members will include but are not limited to:

- Lemoyne Borough
- Surrounding municipalities
- Harrisburg Area Transportation Study (HATS)
- Cumberland County
- Norfolk Southern
- Department of Conservation and Natural Resources (DCNR)
- PennDOT
- Capital Area Greenbelt Association

Task 2 – Background data collection

The consulting team will perform a field view of the corridor and collect necessary data for trail planning and design. Data to be collected includes but is not limited to:

- Municipal, county, and regional active transportation plans
- Design and construction plans for NS new track, existing, and abandoned tracks
- Topographic data for the trail corridor and surrounding areas (base mapping with topography to be provided by NS)
- Land use and ownership data for properties surrounding the trail corridor
- Utilities located within the easement area
- Presence of environmental, cultural, and historic resources located in the easement area
- Digital mapping data (GIS, orthophotography, LIDAR data, etc.)

Task 3 – Norfolk Southern coordination

The proposed trail will involve the extension of the existing easement or establishment of right-of-way on NS land, running from the SRTA Bridge to at least 10th Street in Lemoyne and also from the existing access easement in a southerly direction parallel to the abandoned rail line to a connection with Lowther Street south of I-83. The trail will need to be designed, constructed, and maintained in accordance with NS policies and regulations. The consultant will meet with NS at the outset of the project to understand their requirements that will drive the rest of the feasibility study. The following issues, in particular, will need to be addressed with NS:

- Width of corridor available for trail usage
- Security requirements to discourage trail users from trespassing on surrounding NS land
- Construction standards that support trail development while maintaining the rail bed for future rail use, if necessary.
- Provisions for restoring the active rail line should it be needed in the future

The final feasibility study will be presented to NS for review and comment at the conclusion of the study. NS comments will be required prior to any public release of the study.

Task 4 – Design feasibility

Using data gathered from municipal interviews, NS, and public engagement the consultant will develop a conceptual trail design that includes the following elements that are necessary for feasibility determination:

- Boundary survey to identify the limits of the NS easement/right-of-way
- Clarity on the extent of track removal west of 10th Street and the area thereby made available for rail-trail development
- Critical environmental, historic, or cultural features that could impede the trail's construction
- Corridor geometry including length, width, cross slope, and grade
- Trail surface materials and estimated quantities
- Accessibility requirements, including design considerations for an ADA compliant 7th Street bridge crossing
- Adjacent property owners
- Signage
- Access points and associated support facilities (i.e. trail head, parking, restrooms, trash, lighting, trash, etc.)
- Safety and security measures
- Stormwater management
- Required clearing and grubbing
- Potential for a long-term, at-grade roadway crossing at 10th Street
- Renderings of the trail's appearance at completion

Task 5 – Regulatory feasibility

The consultant will analyze the regulatory feasibility of the trail by analyzing the following issues:

- Local land use and zoning requirements
- Federal, state, and local permitting requirements, as applicable
- Land acquisition or easement requirements for land not owned by NS
- Liability and risk management for the responsible party charged with ownership and maintenance

Task 6 – Trail ownership feasibility

A responsible party must be identified that has the financial and staff capacity to own and maintain the trail following construction. The consultant will analyze the trail's maintenance requirements and associated costs and discuss those needs with potential responsible parties to identify feasible trail ownership and maintenance alternatives. Initial ownership concepts to be explored include but are not limited to:

- Local government
- Municipal authority
- Non-profit organization

Task 7 – Financial feasibility

The consultant will develop a cost estimate based upon the trail concept plan. The cost estimate should include contingencies for detailed design and construction elements not included in the concept plan. The consultant will discuss the trail's financial needs with prospective funding agencies to determine the grants, local match, or in-kind services that can aid in trail construction.

Task 8 – Public and partner agency engagement

The consultant will solicit public input on the proposed trail through an online survey and public meetings. The online survey will be used at the start of the project to gather input on residents' potential usage of the trail, design needs, and opportunities for connections to other active transportation facilities. Two public meetings will be held, one at the start of the project to gather similar input as the public survey and a meeting at the end of the study to review and comment on final trail alignment and renderings.

The consultant will also conduct key person interviews with federal, state, and nonprofit partner agencies to discuss the trail's design, construction, benefits, and long-term connection opportunities. At minimum, interviews should be conducted with:

- Rails to Trails Conservancy
- DCNR

- PennDOT district staff
- Capital Area Greenbelt Association
- SRTA
- Cumberland Valley Rails to Trails Council Inc.
- Harrisburg Bike Club

Task 9 – Feasibility determination and implementation plan

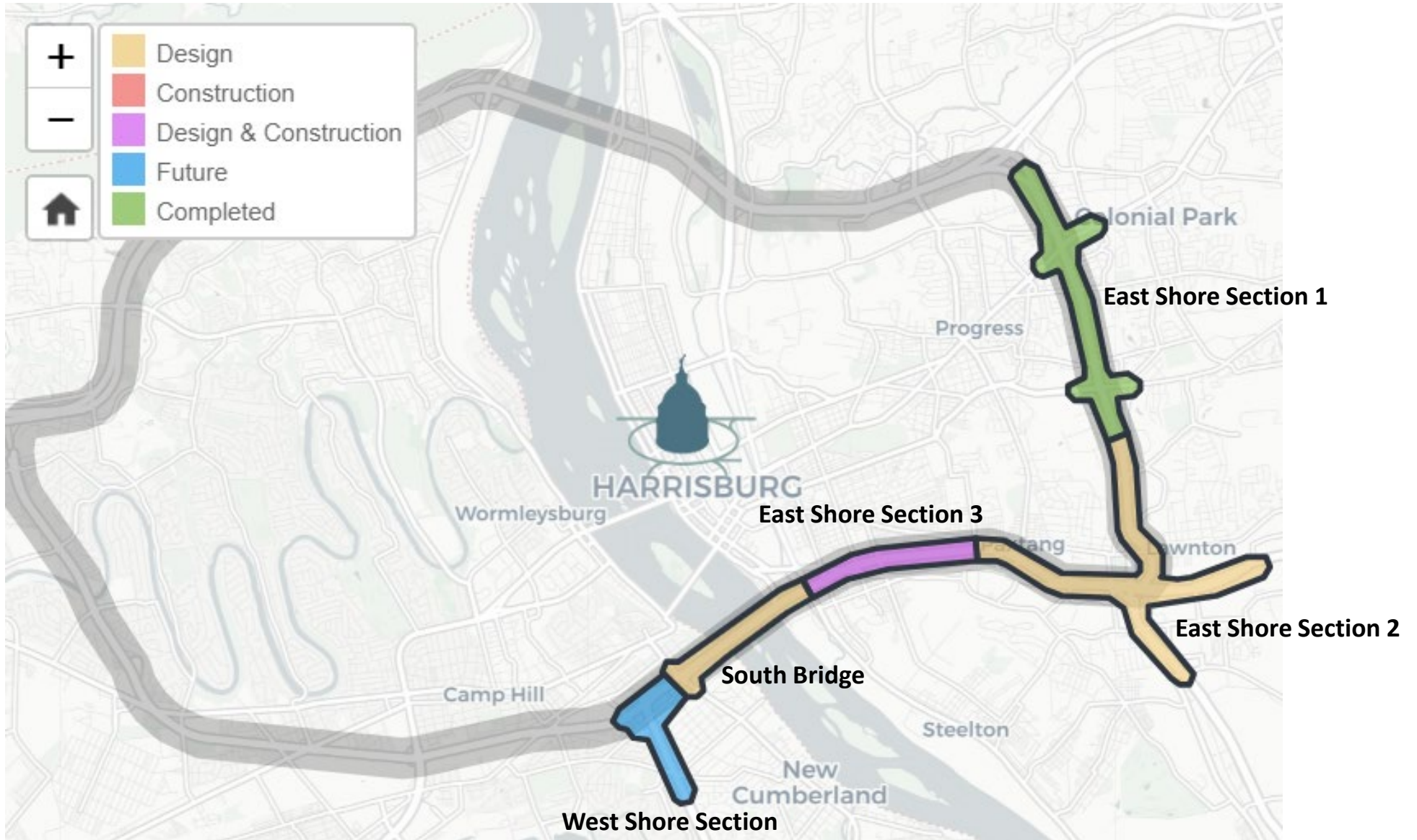
The consultant will produce a report that summarizes the project’s design, regulatory, ownership/maintenance, and financial feasibility. Features or factors that must be addressed for the project to become feasible should be clearly identified. Addressing any such factors will be a key component of an implementation plan that includes those actions necessary to advance the project from concept to construction.

Task 10 – Project Presentation

The consultant will present the study’s findings to the following organizations at public or in person meetings:

- NS
- HATS Technical and Coordinating Committees
- Lemoyne Borough
- DCNR
- PennDOT

I-83 Master Plan



I-83 South Bridge Project

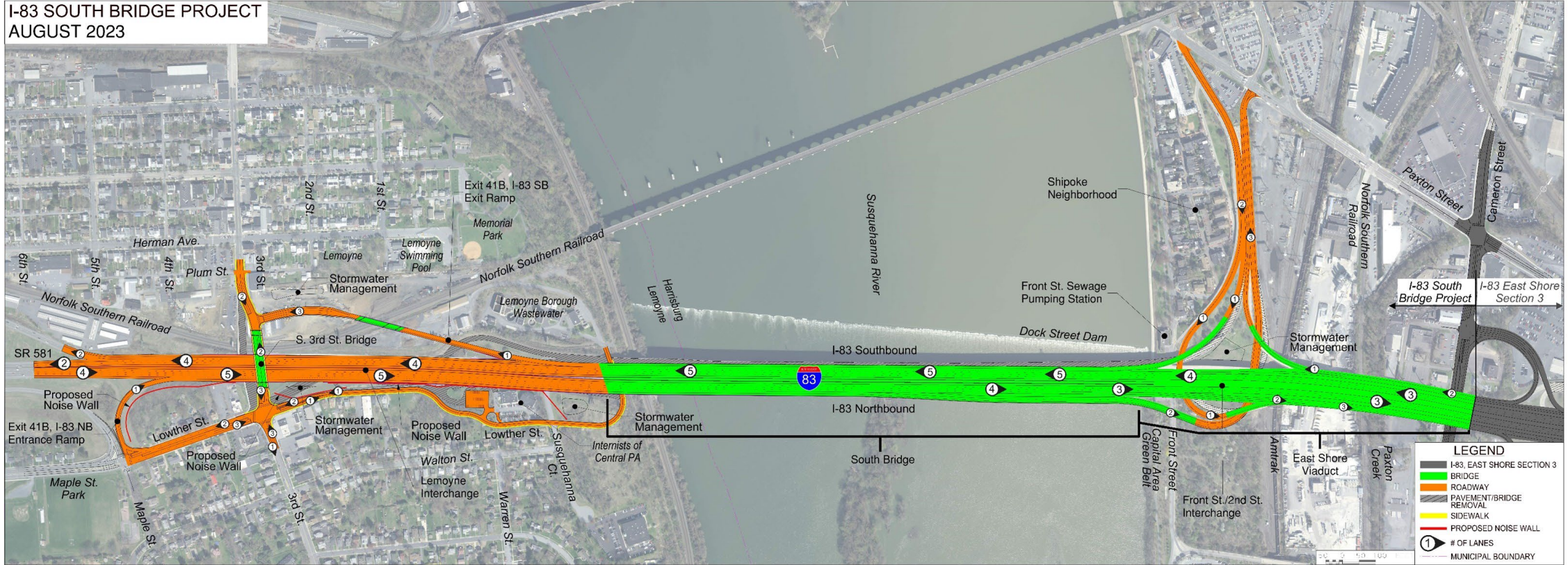
At 63 years old, the South Bridge is nearing the end of its serviceable lifespan. This means that wear and tear has caused the bridge to require more frequent and costly repairs.

The purpose of the I-83 South Bridge Project is to improve traffic flow and safety in the Harrisburg metro region.

Several needs have been identified that the South Bridge project is intended to address:

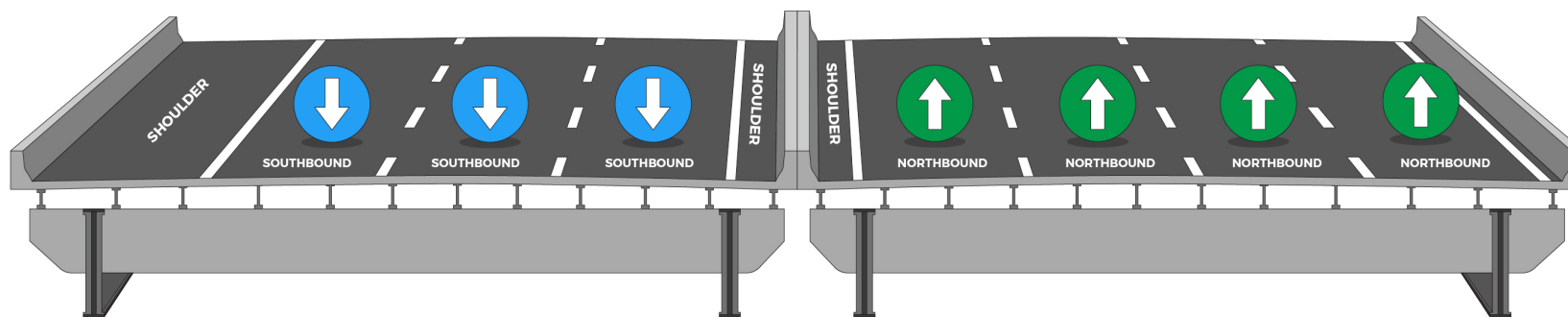
- The bridge's aging structure:** The bridge is approaching the end of its serviceable lifespan. This means that in the near future, wear and tear on the bridge will cause the need for more frequent and costly repairs. In addition most of the pavement on the project corridor is over 50 years old.
- Current and increasing traffic volumes:** The current bridge and roadway do not adequately support today's traffic and won't be able to handle future traffic volumes.
- Need for design improvements:** The existing roadway system is outdated and in need of updates to meet current design standards.
- Lack of bicycle and pedestrian mobility on the west shore:** On the west shore, I-83, the existing interchange design and the location of the railroad hinder the ability for people walking and cycling to access communities and businesses north and south of the interstate and railroad.

**I-83 SOUTH BRIDGE PROJECT
AUGUST 2023**

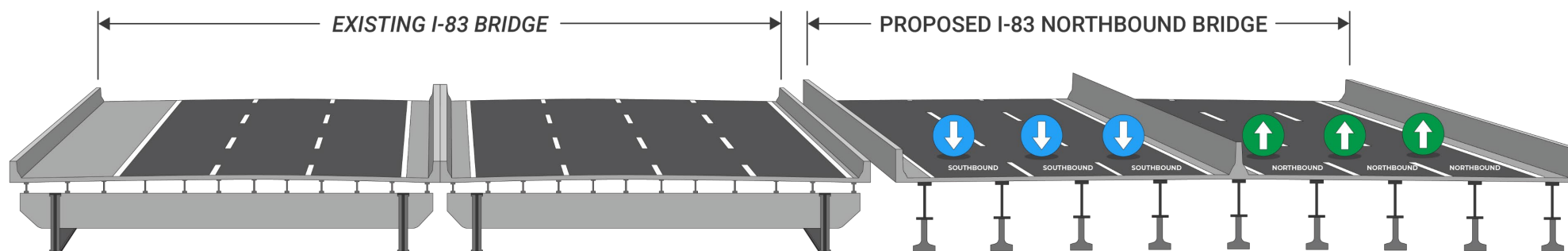


[Larger Map](#)

Current bridge

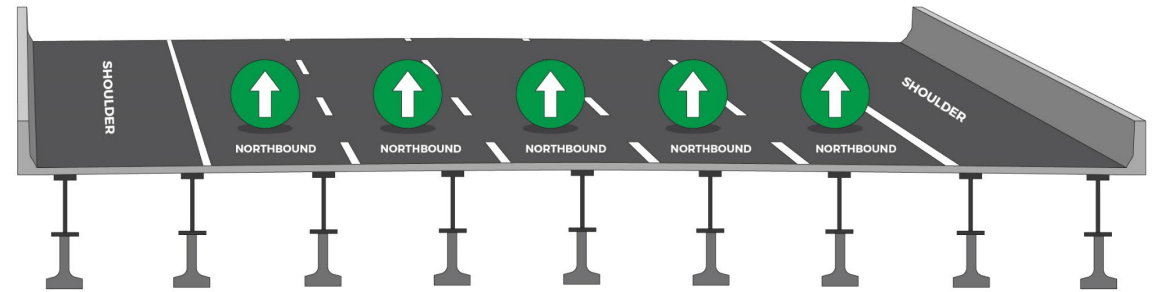
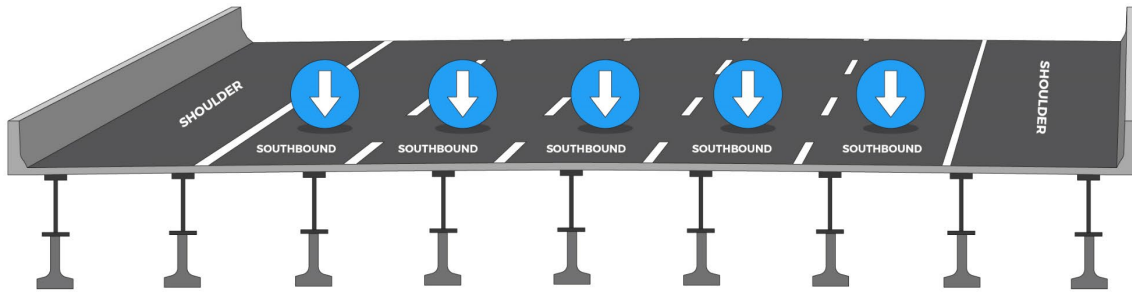


Bridge during construction



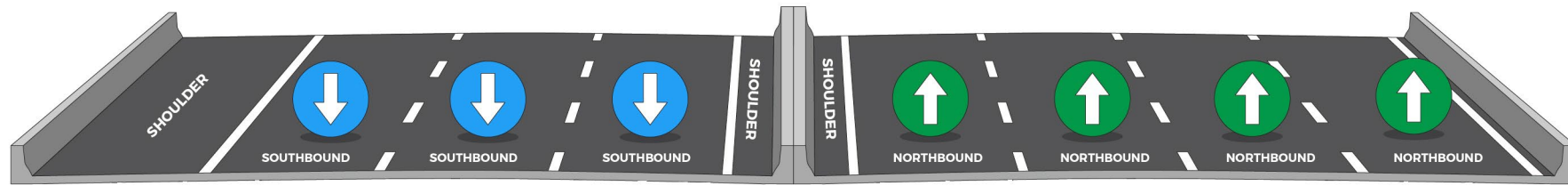
New northbound lanes would be built first, south of the existing structure. Once complete, all traffic would be routed to these new lanes. The existing bridge would then be demolished, and new southbound lanes would be built where the existing bridge was.

Bridge after construction

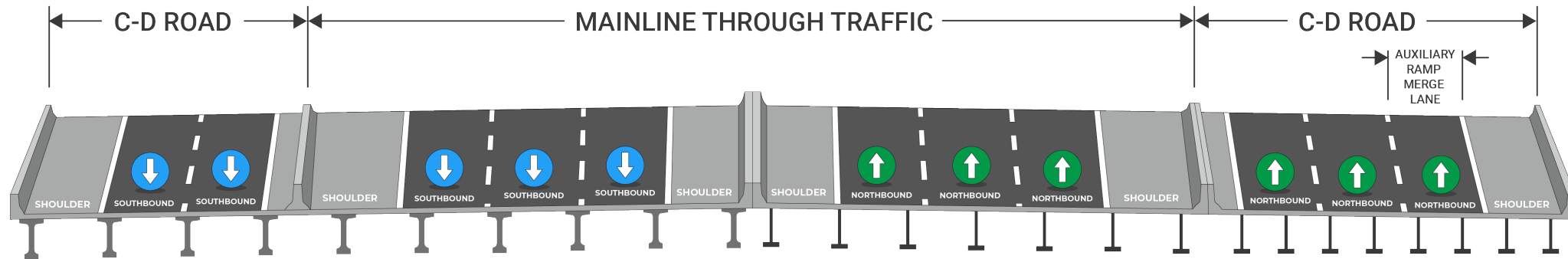


Once the new southbound lanes are complete, the new South Bridge would be finished. At this time, traffic would be redistributed to their appropriate lanes.

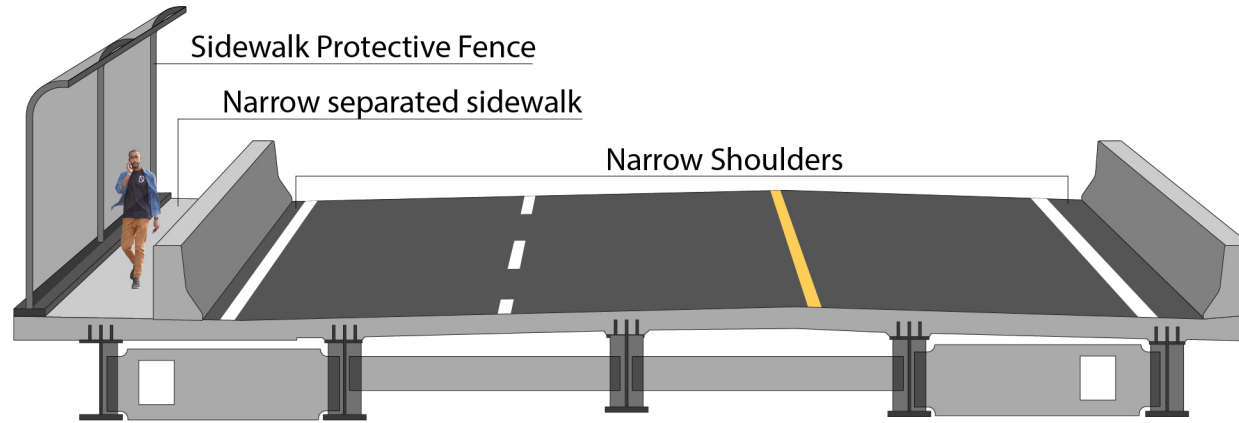
Current Viaduct structure



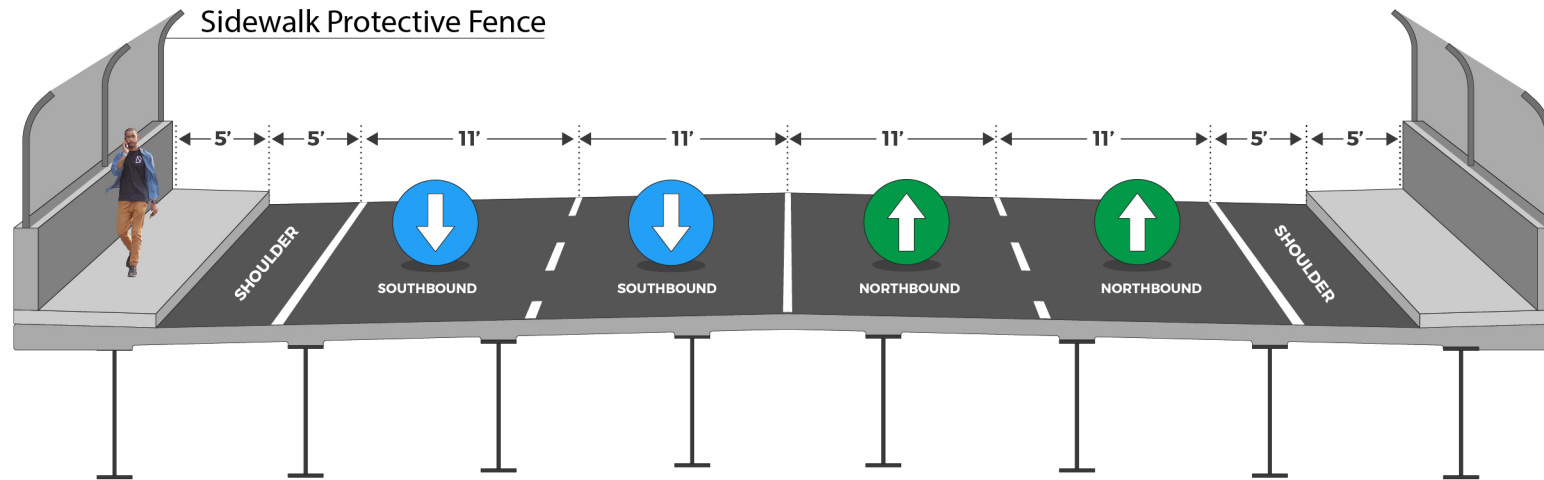
Viaduct structure after construction



Current Third street bridge



Third street bridge after construction



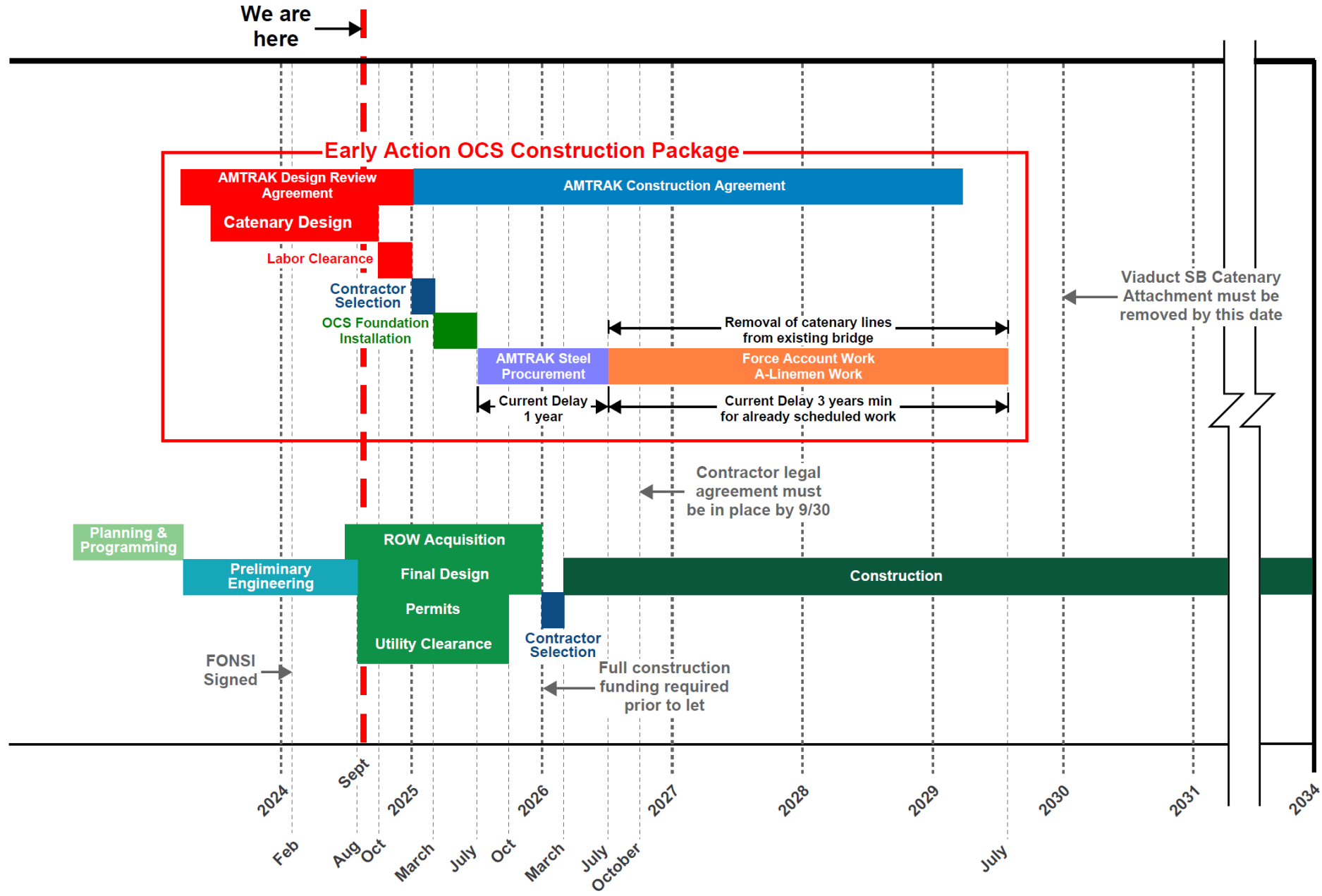
The proposed design includes wider shoulders and sidewalks to accommodate pedestrians and bicyclists.

Right of Way Relocation Parcels Status

- 22 parcels would require only a temporary construction easement or aerial easement.
- 13 of the parcels require only a partial acquisition of land.
- One undeveloped parcel, not containing any structures would be a total acquisition.

Project Delivery Schedule

I-83 South Bridge Project - Design-Bid-Build



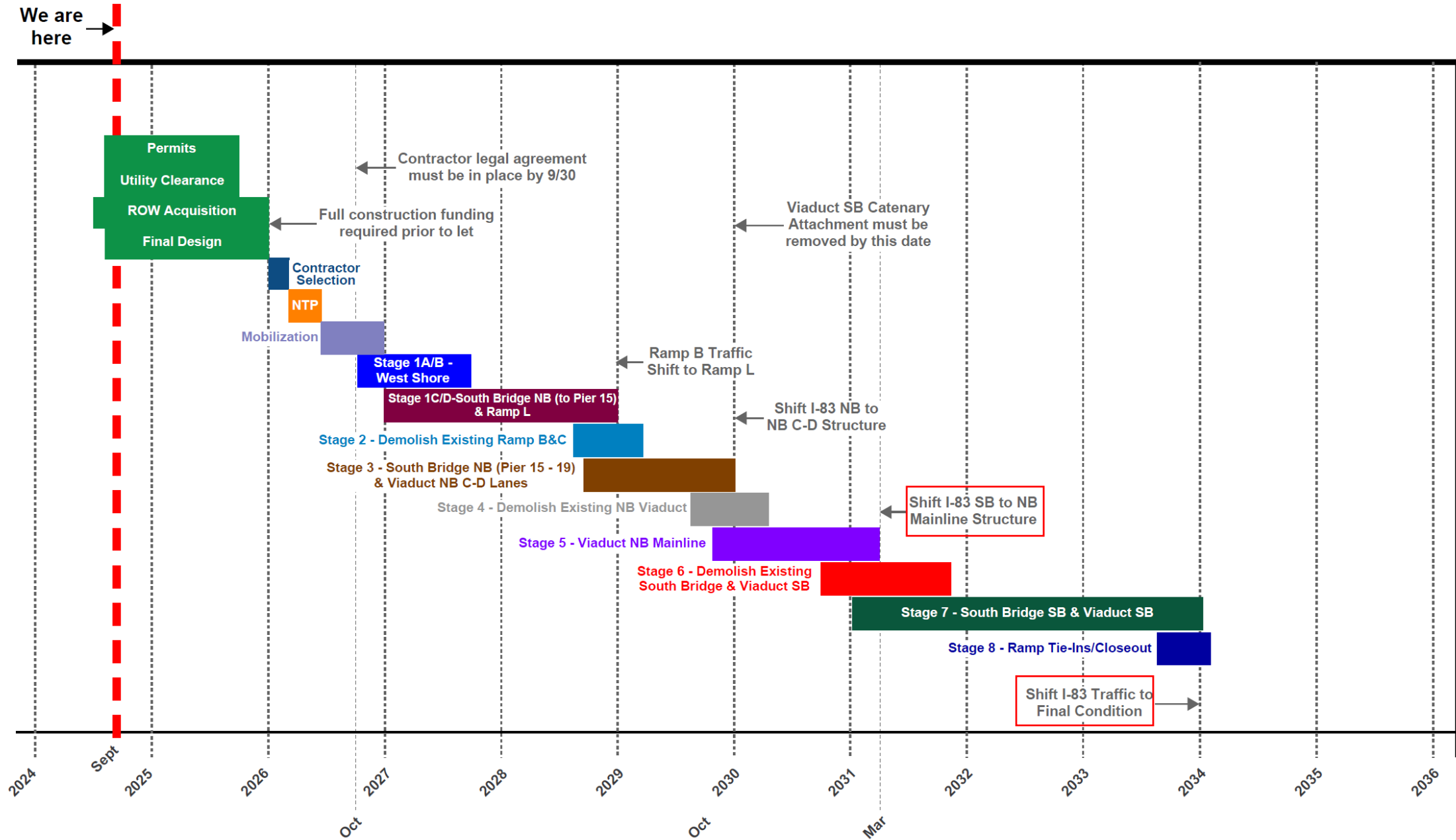
Early action OCS Work

- Scope of work:
 - OCS Steel procurement
 - Foundation construction for OCS poles
 - Installing new OCS poles on foundations
 - Removing and relining existing catenary from the underside of the existing bridge to the new OCS poles
 - Removing existing OCS poles as necessary
- Estimated construction Cost 8 Million including flagging



Project Construction Schedule

I-83 South Bridge Project - Design-Bid-Build



South bridge has been awarded 500\$ Million



Current Estimates

MPMS:	113754	Estimated Let Date: County:
SR/SEC:	0083/094	

Phase	Begin Date	Year(s) Duration	Total Project Cost*
PE	01-2023	2.0 years	\$ 9,558,730
FD	07-2023	2.0 years	\$ 15,000,000
UTL	07-2023	2.0 years	\$ 2,000,000
ROW	07-2023	2.0 years	\$ 22,338,429
CON	7/1/2026	10 years	\$ 685,000,000

*Does not include inflation

MPMS:	113376	Estimated Let Date: County:
SR/SEC:	0083/C94	

Phase	Begin Date	Year(s) Duration	Total Project Cost*
PE	01-2023	2.0 years	\$ 880,000
FD	07-2023	2.0 years	\$ 6,300,000
UTL	07-2023	2.0 years	\$ 2,400,000
ROW	07-2023	2.0 years	\$ 5,800,000
CON	7/1/2026	10 years	\$ 298,000,000

*Does not include inflation

I-83 East Shore Section 2 and 3

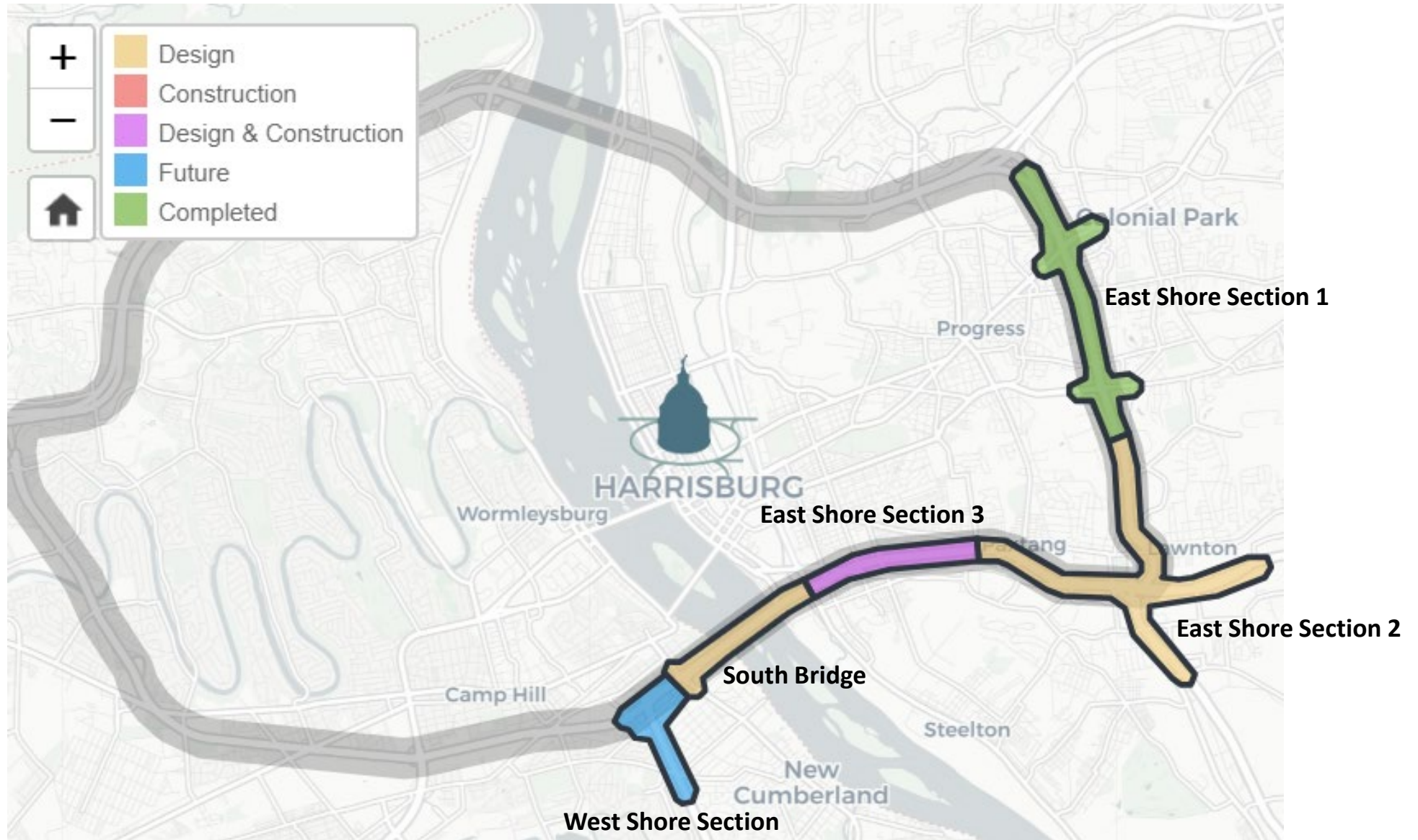
District 8 Attendees September 3, 2024:

- Rich Reisinger, P.E., Assistant District Executive-Design
- Ben Singer, P.E., Portfolio Manager
- Carey Mullins, Planning and Programming Manager
- John Bachman, Design Senior Project Manager

I-83 Master Plan Website Links:

- [I83 Capital Beltway- Home \(i-83beltway.com\)](https://www.i-83beltway.com/)
- [I-83 East Shore Section 2 \(i-83beltway.com\)](https://www.i-83beltway.com/section-2/)
- [I-83 East Shore Section 3 \(i-83beltway.com\)](https://www.i-83beltway.com/section-3/)

I-83 Master Plan



East Shore Section 3

Project Needs

Need 1: Deterioration of the Existing Roadway

Need 2: Congested Conditions from High Traffic Volumes

Need 3: Operational Safety Concerns from Substandard Design Characteristics

Need 4: Existing Local Roadway Network Impedes North/South Mobility

- Project Needs 1 through 3 included in I-83 Master Plan Dec 2003
- New Project Need 4 added through preliminary engineering stakeholder meetings with the City of Harrisburg and centers on improved pedestrian and bicycle accommodations

Preferred Alternative East Shore Section 3

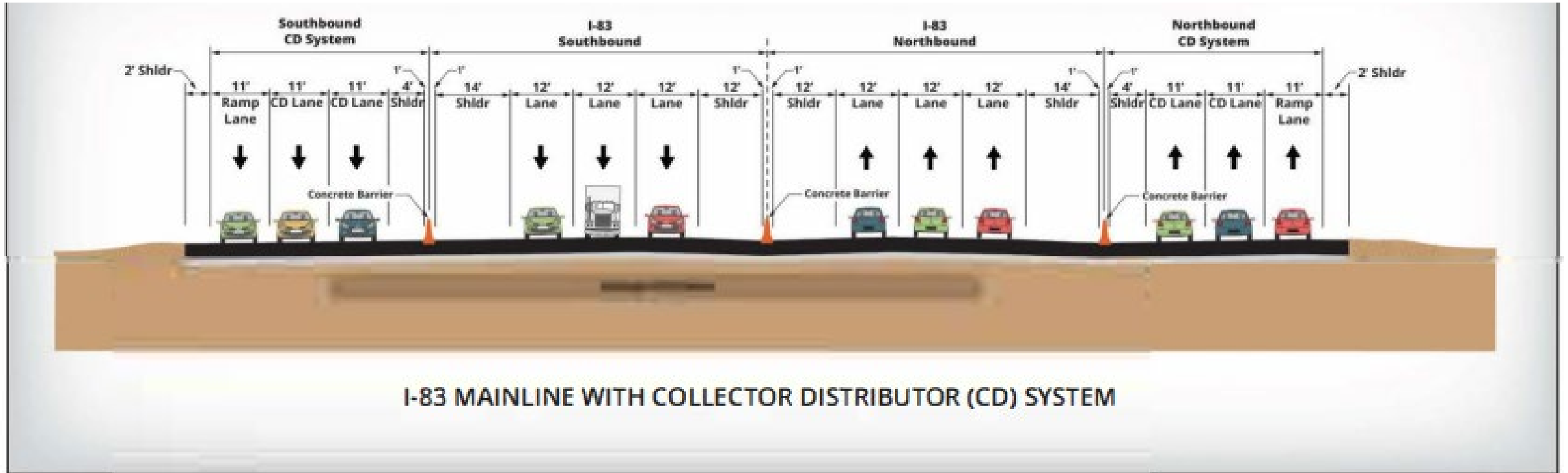
- Became Section 079 During Preliminary Engineering and Environmental Clearance Phase
- I-83 Widening to 6 Mainline Lanes between Cameron Street and the 29th Street Overpass
- New Northbound Collector – Distributor from 2nd Street On Ramp through 19th Street Interchange
- New Southbound Collector – Distributor from 17th Street Interchange to 2nd Street Off Ramp
- New Interchange with Cameron Street (Replaces 13th St Interchange)
- Bridge Replacements and Widening
- Roadway, Pedestrian and Bicycle Improvements on Cameron, Paxton, 13th 17th 19th & 29th Corridors
- Lighting Improvements on I-83 Mainline and Crossing Street Corridors
- Noisewalls along Northbound from 19th Street to Wister Street
- Final Design and Construction Split into Two Sections: -079 and -B79

East Shore Section 3 I-83 Widening and Alignment Improvements:

[ESS3 - Overall \(i-83beltway.com\)](http://i-83beltway.com)

I-83 Mainline East Shore Section 3

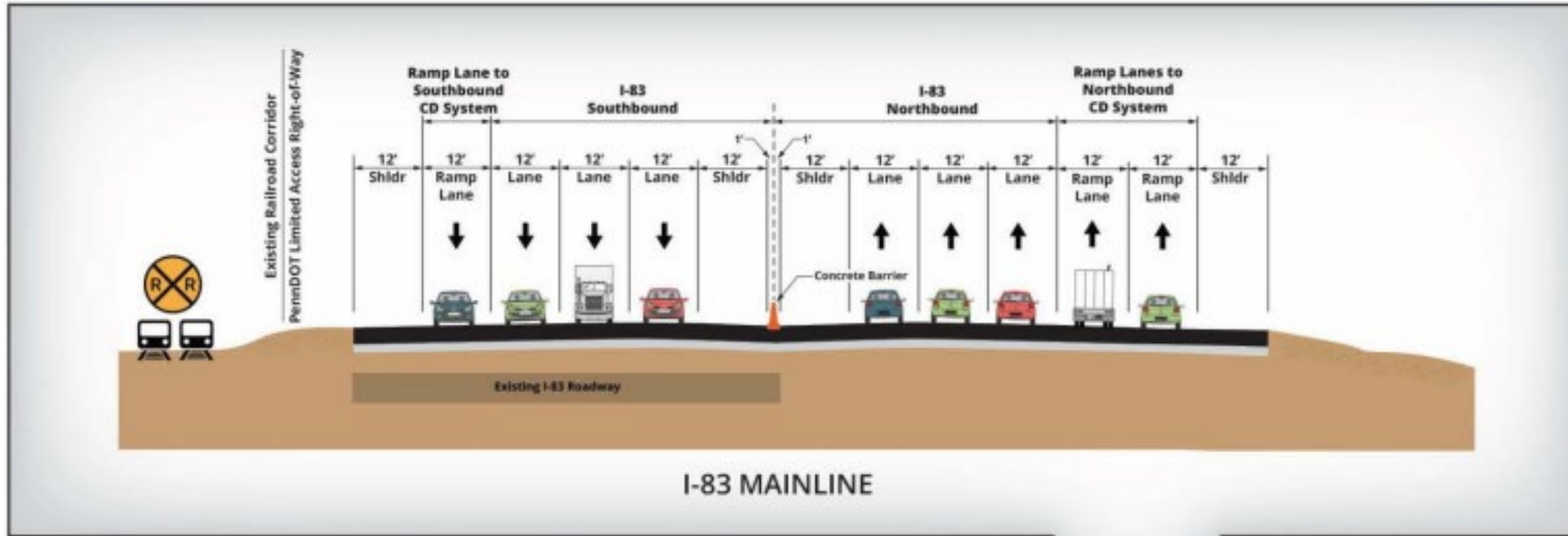
Cameron Street to East of 19th Street Interchange



- I-83 Widening to 6 Mainline Lanes between Cameron Street and the 29th Street Overpass
- New Northbound Collector – Distributor from 2nd Street On Ramp through 19th Street Interchange
- New Southbound Collector – Distributor from 17th Street Interchange to 2nd Street Off Ramp
- I-83 overall alignment and widening slightly shifted to the South

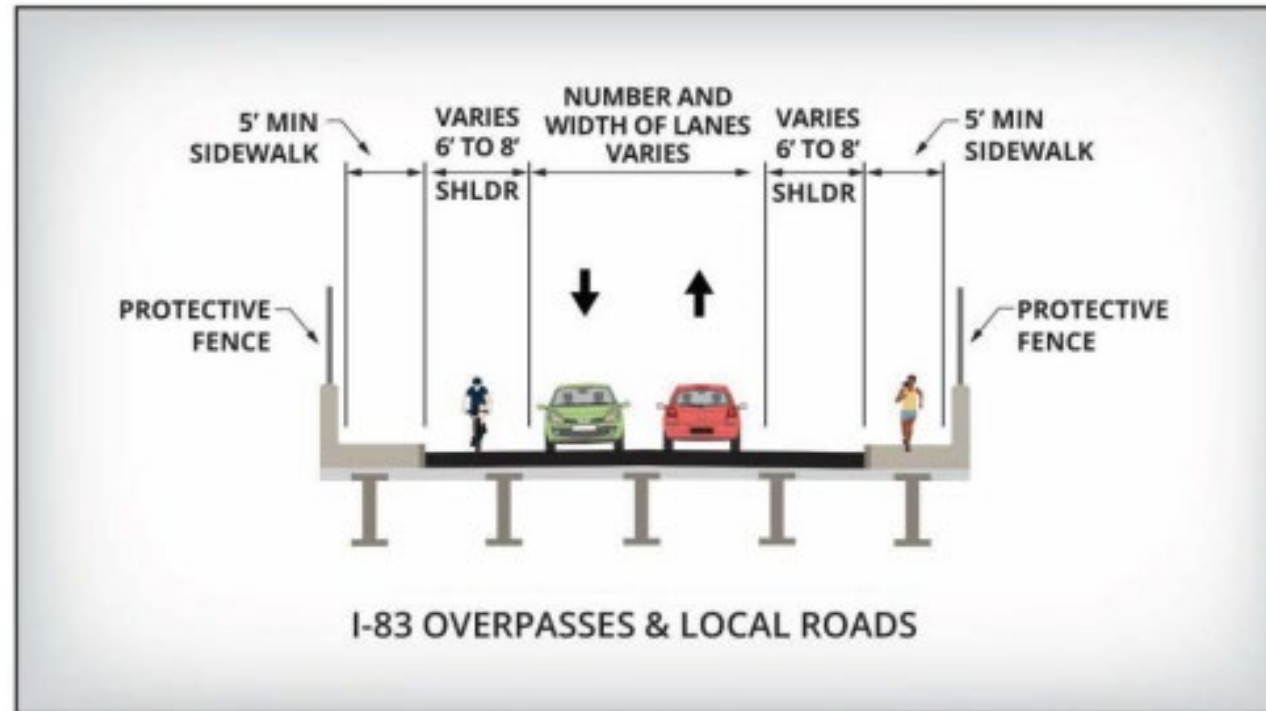
I-83 Mainline East Shore Section 3

East of 19th Street Interchange to 29th Street



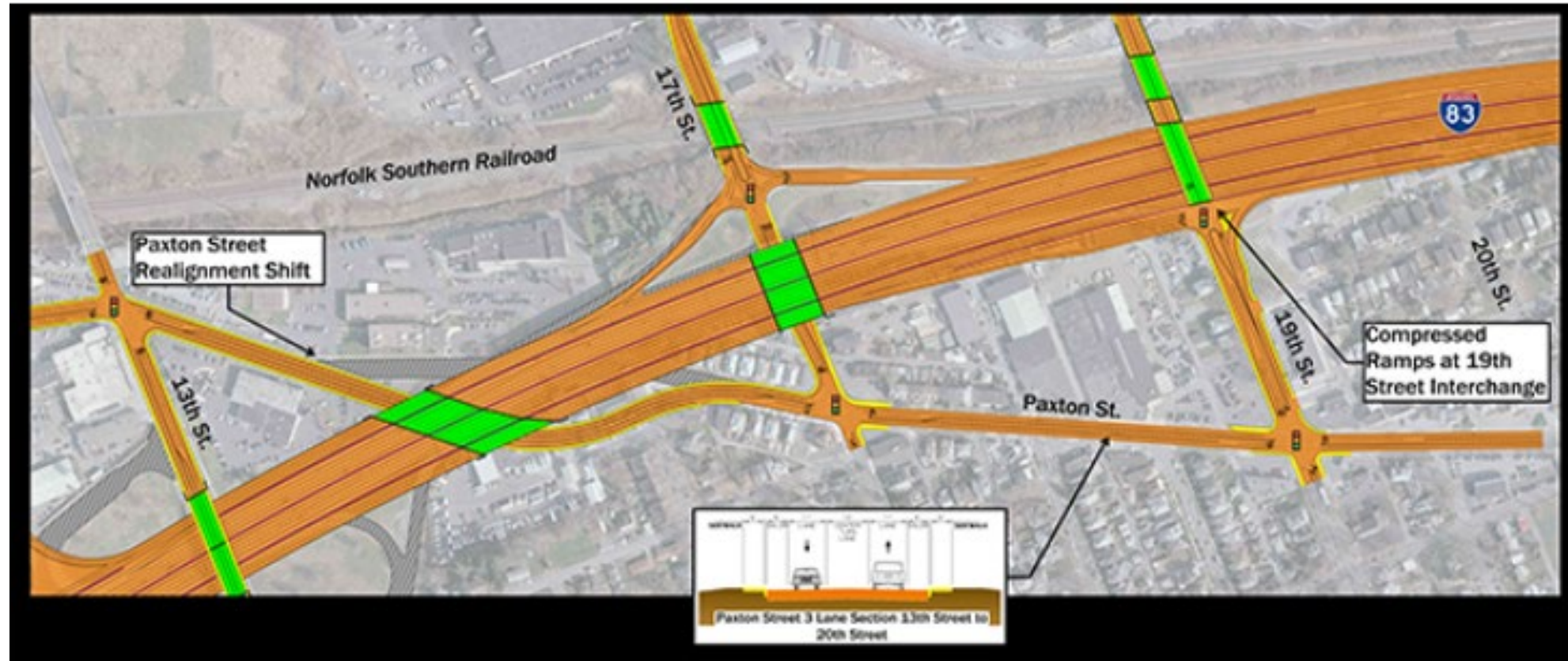
- I-83 Widening to 6 Mainline Lanes between Cameron Street and the 29th Street Overpass
- New Northbound Collector transitions into two ramp lanes heading into East Shore Section 2
- New Southbound Collector transitions from a single ramp lane coming out of East Shore Section 2
- All I-83 widening shifted to the South to avoid taking on Historic Philadelphia Reading Railroad Corridor

I-83 Side Road Crossings East Shore Section 3



- Sidewalk, Shoulder / Bike Lane Widths Coordinated with the City of Harrisburg
- Widths and types varies between Paxton, 13th, 17th, 19th, 29th Street Corridors
- [ESS3 Bicycle/Pedestrian \(i-83beltway.com\)](http://i-83beltway.com)

Paxton Street Realignment Shifted to the West East Shore Section 3



- Shift from East Side to West Side eliminated many full Right of Way takes on Northside of Paxton Street

East Shore Section 2

Project Needs

Need 1: Deterioration of the Existing Roadway

Need 2: Congested Conditions from High Traffic Volumes

Need 3: Operational Safety Concerns from Substandard Design Characteristics

Need 4: Existing Local Roadway Network Impedes North/South Mobility

- Project Needs 1 through 3 included in I-83 Master Plan Dec 2003
- New Project Need 4 added through preliminary engineering stakeholder meetings with Swatara Township and centers on emergency services and overall shared uses

Preferred Alternative East Shore Section 2

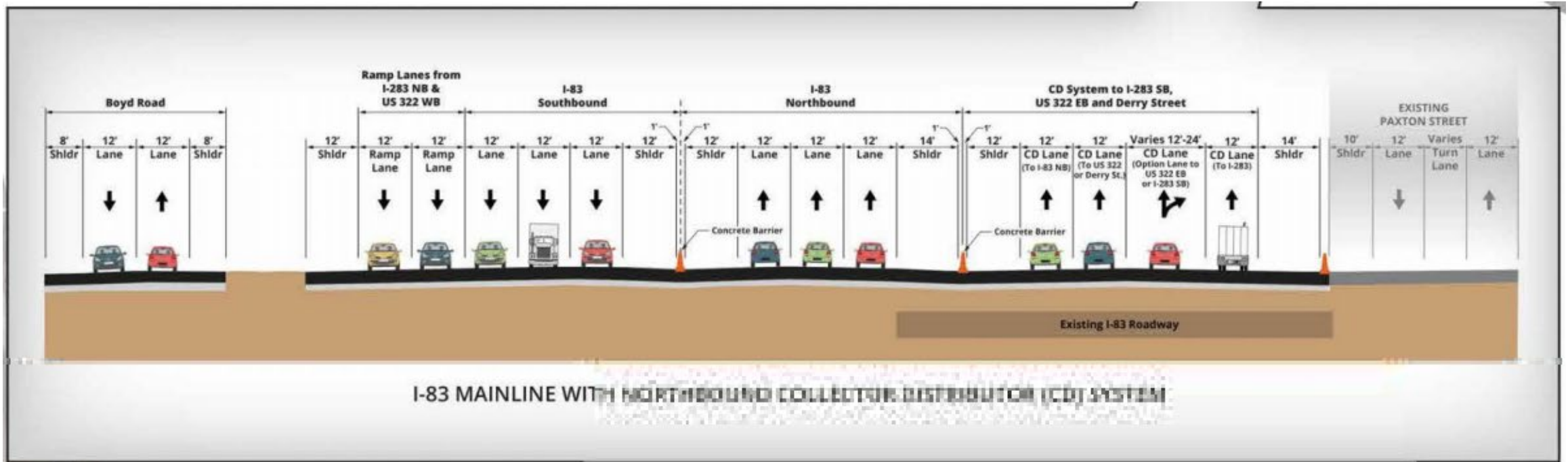
- Became Section 078 During Preliminary Engineering and Environmental Clearance Phase
- I-83 Widening to Minimum 6 Mainline Lanes between 29th Street Overpass and Union Deposit Interchange
- New Northbound Collector – Distributor from Paxton Street Interchange into Eisenhower Interchange
- Reconfiguration of Eisenhower Interchange
- New Interchanges with Paxton Street and Derry Street
- New North-South Connectors for Existing 40th Street and the New Paxton St Connector to Derry St at East Park Drive
- Bridge Replacements and Widening
- Capital Area Greenbelt Improvements along City Park Drive
- Roadway, Pedestrian and Bicycle Improvements on Derry, Paxton, 40th and the Paxton Connector to Derry Corridors
- Lighting Improvements on I-83 Mainline and Crossing Street Corridors
- Potential Noisewalls along the Western and Northern Legs of I-83
- Final Design and Construction Split into Five Sections: -078, -R78, -B78, -C78 and -D78

East Shore Section 2 I-83 Widening and Alignment Improvements:

[ESS 2 - Overall \(i-83beltway.com\)](http://i-83beltway.com)

I-83 Mainline East Shore Section 2

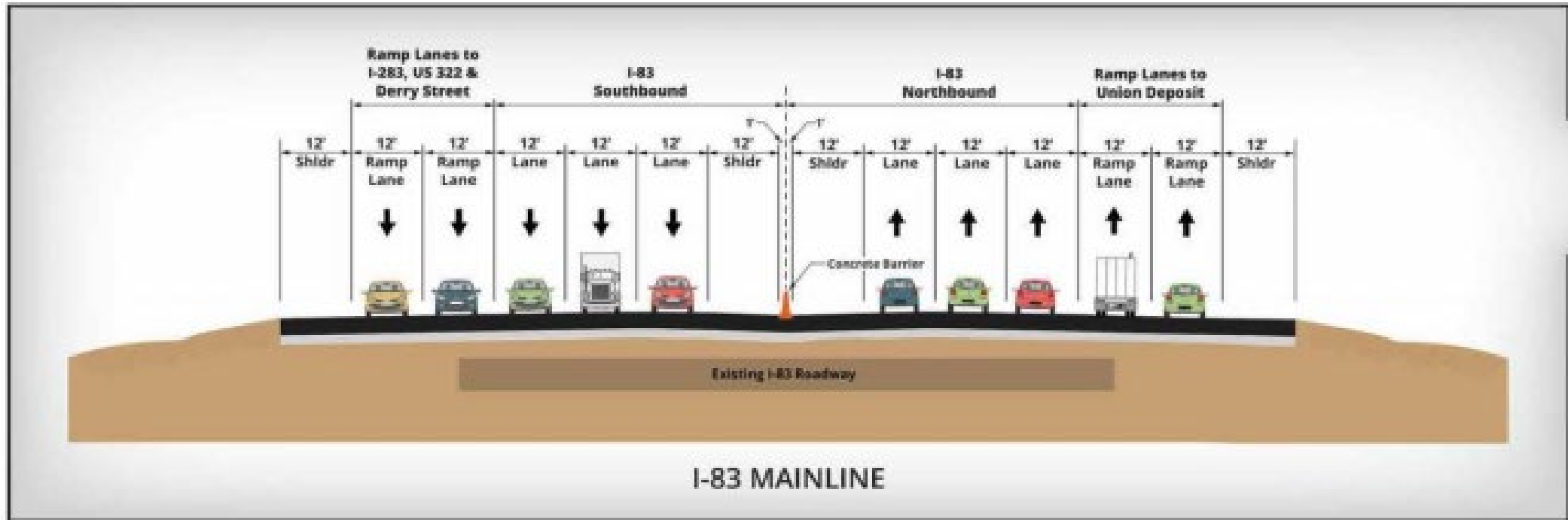
29th Street to Eisenhower Interchange



- I-83 Widening to Minimum 6 Mainline Lanes between 29th Street Overpass and Union Deposit Interchange
- New Northbound Collector – Distributor from Paxton Street Interchange into Eisenhower Interchange for movements to I-283 SB, US 322 EB and the Derry Street Interchange
- I-83 overall alignment and widening shifting to the North based on new Eisenhower Interchange configurations
- Existing Paxton Street on Southside remains

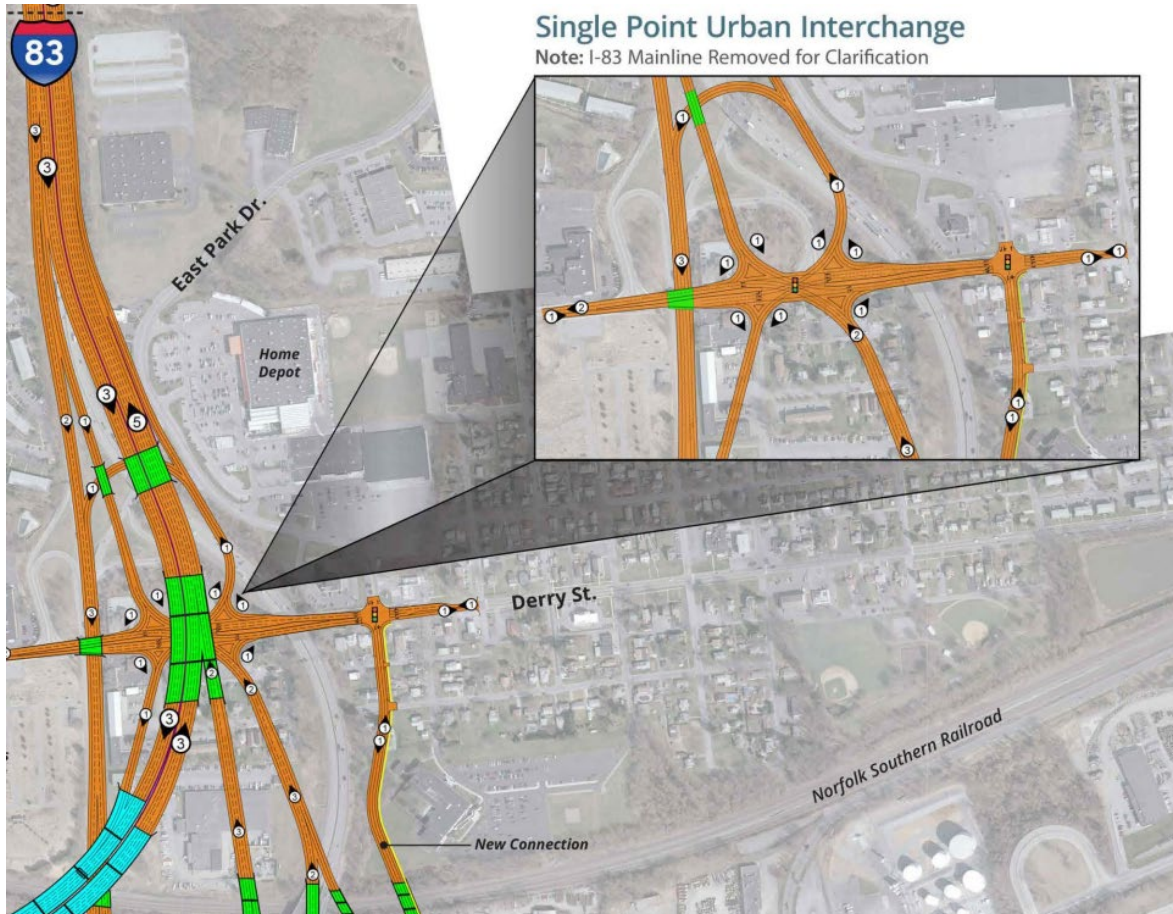
I-83 Mainline East Shore Section 2

Eisenhower Interchange to Union Deposit Interchange



- I-83 Widening to 6 Mainline Lanes between Eisenhower Interchange and Union Deposit Interchange
- New I-83 ramps will tie into ramps constructed under completed East Shore Section 1
- Similar ramp tie-ins from the Eisenhower Interchange to I-283 at the PA 441 Interchange and to US 322 at the PenHar Interchange

I-83 Mainline over Derry Street Single Point Urban Interchange (SPUI) East Shore Section 2



- I-83 crosses over Derry Street
- Interchange ramps come down to Derry St
- All left turn ramp movements to and from Derry St are controlled by one traffic signal underneath the I-83 Bridge
- All right turn movements to and from Derry St are yields

Right of Way Relocation Parcels Status East Shore Sections 3 and 2

East Shore Section 3 Right of Way, Residential and Commercial Business Total Take Relocations by Parcel (property):

- Total of 54 Full Take / Relocation Properties
- All residential and commercial businesses have been relocated
- All of the 54 properties have had their structure(s) demolished

East Shore Section 2 Right of Way, Residential and Commercial Business Total Take Relocations by Parcel (property):

- Total of 67 Full Take / Relocation Properties
- All of the properties have been acquired with just 15 remaining for vacation and full possession by the Department
- 52 of the 67 properties are under contract to have all structure(s) demolished (50 of these 52 are demolished)

Note: Some parcels (properties) had/have multiple businesses or residential tenants.

Construction Contracts East Shore Section 3 Estimate and Sequencing Graphic

East Shore Section 3 Construction Sequencing Graphic :

[SR0083-079-Dauphin-Construction-Sequence-Graphic-2-2023.pdf \(i-83beltway.com\)](#)

SR 0083-079 MPMS # 97828, Construction Time Frame 2023 - 2027, Construction Est. \$167,560,000

SR 0083-B79 MPMS # 113357, Construction Time Frame 2025 - 2028, Construction Est. \$165,890,000

Total Construction Est. \$333,450,000

Construction Contracts East Shore Section 2 Estimates and Sequencing Graphic

East Shore Section 2 Construction Sequencing Graphic:

[SR0083-078-Seq-of-Constr-Contract-Graphic-2023-October.pdf](https://i-83beltway.com/SR0083-078-Seq-of-Constr-Contract-Graphic-2023-October.pdf)
(i-83beltway.com)

SR 0083-078 MPMS # 92931, Construction Time Frame 2026 - 2031, Construction Est. \$210,740,000

SR 3001-R78 MPMS # 114698, Construction Time Frame 2027 - 2031, Construction Est. \$39,585,000

SR 0083-B78 MPMS # 113378, Construction Time Frame 2030 - 2033, Construction Est. \$296,850,000

SR 0083-C78 MPMS # 113380, Construction Time Frame 2030 - 2033, Construction Est. \$223,120,000

SR 0083-D78 MPMS # 113381, Construction Time Frame 2033 - 2038, Construction Est. \$396,560,000

Total Construction Est. \$1,166,855,000

Current Status by Phase East Shore Section 2 and 3

Current Status East Shore Section 2						
SR-Section	Preliminary Engineering	Final Design	Utility Coordination	GAP R/W Relocations	Right of Way Acquisition	Construction
0083-078	Completed	Started	Started	Started	Started	2026
3001-R78	Completed	Started	Started	Started	Started	2027
0083-B78	Completed	2026	2027	Started	2027	2030
0083-C78	Completed	2026	2027	Started	2027	2030
0083-D78	Completed	2028	2029	Started	2029	2033

Current Status East Shore Section 3						
SR-Section	Preliminary Engineering	Final Design	Utility Coordination	GAP R/W Relocations	Right of Way Acquisition	Construction
0083-079	Completed	Finished	Finished	Finished	Finished	Underway
0083-B79	Completed	Started	Started	Finished	Started	2025

Current Estimate by Phase East Shore Section 2 and 3

Current Estimate East Shore Section 2						
SR-Section	Preliminary Engineering	Final Design	Utility Coordination	Right of Way Acquisition	Construction	Total per Contract
0083-078	\$38,300,000	\$14,900,000	\$28,000,000	\$105,000,000	\$210,740,000	\$396,940,000
3001-R78	N/A	N/A	\$200,000	N/A	\$39,585,000	\$39,785,000
0083-B78	N/A	\$28,000,000	\$2,600,000	\$6,600,000	\$296,850,000	\$334,050,000
0083-C78	N/A	\$20,000,000	\$6,200,000	\$990,000	\$223,120,000	\$250,310,000
0083-D78	N/A	\$35,100,000	\$1,000,000	\$550,000	\$396,560,000	\$433,210,000
Total	\$38,300,000	\$98,000,000	\$38,000,000	\$113,140,000	\$1,166,855,000	\$1,454,295,000

Current Estimate East Shore Section 3						
SR-Section	Preliminary Engineering	Final Design	Utility Coordination	Right of Way Acquisition	Construction	Total per Contract
0083-079	\$16,000,000	\$6,600,000	\$6,000,000	\$65,000,000	\$167,560,000	\$261,160,000
0083-B79	N/A	\$6,000,000	\$3,200,000	\$5,800,000	\$165,890,000	\$180,890,000
Total	\$16,000,000	\$12,600,000	\$9,200,000	\$70,800,000	\$333,450,000	\$442,050,000