• APPENDIX •

County	Municipality	Location	Brief Description	Primary Issue	Mid-Term Estimate (2028)	Long-Term Estimate (2039)	Regional Priority	RTP Timeframe
C	Hampden	Trindle Road (Sporting Hill Road to Camp Hill Borough)	Congestion caused by traffic volume	Congestion	$4,656,140		High	Mid-Range
D	Harrisburg	Bridge Market Street over Paxton Creek	Poor Condition Bridge	Bridge Condition	$4,427,546		HIgh	Mid-Range
D	Swatara	Derry St Bridge over Spring Creek	Frequent flooding caused by bridge abutments	Stormwater Management (Resiliency)	$2,041,591		High	Mid-Range
C	Hampden	Intersection of Orrs Bridge Road, Carlisle Pike & Central Blvd	Offset intersection alignment and safety concerns	Congestion	$4,991,845		High	Mid-Range
C	Hampden	Intersection of Carlisle Pike and St. Johns Church Rd	Congestion caused by traffic volume	Congestion	$176,720		High	Mid-Range
C	Silver Spring	Hogestown - Carlisle Pike from Commerce Drive to SR 114	Congestion, difficult for pedestrians to pass	Land Use/Growth Management	$61,494		High	Mid-Range
D	Derry	Hockersville Road between Route 422 and Route 322	Missing sidewalks, difficult for pedestrians to cross, accessibility	Non-Motorized	$368,962		High	Mid-Range

County	Municipality	Location	Brief Description	Primary Issue	Mid-Term Estimate (2028)	Long-Term Estimate (2039)	Regional Priority	RTP Timeframe
D	Harrisburg	13th St over Norfolk Southern Railroad	Poor Condition Bridge and missing sidewalks	Bridge Condition	$5,712,764		High	Mid-Range
C	East Pennsboro	Wertzville Road (Orrs Bridge Road to North Enola Drive)	Congestion caused by left hand turns	Congestion	$5,862,876		High	Mid-Range
D	Derry	Middletown Road from Schoolhouse Road to Route 322		Safety	$23,121,629		High	Mid-Range
D	Derry	US 422, 322, and Hershey Park Drive Interchange	Congestion, long delays, poor intersection alignment, missing sidewalks	Congestion	$61,493,693		High	Mid-Range
C	Lower Allen	Intersection of Simpson Ferry Road & Wesley Dr/Sheely Ln	Congestion issues caused by right turns	Congestion	$919,995		High	Mid-Range
D	Dauphin County	Greenbelt Front Street Gap Closure	Gap in non-motorized transportation faciltiy	Non-Motorized	$15,255,688		High	Mid-Range
D	Harrisburg	Market Street, Cameron St to Front St	Missing Sidewalks, ADA concerns, EMS access	Accessibility	$7,379,243		Medium	Mid-Range

County	Municipality	Location	Brief Description	Primary Issue	Mid-Term Estimate (2028)	Long-Term Estimate (2039)	Regional Priority	RTP Timeframe
D	Lower Paxton	Union Deposit Rd between I-83 Interchange and South Side Elementary	Missing Sidewalks, ADA concerns	Non-Motorized	$860,912		Medium	Mid-Range
D	Steelton	Main Street (Route 230)	Non-motorized safety issues	Non-motorized	$15,459,725		Medium	Mid-Range
D	Halifax Borough	Route 147, Route 225, 4th Street, Armstrong Street	Truck turning concerns	Freight	$1,229,874		Medium	Mid-Range
D	Harrisburg	Forster Street from 2nd Street to 3rd Street, southside	Missing sidewalks, ADA concerns	Accessibility	$430,456		Medium	Mid-Range
C	Hampden	Wertzville Road (Valley Road to East Pennsboro Twp)	Congestion caused by traffic volume	Congestion	$5,656,787		Medium	Mid-Range
D	Derry	Route 422 (W Chocolate Ave) and Old West Chocolate Ave	Congestion, long delays, poor intersection alignment, missing sidewalks	Connectivity	$1,844,811		Medium	Mid-Range
C	Lower Allen	Intersection of Hummel Avenue and 18th Street	Congestion and safety concerns caused by traffic volume	Congestion	$1,346,098		Medium	Mid-Range

County	Municipality	Location	Brief Description	Primary Issue	Mid-Term Estimate (2028)	Long-Term Estimate (2039)	Regional Priority	RTP Timeframe
C	Lower Allen	Intersection of Hummel Avenue and 17th Street	Congestion and safety concerns caused by traffic volume	Congestion	$1,346,098		Medium	Mid-Range
C	Lower Allen	Intersection of State Street and 17th Street	Congestion and safety concerns caused by traffic volume	Congestion	$1,346,098		Medium	Mid-Range
D	Lower Paxton	I-81 Interchange at Mountain Road	Safety concerns due to poor road geometry	Safety	$18,448,108		Medium	Mid-Range
C	Carlisle	Intersection of West Street, Willow Street, Walnut Bottom Rd	Geometric deficiencies causing vehicular and bike/ped safety concerns	Safety	$1,075,539		Medium	Mid-Range
C	Lower Allen	US 15/Rossmoyne Rd/Wesley Dr Interchange	Interchange ramps function at poor levels of service	Congestion		$6,416,913	Medium	Long-Range
C	Lower Allen	Intersection of Gettysburg Road and St. Johns Road	Congestion caused by traffic volume and non-motorized safety	Congestion		$1,915,019	Medium	Long-Range
D	Middle Paxton	22/322 Railroad Overpass	Flooding/Stormwater Infrastructure Issues	Resiliency		$3,830,474	Medium	Long-Range

County	Municipality	Location	Brief Description	Primary Issue	Mid-Term Estimate (2028)	Long-Term Estimate (2039)	Regional Priority	RTP Timeframe
D	Derry	Lucy Ave and the intersection of Route 422 and Lucy Ave	Missing sidewalks, difficult for pedestrians to cross, accessibility	Non-Motorized		$851,217	Medium	Long-Range
C	Silver Spring	Route 944/Miller's Gap and Old Willow Mill	Congestion, delays, and poor sight distance	Safety		$2,553,650	Medium	Long-Range
C	South Middleton	York Rd, Petersburg Rd, and Carlton Avenue	Congestion and safety concerns caused by traffic volume and intersection conditions	Congestion		$399,737	Medium	Long-Range
P	Duncannon	Bloomfield Rd (SR 274) and Locust Street		Safety		$215,538	Medium	Long-Range
C	Lower Allen	Intersection of Lisburn Rd and Creek Rd	Congestion and safety concerns caused by traffic volume	Congestion		$3,249,787	Medium	Long-Range
D	Derry	Route 322 from University Drive to Homestead Lane	Shoulders missing/inadequate/poor condition, Roadway unsafe for bicycles	Non-Motorized		$255,365	Medium	Long-Range
D	Harrisburg	S 17th Street from Derry Street to Market Street	Congestion and missing sidewalks	Accessibility		$6,128,759	Medium	Long-Range

County	Municipality	Location	Brief Description	Primary Issue	Mid-Term Estimate (2028)	Long-Term Estimate (2039)	Regional Priority	RTP Timeframe
D	Swatara	Intersection of Eisenhower Boulevard and Highland Street	Poor lighting for pedestrian crossing	Safety		$1,276,825	Medium	Long-Range
C	Silver Spring	Route 944/Deer Lane	Congestion, delays, and poor sight distance	Safety		$2,553,650	Medium	Long-Range
D	Derry	Route 743 (Cocoa Ave) from Route 322 to Route 422	Shoulders missing/inadequate/poor condition, Roadway unsafe for bicycles	Non-Motorized		$5,107,299	Medium	Long-Range
C	Lower Allen	Intersection of Lisburn Rd and Carlisle Rd	Congestion and safety concerns caused by traffic volume	Congestion		$3,249,787	Medium	Long-Range
C	Lower Allen	Intersection of Lisburn Rd and Spanglers Mill Rd	Congestion and safety concerns caused by traffic volume	Congestion		$3,249,787	Medium	Long-Range
C	North Middleton	Spring Rd (RT34) and Longs Gap Road	Intersection Realignment	Congestion		$621,083	Medium	Long-Range
C	South Middleton	Intersection of Holly Pike (Rt 34) and Pine Road	Safety and congestion issues caused by lack of turn lanes	Safety		$213,813	Medium	Long-Range

County	Municipality	Location	Brief Description	Primary Issue	Mid-Term Estimate (2028)	Long-Term Estimate (2039)	Regional Priority	RTP Timeframe
C	Newville	SR 0233, South High Street	Pedestrian safety and accessibility issues	Non-motorized		$910,082	Medium	Long-Range
C	Newville	Intersection of Rt 641 (Main Street) and Rt 233 (High Street)	Condition, congestion, truck turning and non-motorized accommodation issues	Congestion		$446,773	Medium	Long-Range
D	East Hanover	SR 2015 (Sand Beach Rd), approximately 1500' south of Meadow Lane	Poor sight distance and intersection alignment	Safety		$5,107,299	Medium	Long-Range

Illustrative Projects			Short-Range (2021)	Mid-Term (2028)	Long-Term (2039)
Project Pipeline Needs					
C	Hampden	Good Hope Road (Hempt Drive to Silvercreek Drive)	20,000,000	24,597,477	34,048,661
C	Silver Spring	Route 114/I-81 Interchange	20,000,000	24,597,477	34,048,661
D	Harrisburg	Division Street Bridge	50,087,060	61,600,766	85,269,867
C	Shippensburg Twp	Exit 29 of Interstate 81	76,336,869	93,884,720	129,958,409
C	Lower Allen	Lower Allen Dr. Extension	14,949,701	18,386,247	25,450,866
C	Newville	PA 533 (Vine/Fairfield St)	800,000	983,899	1,361,946
C	Silver Spring	Intersection of Wertzville Rd and Rt 114	546,054	671,578	929,621
P	Marysville	Rt 850	-	-	-
C	Lower Allen	Intersection of Gettysburg Road and Slate Hill Rd/Locust St	1,124,872	1,383,451	1,915,019
C	Silver Spring	Route 944/Rich Valley Road	750,000	922,405	1,276,825
D	East Hanover	PA 743/Dairy Lane, PA 743/Colt Drive, and SR 2015/Meadow Lane	1,000,000	2,661,974	3,684,794
D	Middle Paxton	Route 225, Elizabeth Ave, Claster Blvd	2,164,428	20,249,929	28,030,637
C	Lower Allen	US 15/Slate Hill Rd Interchange	16,465,045	983,899	1,361,946
D	East Hanover	SR 2015 and US 22	2,000,000	2,459,748	3,404,866
D	East Hanover	Intersection of PA 743 and Earlys Mill Road	1,000,000	1,229,874	1,702,433
D	Middletown	West Emaus Street Streetscape Improvements	726,030	892,925	1,236,017
C	Hampden	Intersection of Orr's Bridge Rd and Mountain View Rd	196,853	242,104	335,129
D	East Hanover	Bow Creek Road (I-81 to Route 22)	2,000,000	1,844,811	2,553,650
C	Silver Spring	State Road (Texaco Rd to Fallowfield Dr)	1,500,000	2,459,748	3,404,866
D	Lower Paxton	Colonial Club Drive from Linglestown Rd to Lockwillow Ave	75,000	92,241	127,682
D	Lower Swatara	HIA Airport Connector Access Issues	39,473,722	48,547,699	67,201,370
D	Lower Swatara	Oberlin Road (Shady Lane to Spring Garden Drive)	3,156,850	3,882,527	5,374,325
P	Tyrone	Bridge TYT-5 (Ernest Rd) over Montour Creek	1,614,191	1,985,252	2,748,053
P	Tyrone	Bridge TYT-2 (McCabe Run/Barkley Rd)	1,586,069	1,950,665	2,700,177
D	Lower Paxton	Crums Mill Road from Doehne Rd to Laraby Drive	175,000	215,228	297,926
C	South Middleton	Forge Road and Fairview Street	234,803	288,779	399,737
C	South Middleton	Forge Road and Lindsey Road	234,803	288,779	399,737
P	Toboyne	Toboyne Twp. Bridge TBT-3 (Back Hollow Rd T-300)	1,223,162	1,504,335	2,082,351
R	CAT	BRT Technologies	2,446,323	3,008,669	4,164,702
R	CAT	New Service	856,213	1,053,034	1,457,645
R	CAT	New transfer center	6,115,809	7,521,673	10,411,755

R	CAT	New maintenance facility	30,579,043	37,608,366	52,058,774
C	Lemoyne	Lemoyne Connection	19,654,682	24,172,780	33,460,780
		Total	**319,072,584**	**392,173,057**	**542,859,229**

Study Recommendations

C	Interstate	I-81 Widening from MD Line to I-78 (I-81 Improvement Strategy)	3,195,108,460	3,929,580,392	5,439,458,276
C	Cumberland County	Exit 48/49 Improvements	4,185,104	5,147,149	7,124,859
P	Penn	PA 274 and US 11/15 Intersection	3,965,447	4,876,999	6,750,907
D	Middle Paxton	Route 322/22 Railroad Overpass Bicycle Connections	10,306,801	12,676,066	17,546,640
R	Regional/Harrisburg	Front Street and Second Street Railroad Bridge Clearances			
		Total	**3,213,565,811**	**3,952,280,606**	**5,470,880,682**

Regional Connections Recommendations

C	Cumberland County	Eastern Cumberland County Trails Master Plan	3,989,908	4,907,083	6,792,551
D	Derry	Walton Avenue Corridor Alternatives (Long Term)	6,006,598	7,387,358	10,225,831
D	Swatara	Regional Bicycle Connections Study Recommendations	340,864	419,219	580,297
D	Hummelstown	Regional Bicycle Connections Study Recommendations	2,663,483	3,275,748	4,534,401
D	Derry	Regional Bicycle Connections Study Recommendations	9,433,354	11,601,836	16,059,654
D	Harrisburg	Regional Bicycle Connections Study Recommendations	1,145,375	1,408,667	1,949,925
R	Regional	Regional Bike Share	3,167,115	3,895,152	5,391,802
C	Mount Holly Springs	Baltimore Avenue Streetscape - Watts Street to Pine Street	7,110,228	8,744,684	12,104,688
C	Mount Holly Springs	Baltimore Avenue Streetscape - Mill Street to Railroad Underpass	1,011,102	1,243,527	1,721,333
C	Mount Holly Springs	Baltimore Avenue Streetscape - Pine Street to Yates Street	3,062,792	3,766,847	5,214,198
C	Penn	Newville Park and Ride Improvements	109,211	134,316	185,924
C	Penn	Exit 37 - Noise Barriers	819,082	1,007,367	1,394,431
C	Penn	Exit 37 - Rest Area Enlargement (I-81 NB)	1,092,109	1,343,156	1,859,242
C	East Pennsboro	Summerdale Bicycle/Pedestrian Circulation Improvements	2,899,003	3,565,407	4,935,358
		Total	**42,850,221**	**52,700,367**	**72,949,633**

CMP Corridors

C	Hampden	Carlisle Pike from PA 581 to US 11/15	4,281,066	5,265,171	7,288,228
D	Harrisburg	Front Street from Forster Street to I-83 Interchange	4,281,066	5,265,171	7,288,228
C	Camp Hill	Market Street from US 11/15 to Front Street	4,281,066	5,265,171	7,288,228
D	Harrisburg	PA 230 (Cameron Street) from US 22 to Paxton Street	4,281,066	5,265,171	7,288,228
C	Carlisle	PA 34 (Hanover Street) from I-81 to US 11 (High Street)	4,281,066	5,265,171	7,288,228
C	Mechanicsburg	PA 641 (Trindle Road) from US 11/15 to PA 114	4,281,066	5,265,171	7,288,228
C	Carlisle	PA 641 (High Street) from US 11 to I-81	4,281,066	5,265,171	7,288,228

C	Shippensburg Borough	US 11 (King Street) from PA 174 to the Franklin County Border	4,281,066	5,265,171	7,288,228
		Total	**34,248,528**	**42,121,370**	**58,305,827**

CMP Intersections

D	Swatara	Derry Street & 63rd Street	546,054	671,578	929,621
D	Derry	Governor Road & Cherry Drive	546,054	671,578	929,621
C	Carlisle	Hanover Street & High Street	546,054	671,578	929,621
D	Susquehanna	Linglestown Road & Progress Avenue	546,054	671,578	929,621
C	Mechanicsburg	Main Street (PA 641) & Walnut Street	546,054	671,578	929,621
C	Camp Hill	Market Street & 32nd Street	546,054	671,578	929,621
D	Lower Paxton	Route 22 (Jonestown Rd)/Prince Street & S Houcks Road	546,054	671,578	929,621
D	Swatara	Route 322 & Mushroom Hill Road	546,054	671,578	929,621
		Total	**4,368,435**	**5,372,624**	**7,436,968**

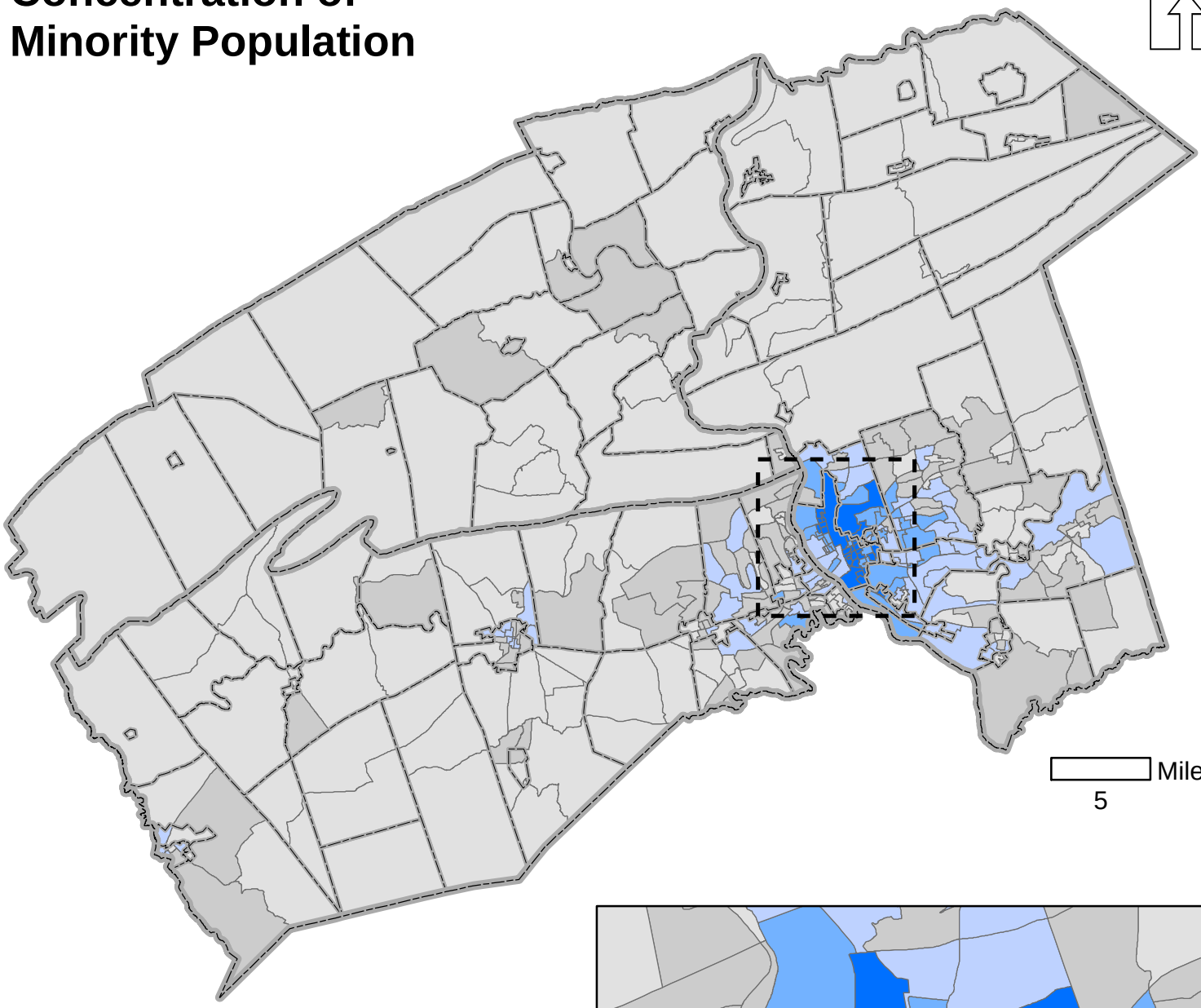
Safety Corridors

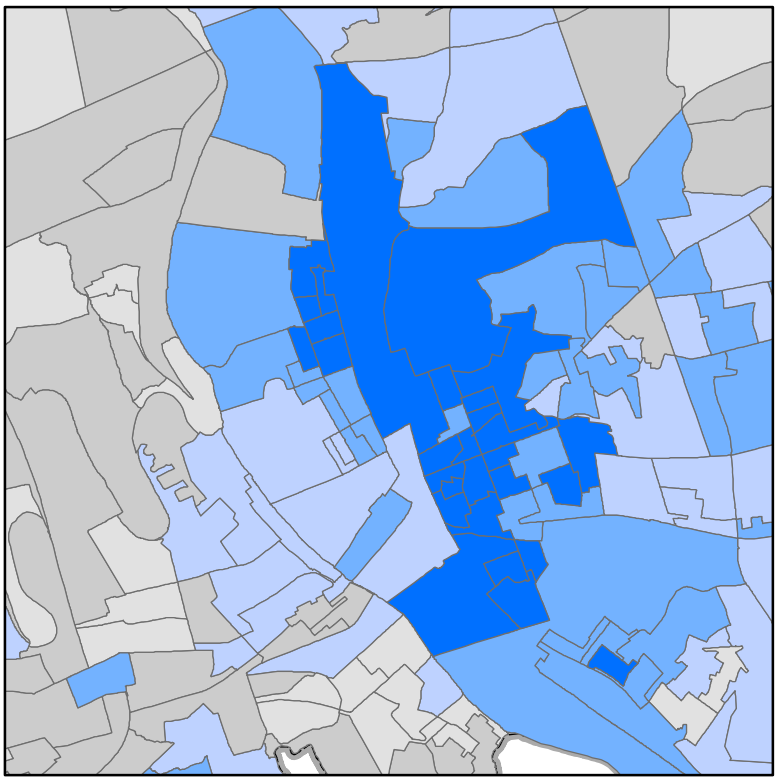
C	Carlisle	Hanover St from Baltimore Street to High Street	1,638,163	2,014,734	2,788,863
C	Lower Allen	Simpson Ferry Rd from St. Johns Road to Zimmerman Drive	1,638,163	2,014,734	2,788,863
C	Lower Allen/Lemoyne	State St from 16th St to 12th St	1,638,163	2,014,734	2,788,863
C	Monroe	Lisburn Rd from Williams Grove Rd to Cope Dr	1,638,163	2,014,734	2,788,863
C	Silver Spring	Carlisle Pk from Hogestown Road to Silver Spring Road	1,638,163	2,014,734	2,788,863
C	Upper Allen	Lisburn Rd from Chestnut Street to McCormick Road	1,638,163	2,014,734	2,788,863
C	Hopewell	Shippensburg Rd from Byers to Null	1,638,163	2,014,734	2,788,863
C	Middlesex	Wertzville Rd from Pin Oak Drive to Deer Lane	1,638,163	2,014,734	2,788,863
C	South Middleton	Holly Pk - from Letort Spring Run to Lindsey Ln	1,638,163	2,014,734	2,788,863
D	Lower Paxton	Union Deposit Rd from Old Union Deposit Rd to Powers Ave	1,638,163	2,014,734	2,788,863
D	Harrisburg	Derry Street from 13th Street to 24th Street	1,638,163	2,014,734	2,788,863
D	Harrisburg	Cameron St from Goodwill Dr to Berryhill St	1,638,163	2,014,734	2,788,863
D	Swatara	Paxton St from Mushroom Hill Rd to Sam's Club	1,638,163	2,014,734	2,788,863
D	Swatara	Paxton St from Bass Pro Drive to S. 32nd Street	1,638,163	2,014,734	2,788,863
D	East Hanover	Mountain Rd from McLean Rd to Manada Bottom Rd	1,638,163	2,014,734	2,788,863
D	West Hanover	Linglestown Rd from I-81 to Fairville Ave	1,638,163	2,014,734	2,788,863
D	South Hanover	Grandview Rd from Deimler Ln to Arthur St	1,638,163	2,014,734	2,788,863
D	West Hanover	Hershey Rd from Allentown Blvd to Brynfield Way	1,638,163	2,014,734	2,788,863
P	Howe	Shortcut Rd - Juniata Parkway	1,638,163	2,014,734	2,788,863
P	Watts	Susquehanna Tr - Notch Road	1,638,163	2,014,734	2,788,863
P	Northeast Madison	Shermans Valley Rd from Centre Road to Fort Robinson Road	1,638,163	2,014,734	2,788,863

P	Centre	Keystone Way from Dix Hill to Pine Grove	1,638,163	2,014,734	2,788,863
P	Howe	Red Hill Rd from US 22 to Shortcut Road	1,638,163	2,014,734	2,788,863
P	Carroll	Spring Rd from Sandy Hollow to Metz	1,638,163	2,014,734	2,788,863
		Total	**39,315,913**	**48,353,613**	**66,932,710**
		Illustrative Total	**3,653,421,492**	**4,493,001,637**	**6,219,365,048**

Map 1

Concentration of Minority Population





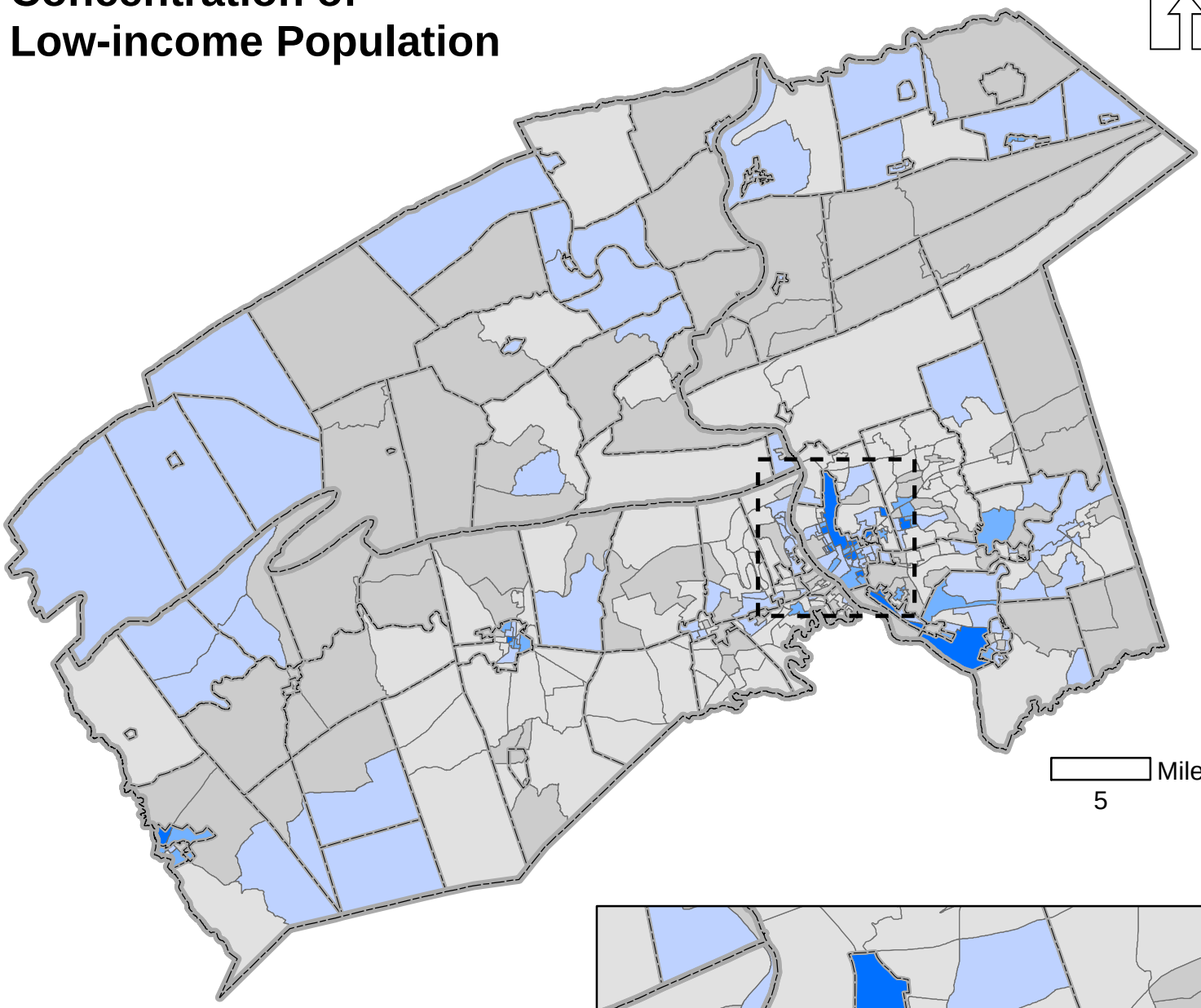
Minority Population Percentage by Block Group

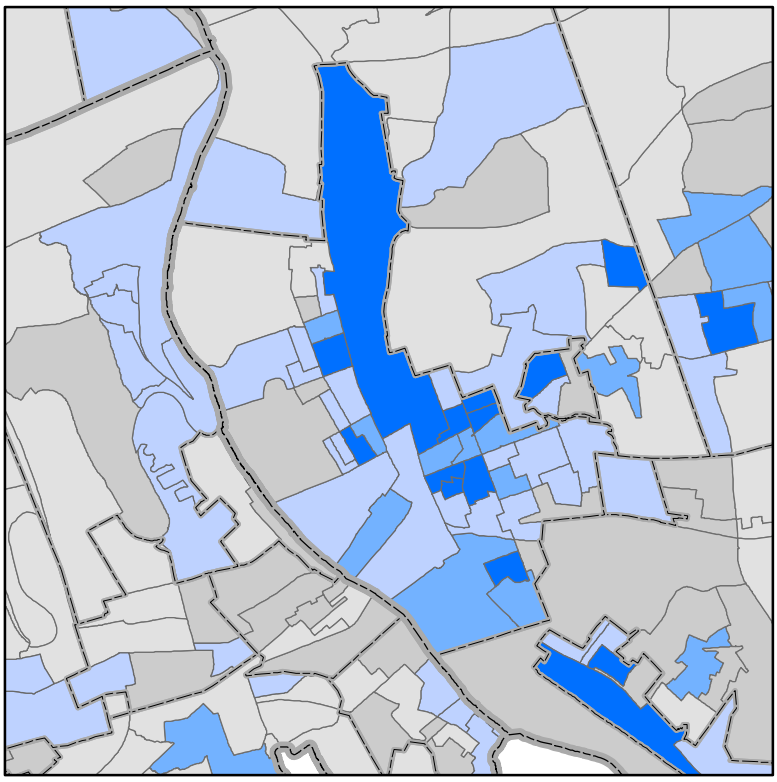
- Less than 9.49%
- 9.49% - 23.15%
- 23.16% - 44.57%
- 44.58% - 70.93%
- Greater than 70.94%

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 2

Concentration of Low-income Population





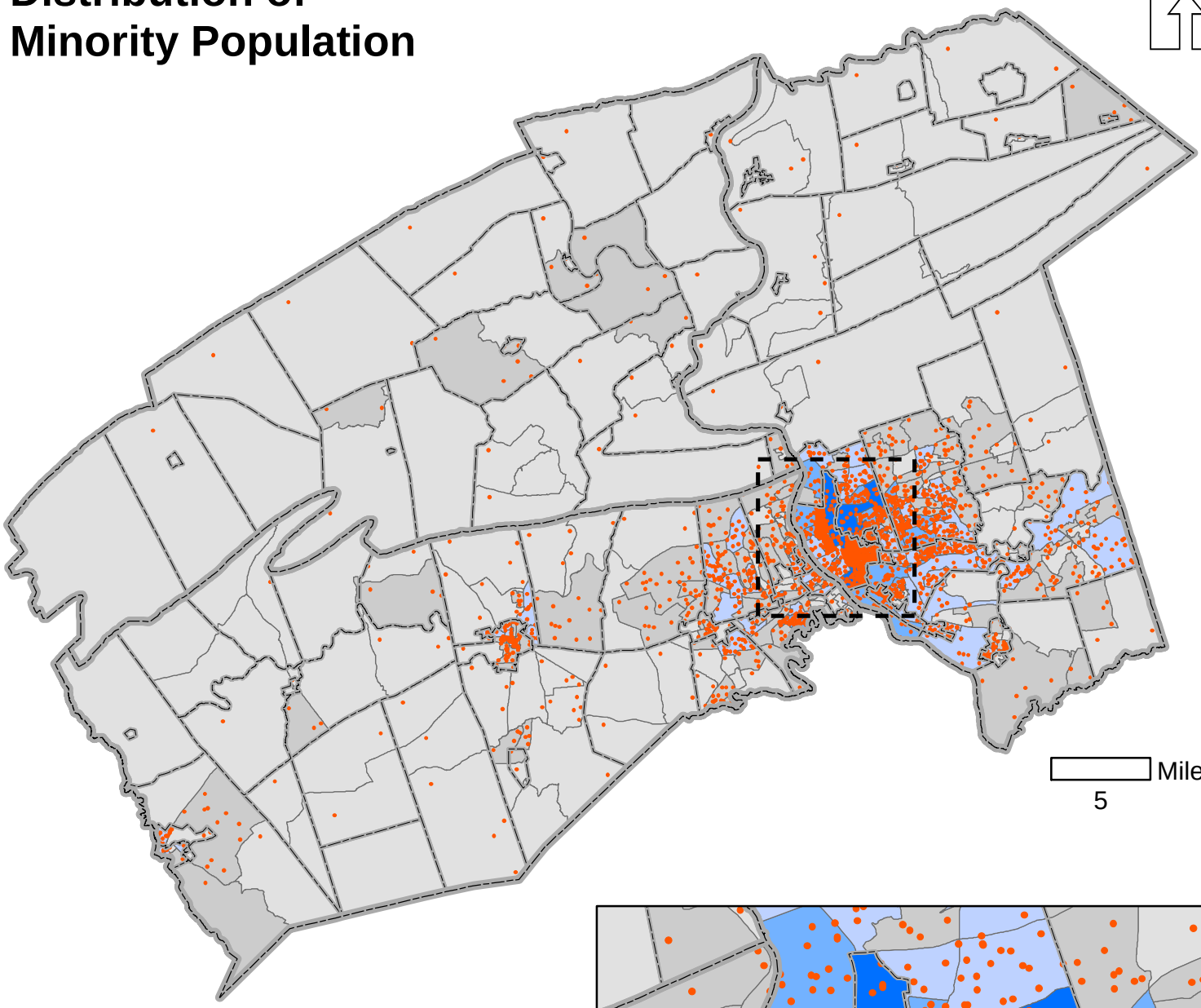
Low-income Population Percentage by Block Group

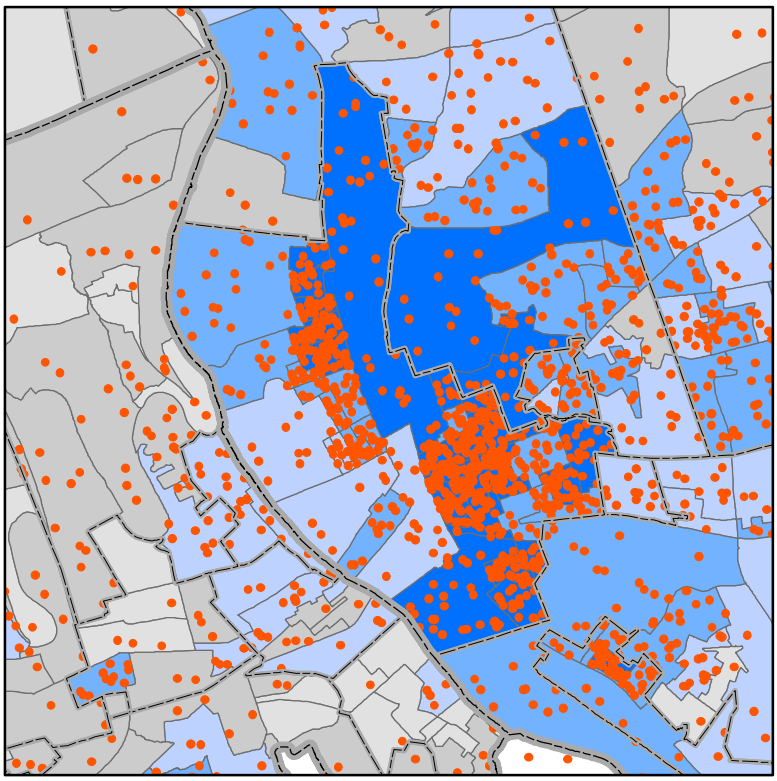
- Less than 4.89%
- 4.89% - 9.77%
- 9.78% - 21.59%
- 21.60% - 37.45%
- Greater than 37.45%

Source:
2015-2019 American Community Survey 5-Year Estimates

Map 3

Distribution of Minority Population





Minority Population

Percentage by Block Group

- Less than 9.49%
- 9.49% - 23.15%
- 23.16% - 44.57%
- 44.58% - 70.93%
- Greater than 70.94%

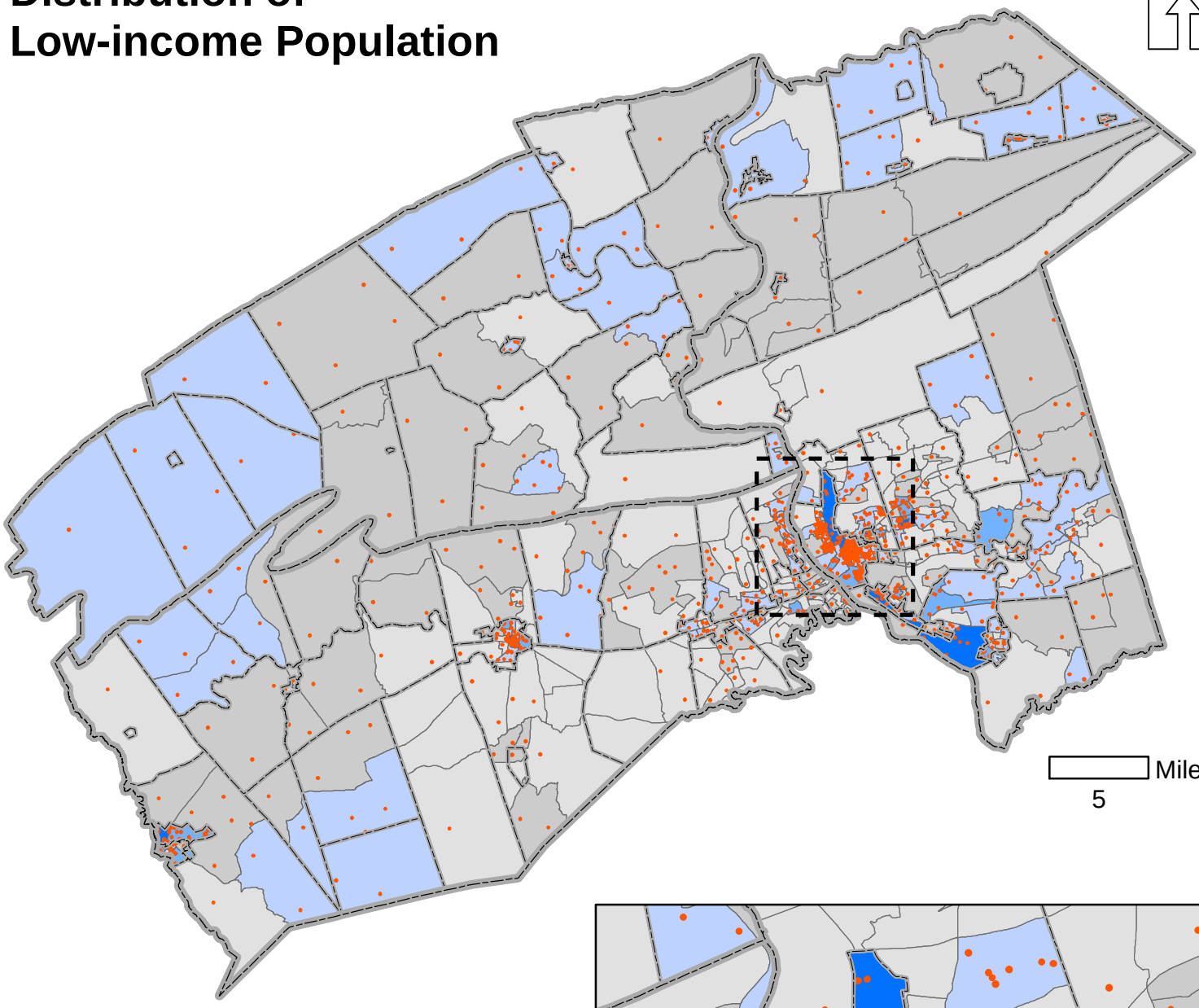
Dot Density

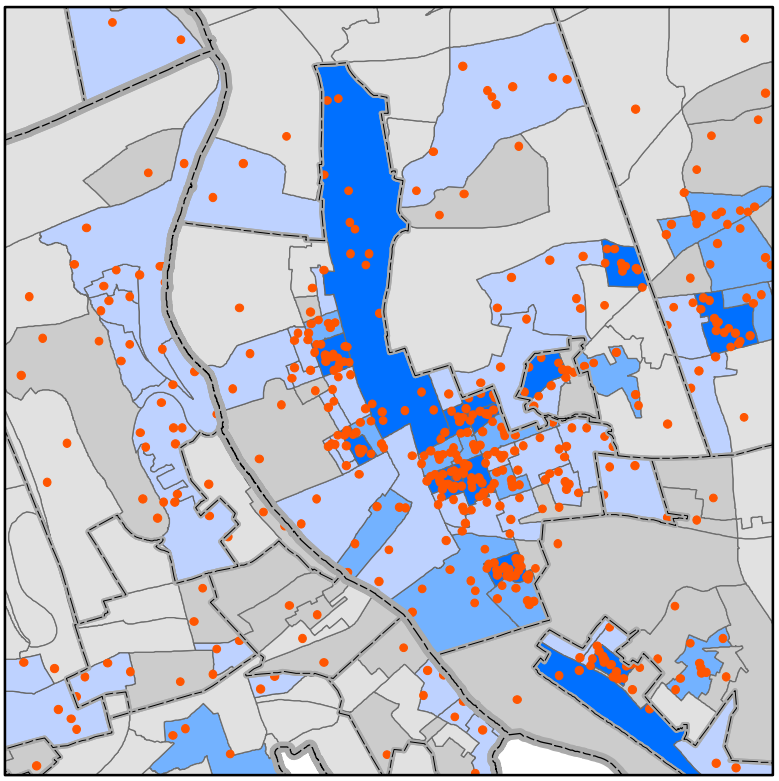
- 1 Dot = 50
- CntMin

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 4

Distribution of Low-income Population





Low-income Population

Percentage by Block Group

- Less than 4.89%
- 4.89% - 9.77%
- 9.78% - 21.59%
- 21.60% - 37.45%
- Greater than 37.45%

Dot Density

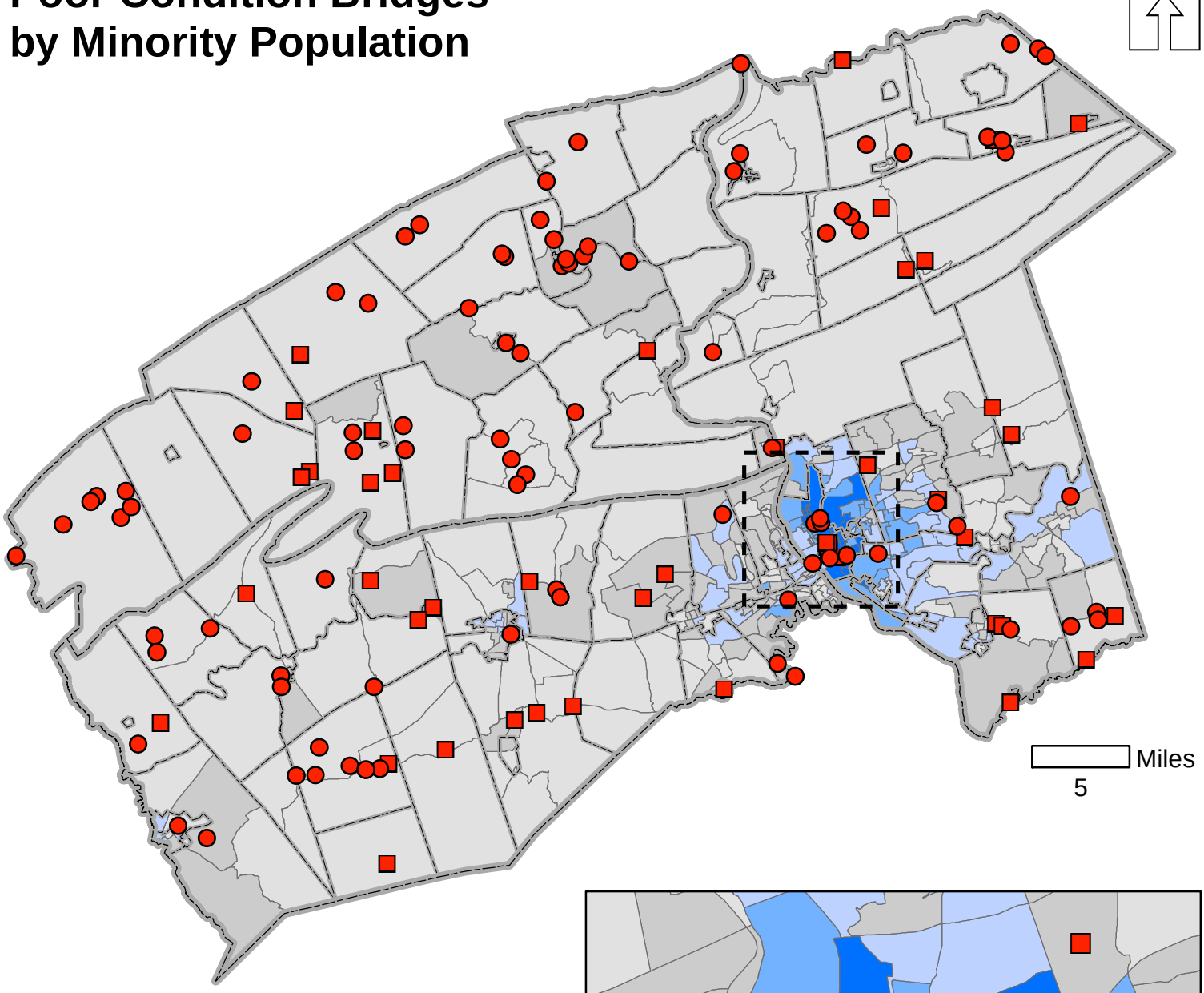
1 Dot = 50

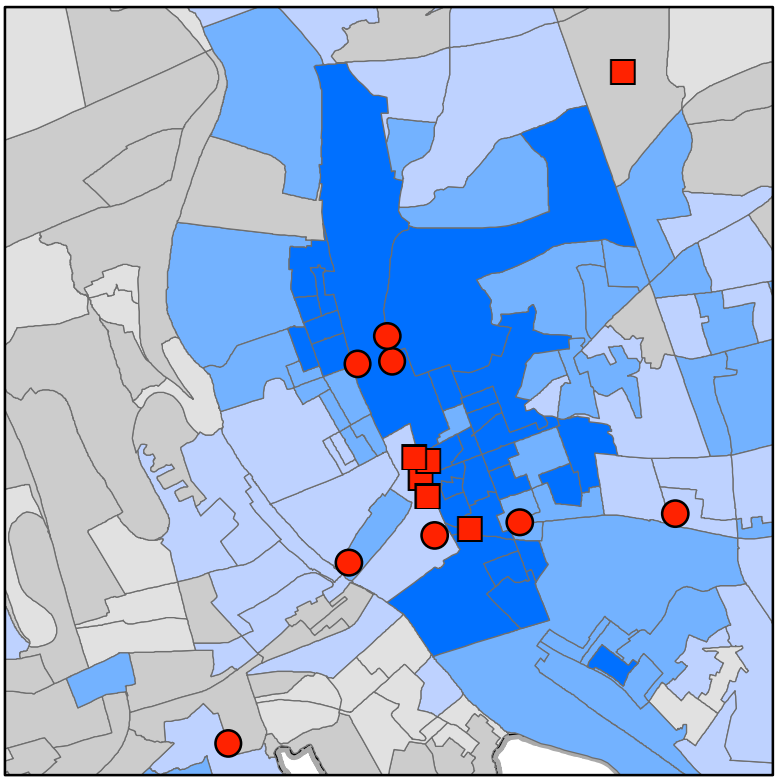
CntPov

Source:
2015-2019 American Community Survey 5-Year Estimates

Map 5

Poor Condition Bridges by Minority Population





Minority Population Percentage by Block Group

- Less than 9.49%
- 9.49% - 23.15%
- 23.16% - 44.57%
- 44.58% - 70.93%
- Greater than 70.94%

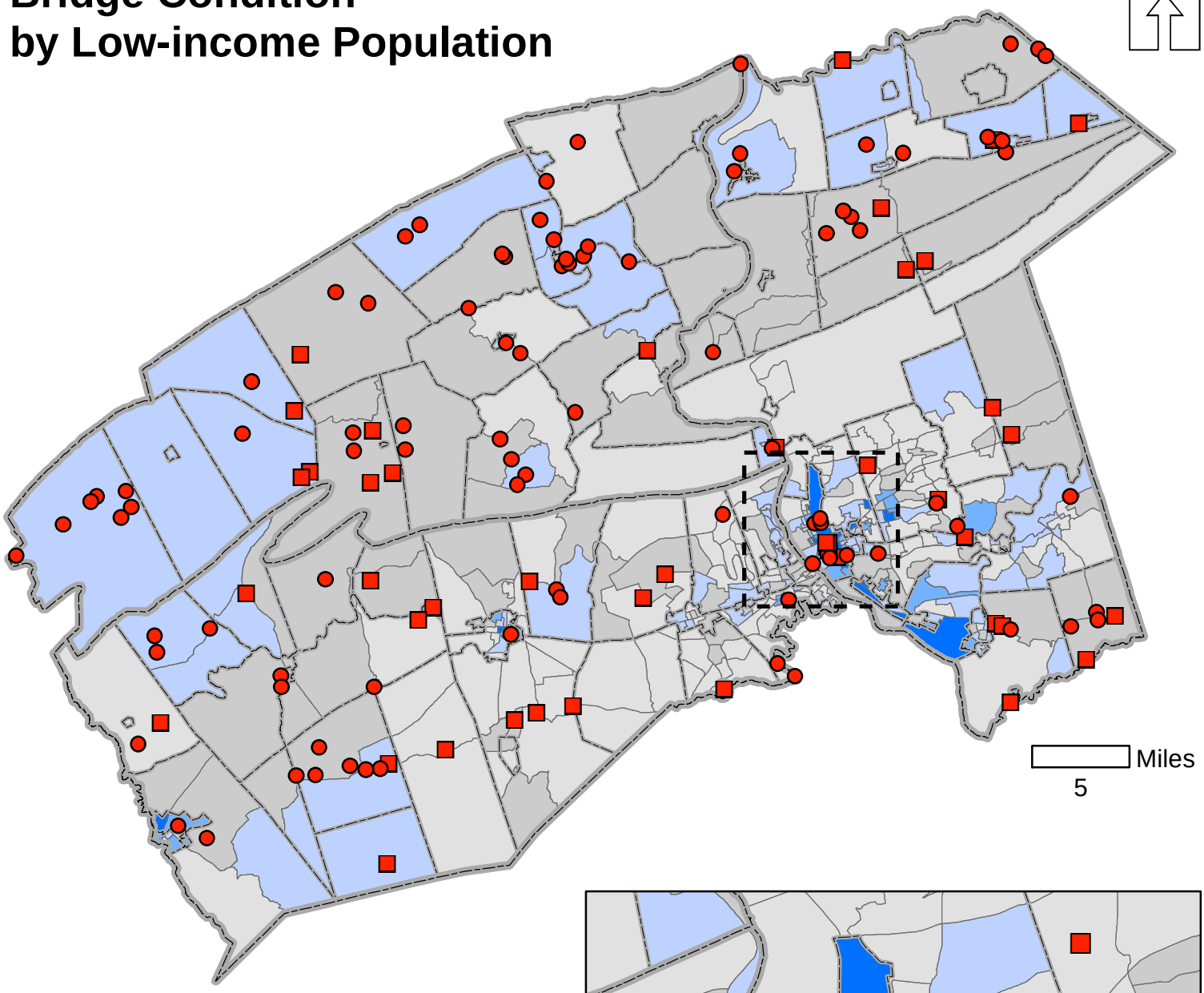
Poor Condition Bridges

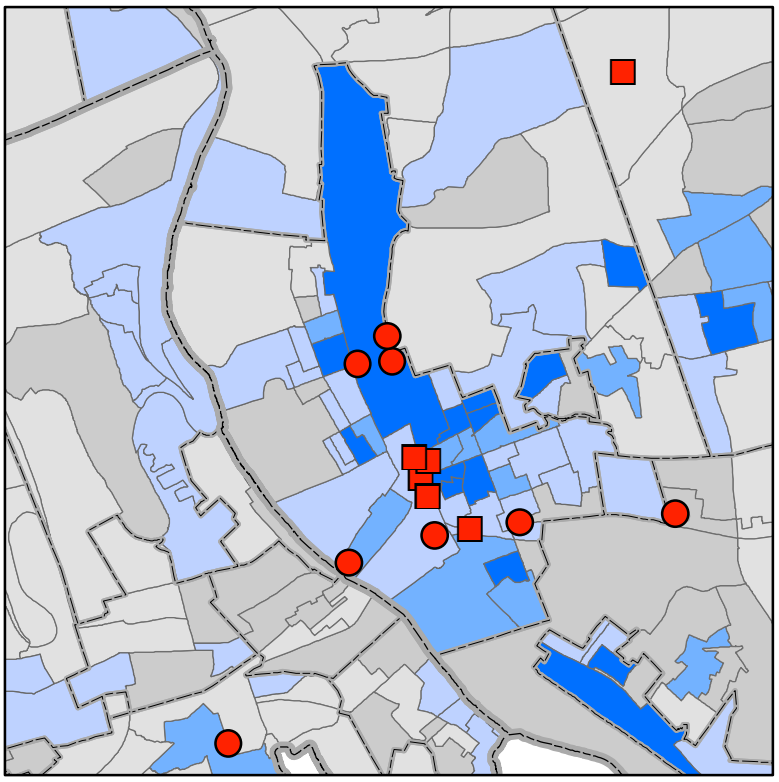
- State Owned
- Locally Owned

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 6

Bridge Condition by Low-income Population





Low-income Population Percentage by Block Group

- Less than 4.89%
- 4.89% - 9.77%
- 9.78% - 21.59%
- 21.60% - 37.45%
- Greater than 37.45%

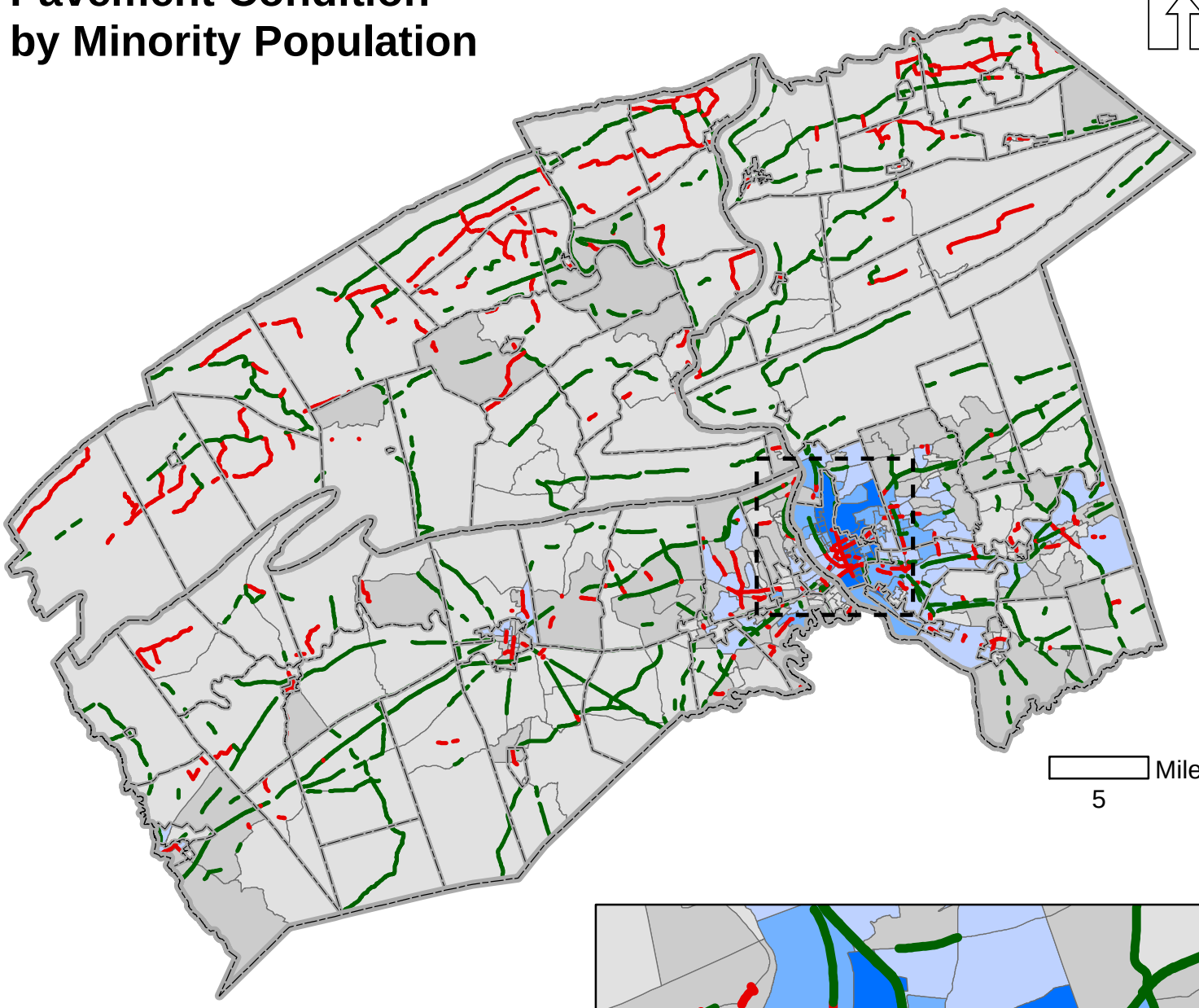
Poor Condition Bridges

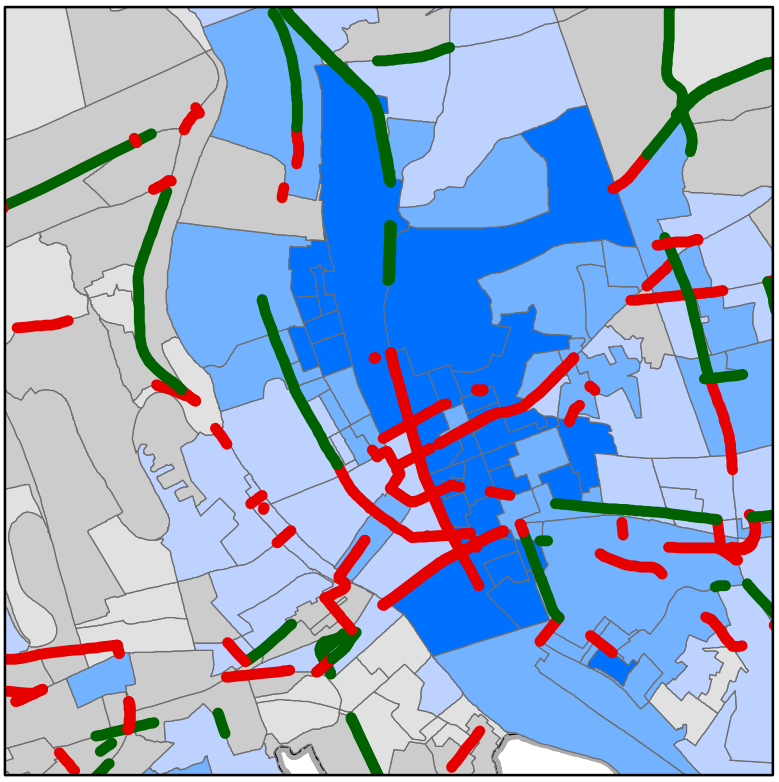
- State Owned
- Locally Owned

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 7

Pavement Condition by Minority Population





Minority Population Percentage by Block Group

- Less than 9.49%
- 9.49% - 23.15%
- 23.16% - 44.57%
- 44.58% - 70.93%
- Greater than 70.94%

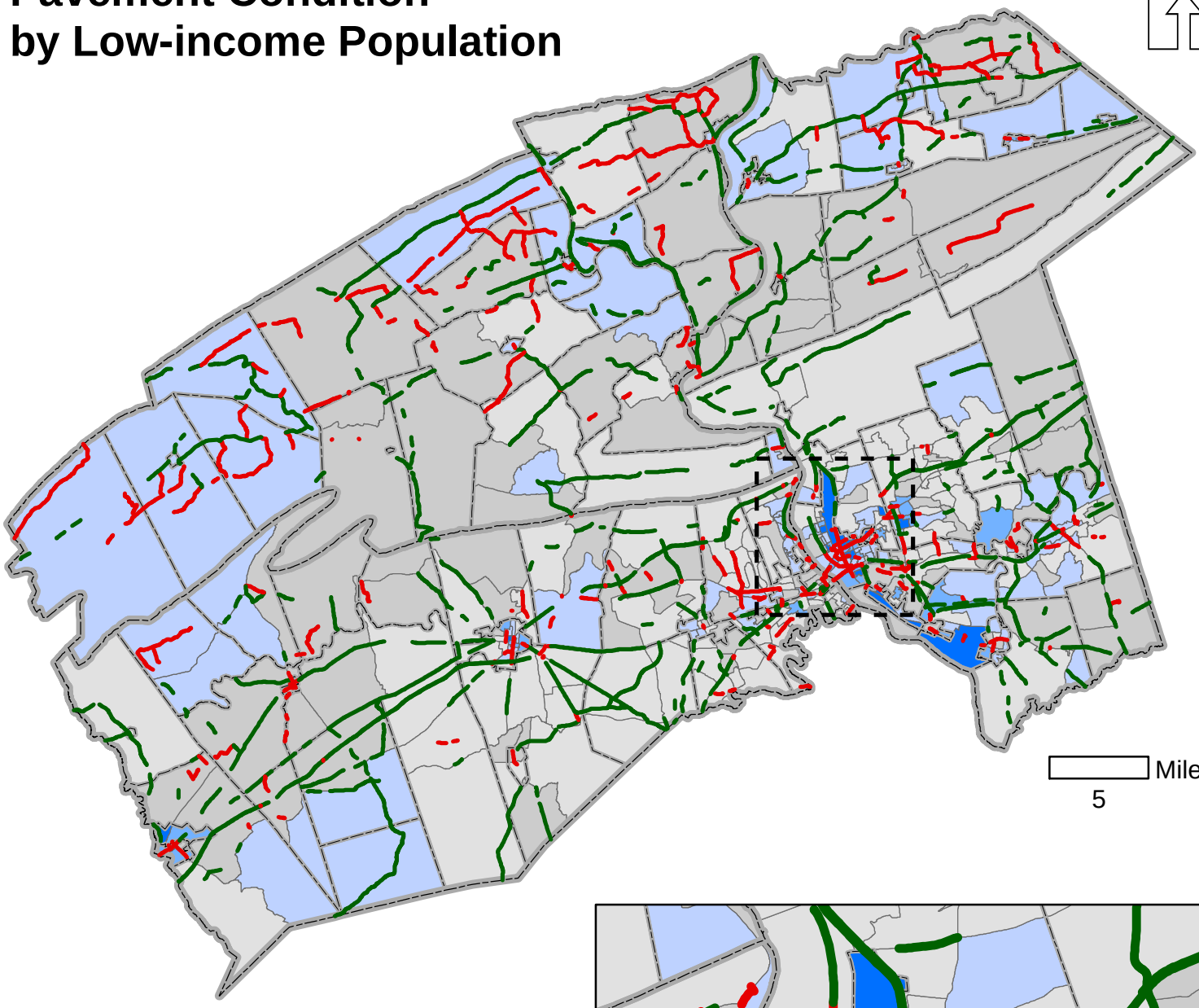
Road Condition

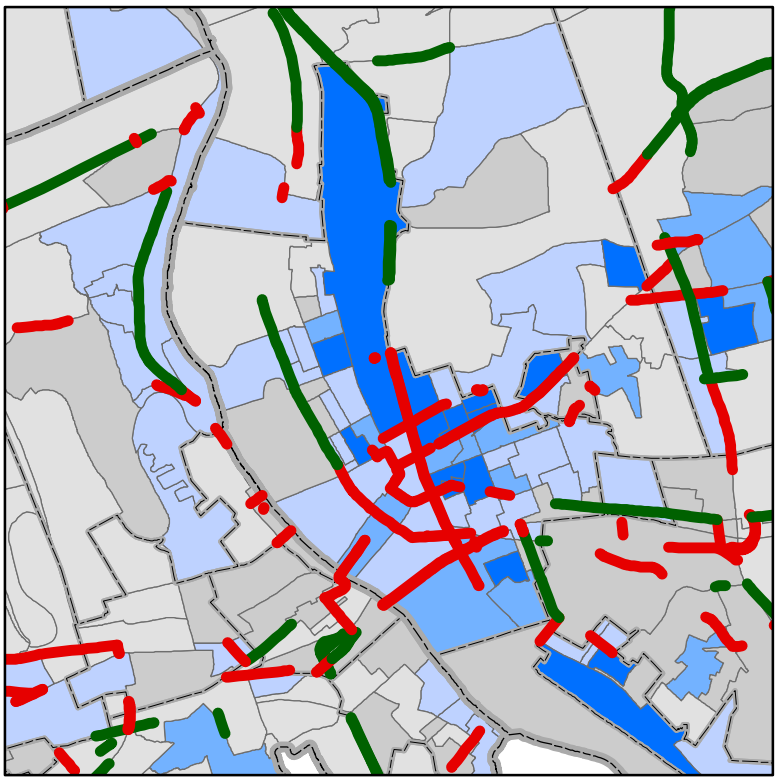
- EXCELLENT
- POOR

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 8

Pavement Condition by Low-income Population





Low-income Population Percentage by Block Group

- Less than 4.89%
- 4.89% - 9.77%
- 9.78% - 21.59%
- 21.60% - 37.45%
- Greater than 37.45%

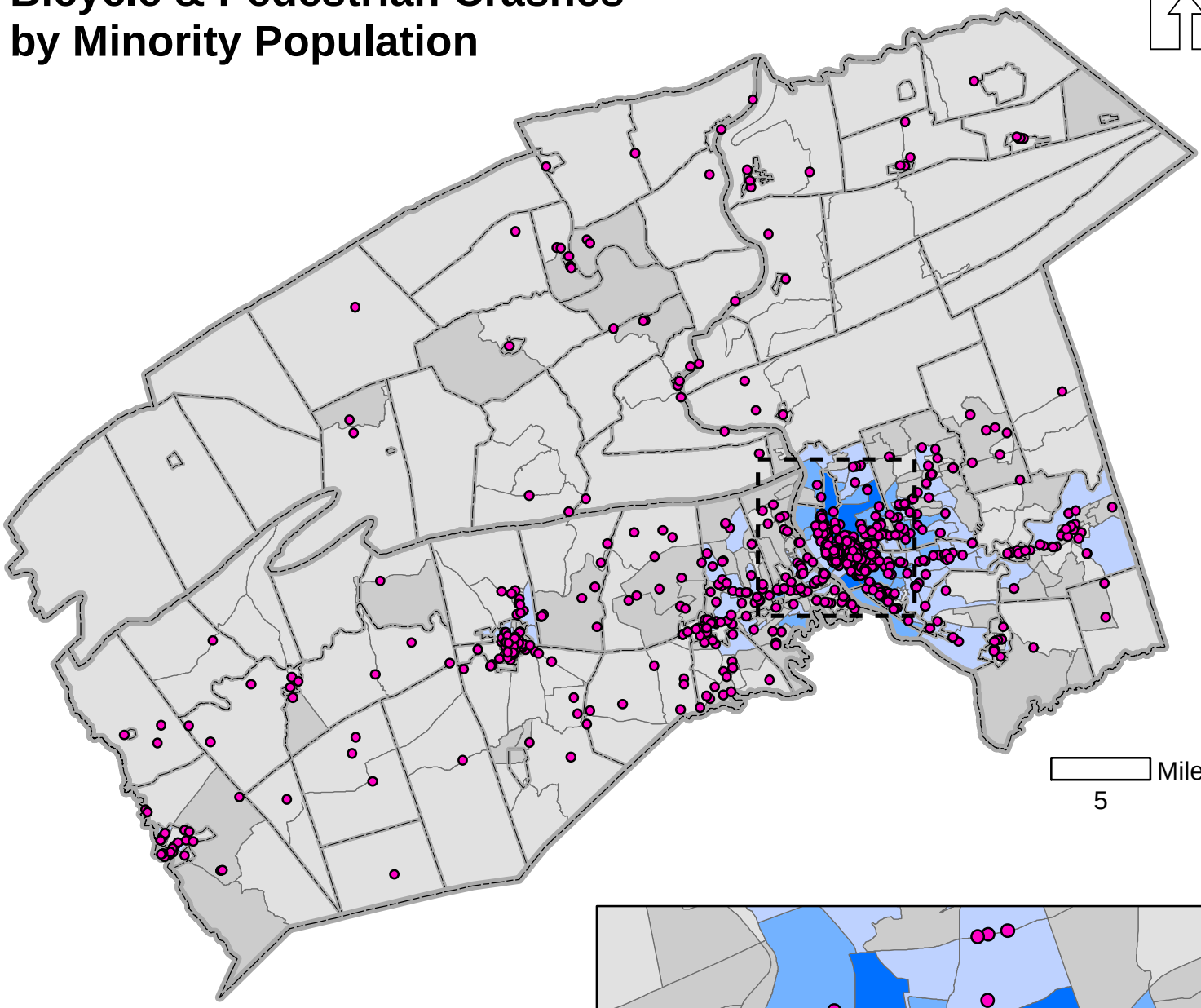
Road Condition

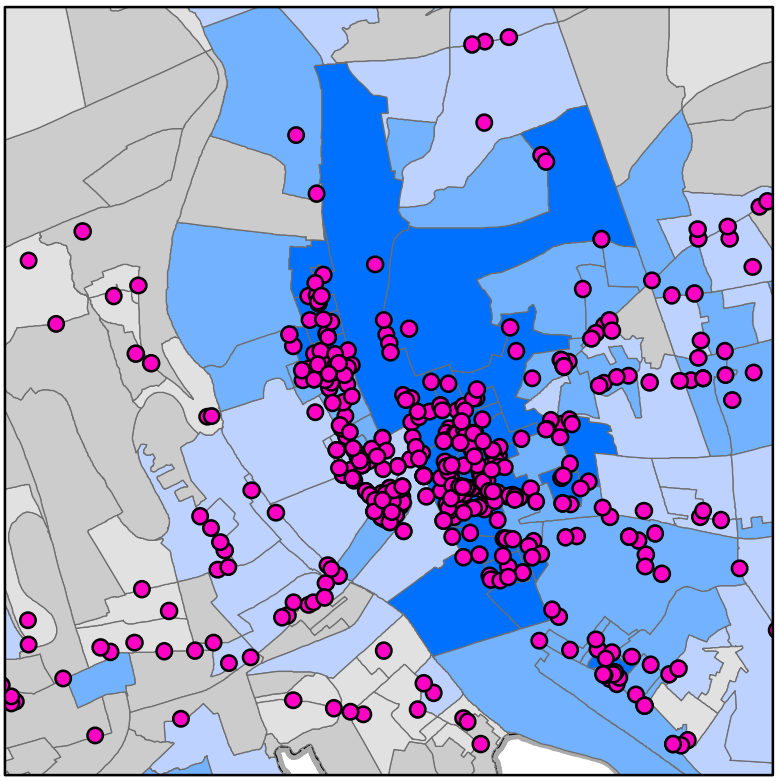
- EXCELLENT
- POOR

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 9

Bicycle & Pedestrian Crashes by Minority Population





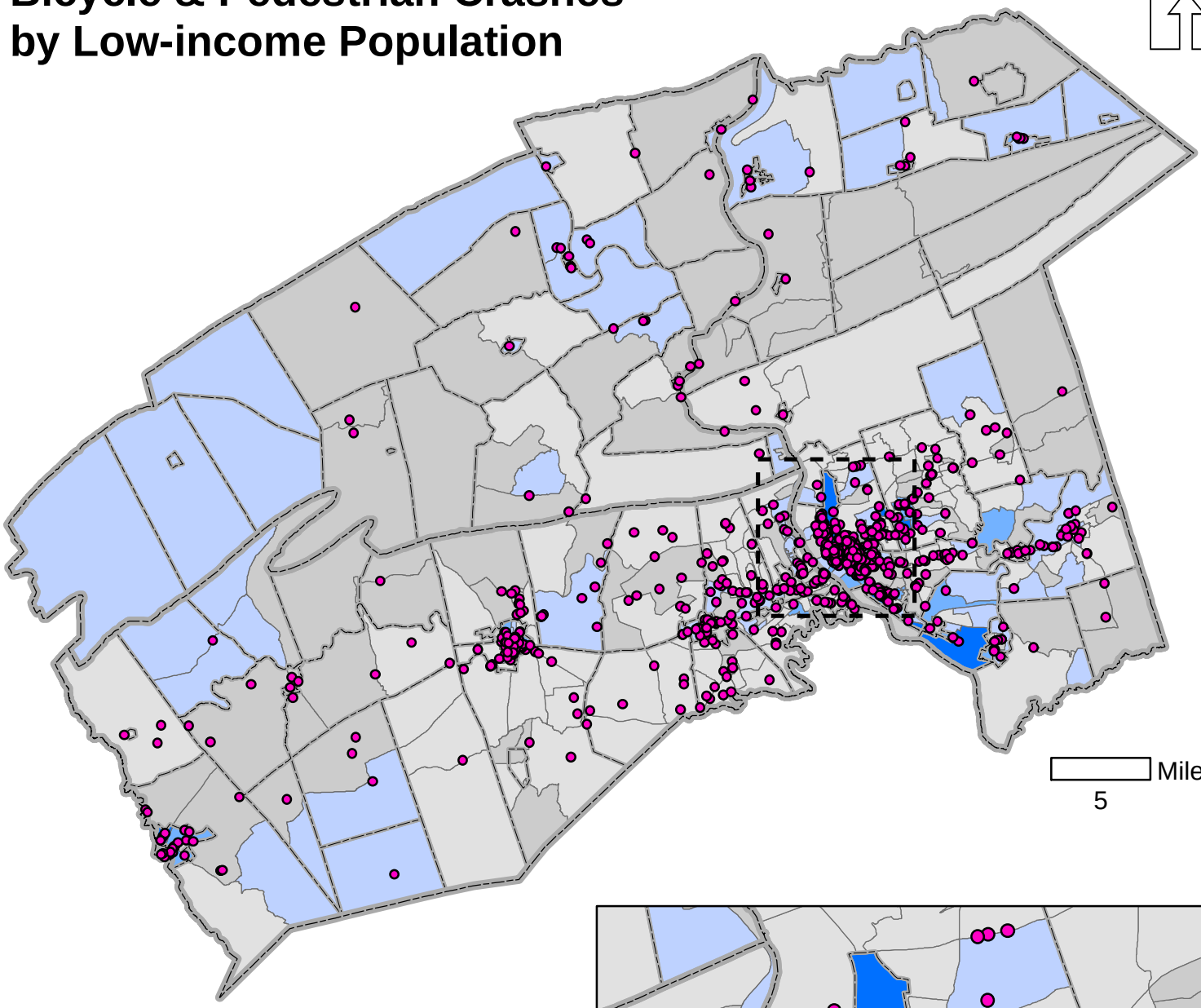
Minority Population Percentage by Block Group

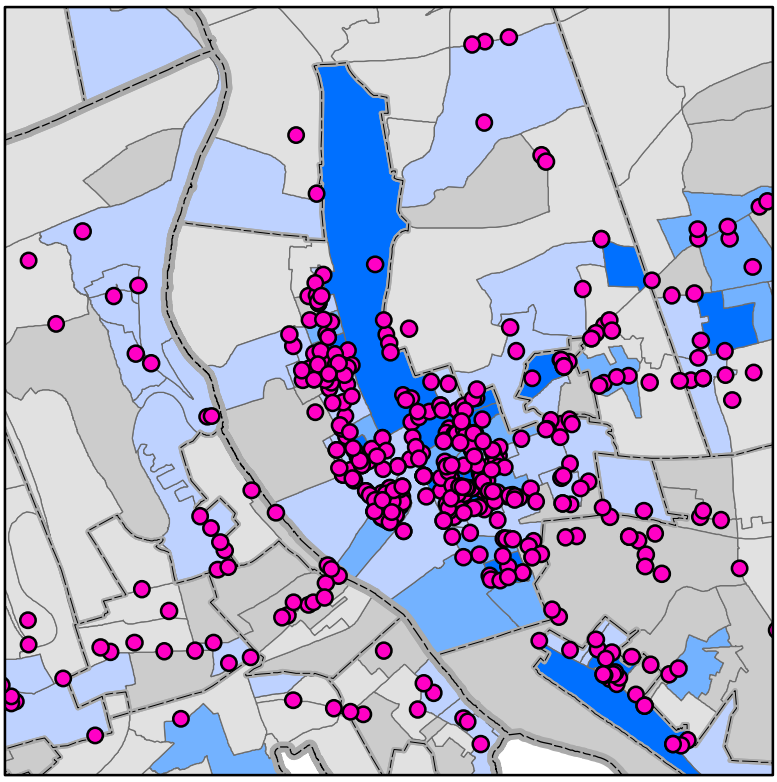
- Less than 9.49%
- 9.49% - 23.15%
- 23.16% - 44.57%
- 44.58% - 70.93%
- Greater than 70.94%
- Bicycle & Pedestrian Crashes

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 10

Bicycle & Pedestrian Crashes by Low-income Population





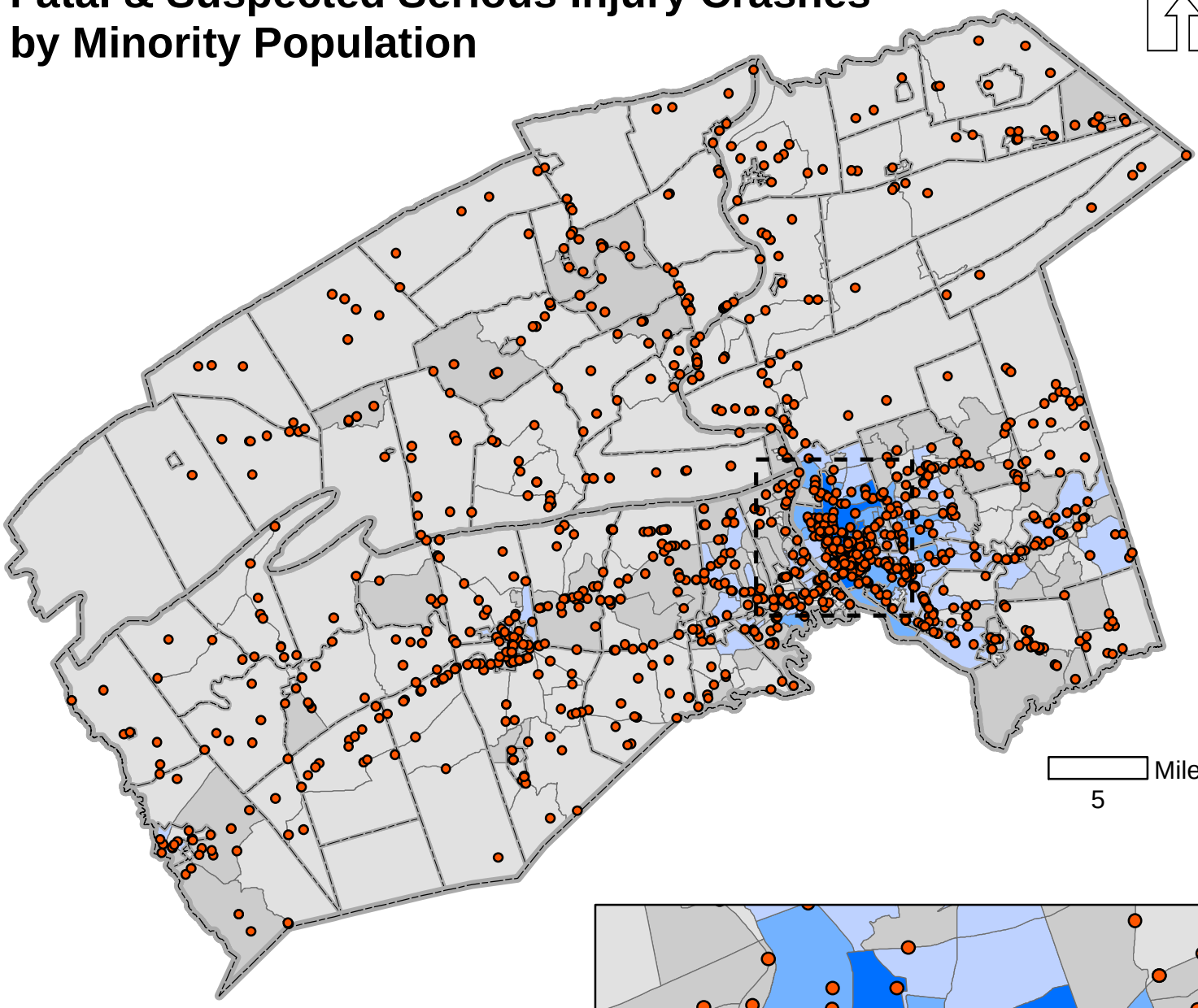
Low-income Population Percentage by Block Group

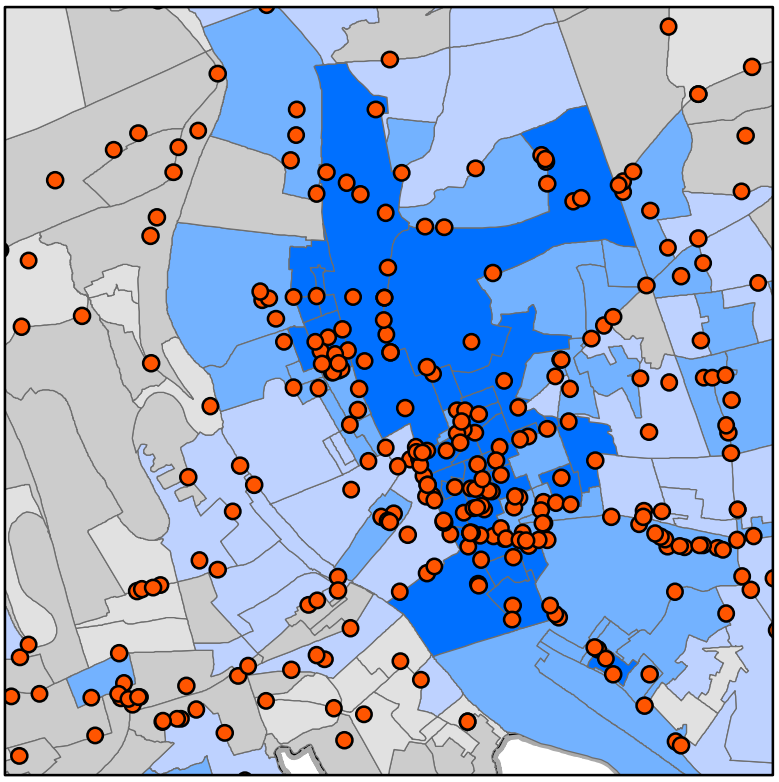
- Less than 4.89%
- 4.89% - 9.77%
- 9.78% - 21.59%
- 21.60% - 37.45%
- Greater than 37.45%
- Bicycle & Pedestrian Crashes

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 11

Fatal & Suspected Serious Injury Crashes by Minority Population





Minority Population

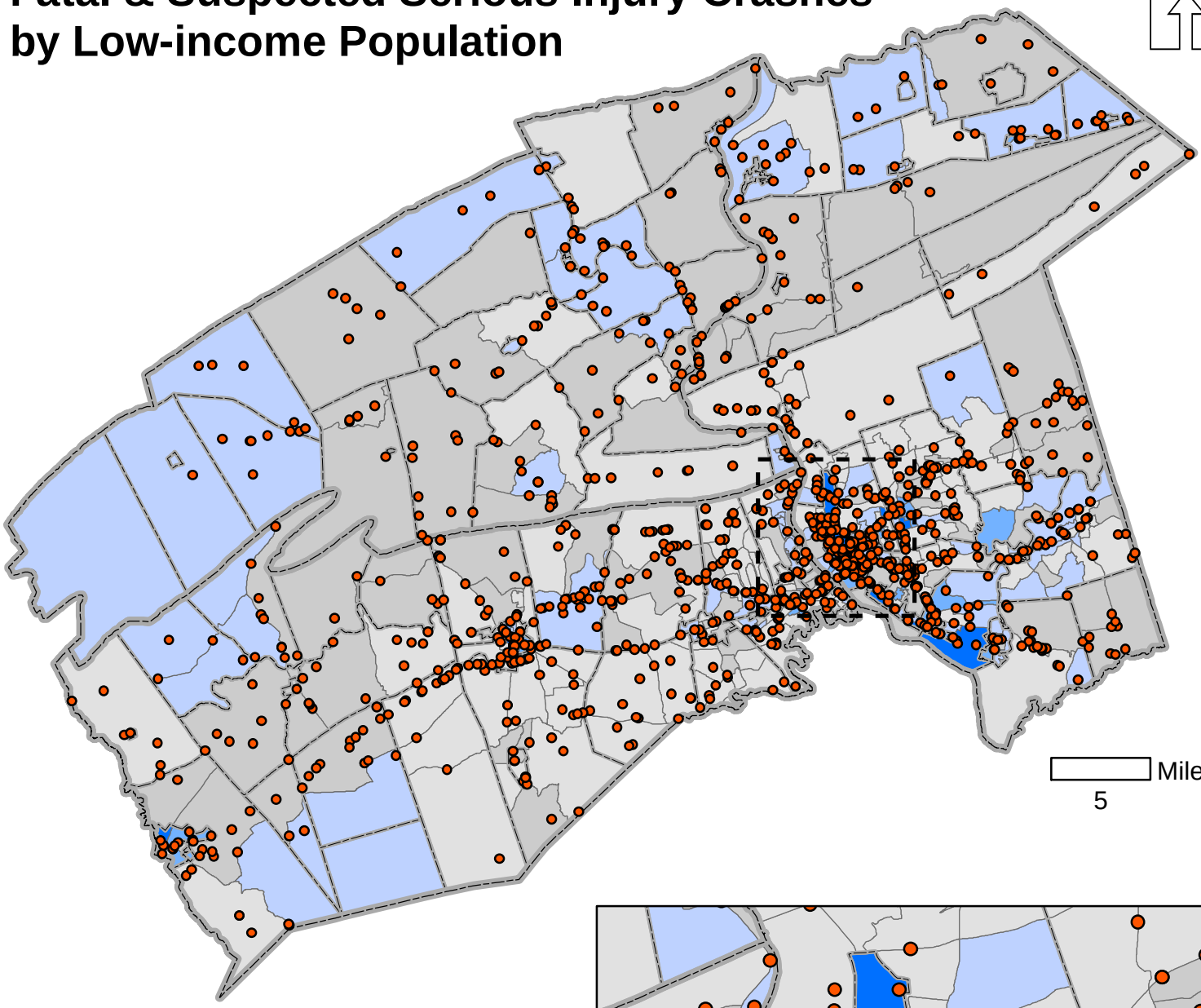
Percentage by Block Group

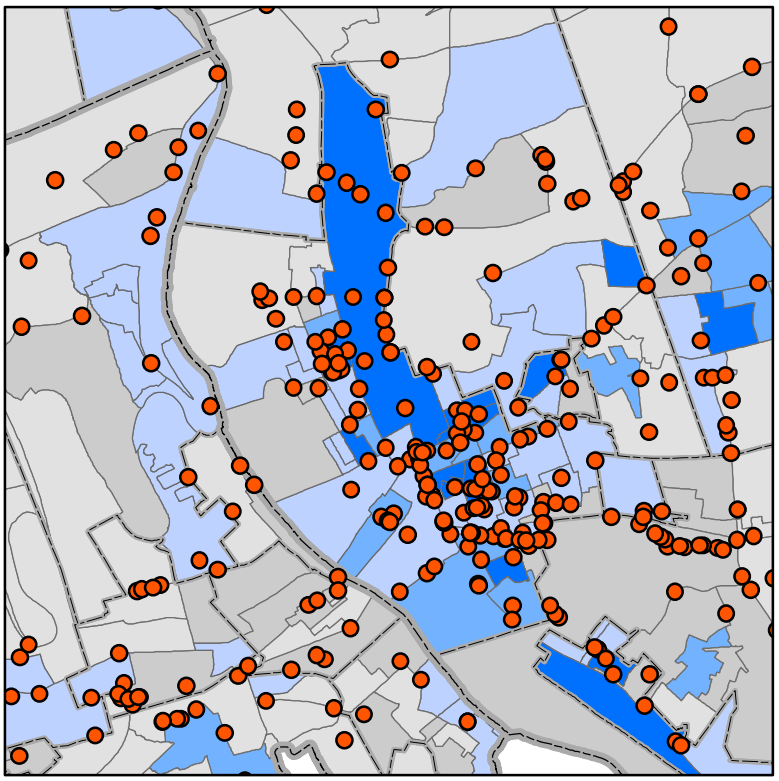
- Less than 9.49%
- 9.49% - 23.15%
- 23.16% - 44.57%
- 44.58% - 70.93%
- Greater than 70.94%
- Fatal & Suspected Serious Injury Crashes

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 12

Fatal & Suspected Serious Injury Crashes by Low-income Population





Low-income Population

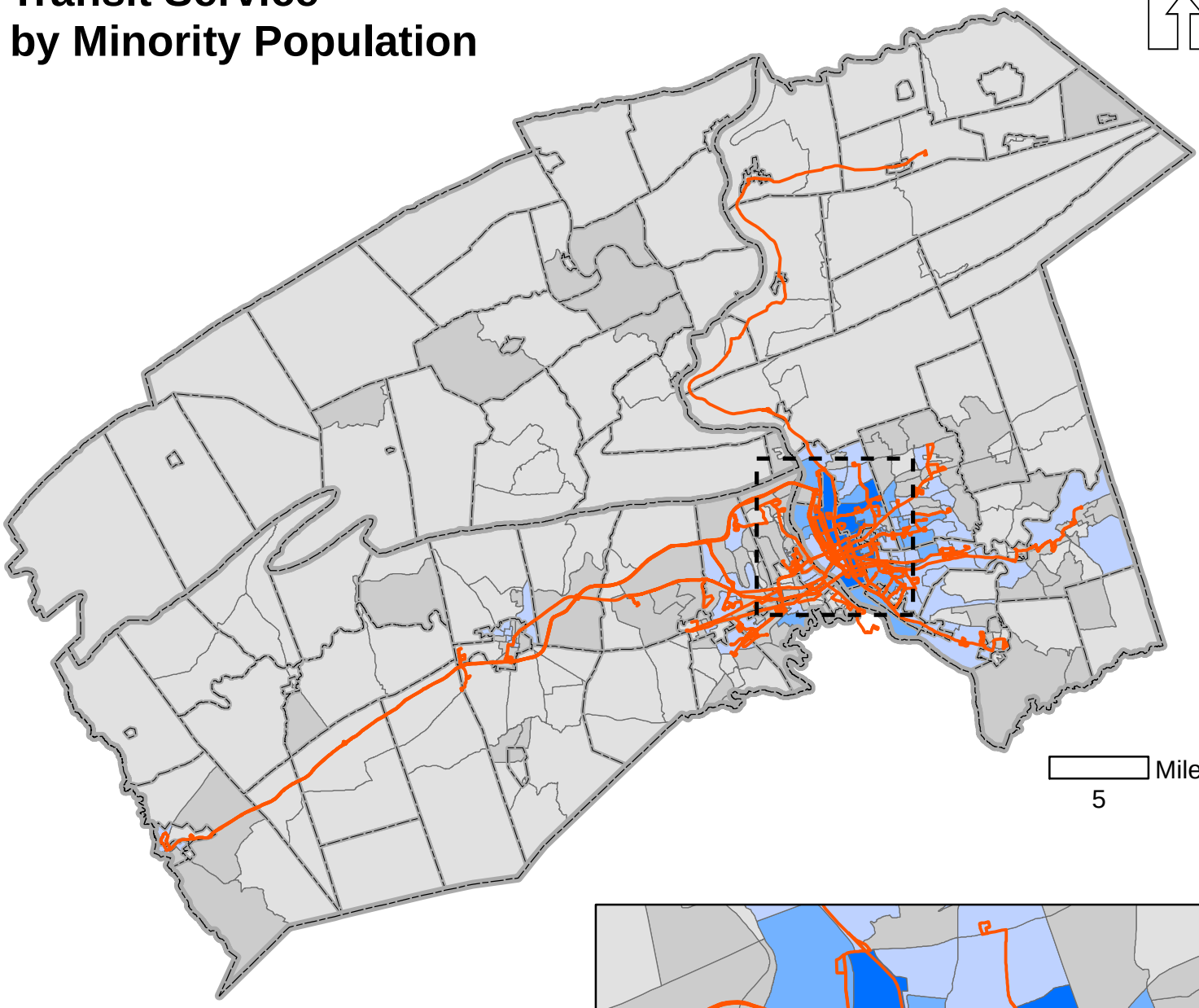
Percentage by Block Group

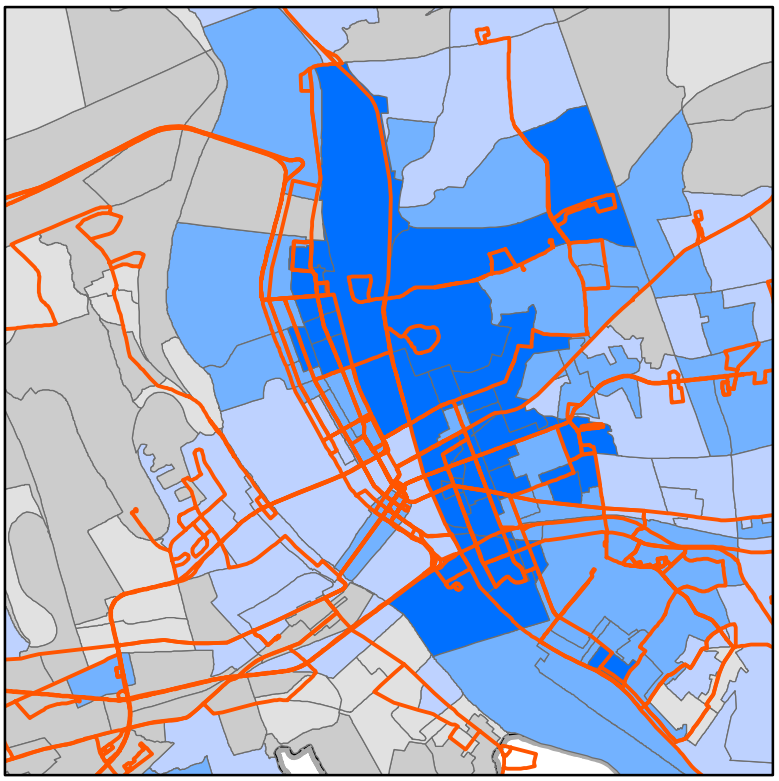
- Less than 4.89%
- 4.89% - 9.77%
- 9.78% - 21.59%
- 21.60% - 37.45%
- Greater than 37.45%
- Fatal & Suspected Serious Injury Crashes

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 13

Transit Service by Minority Population





Minority Population

Percentage by Block Group

- Less than 9.49%
- 9.49% - 23.15%
- 23.16% - 44.57%
- 44.58% - 70.93%
- Greater than 70.94%

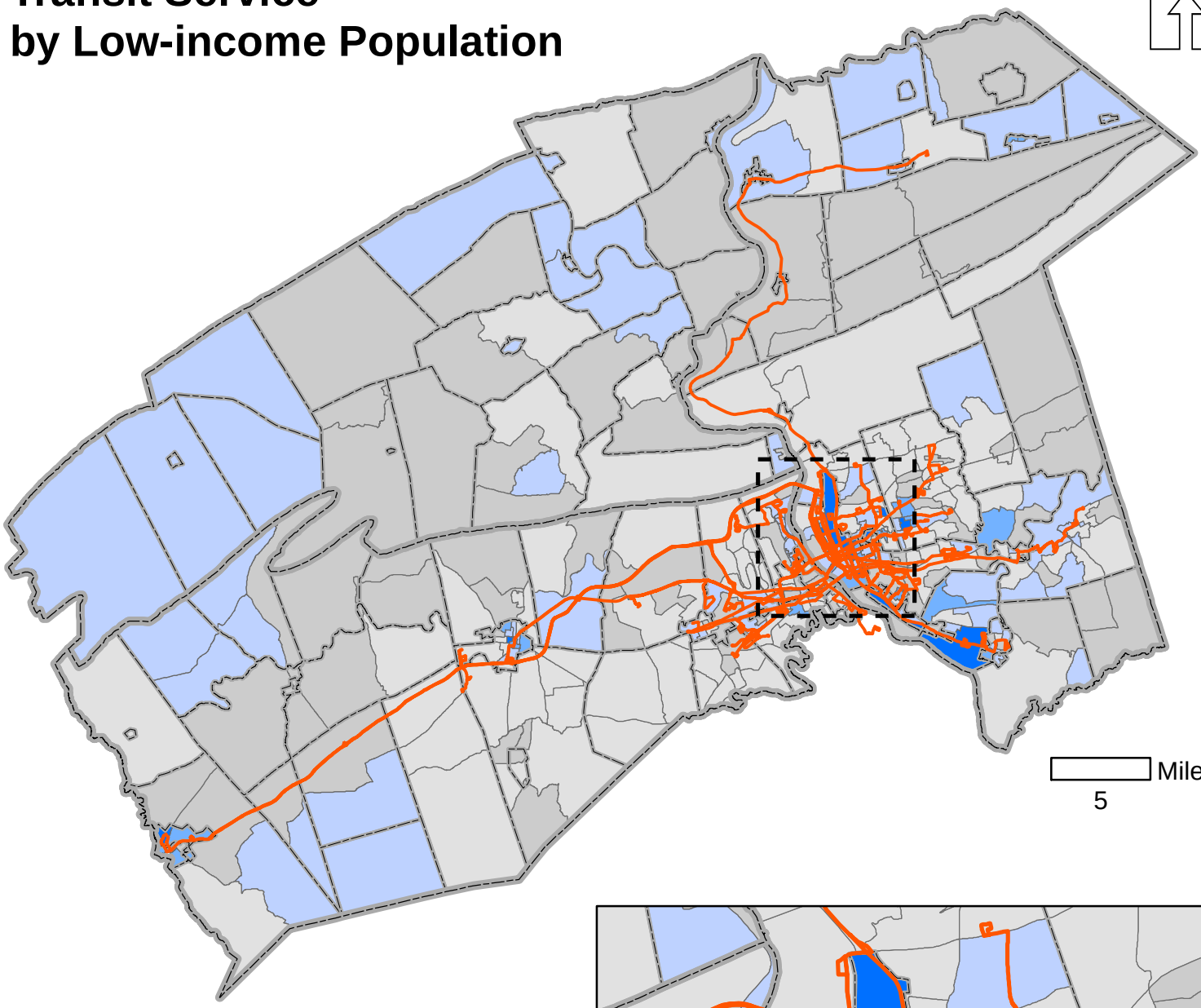
Transit Service

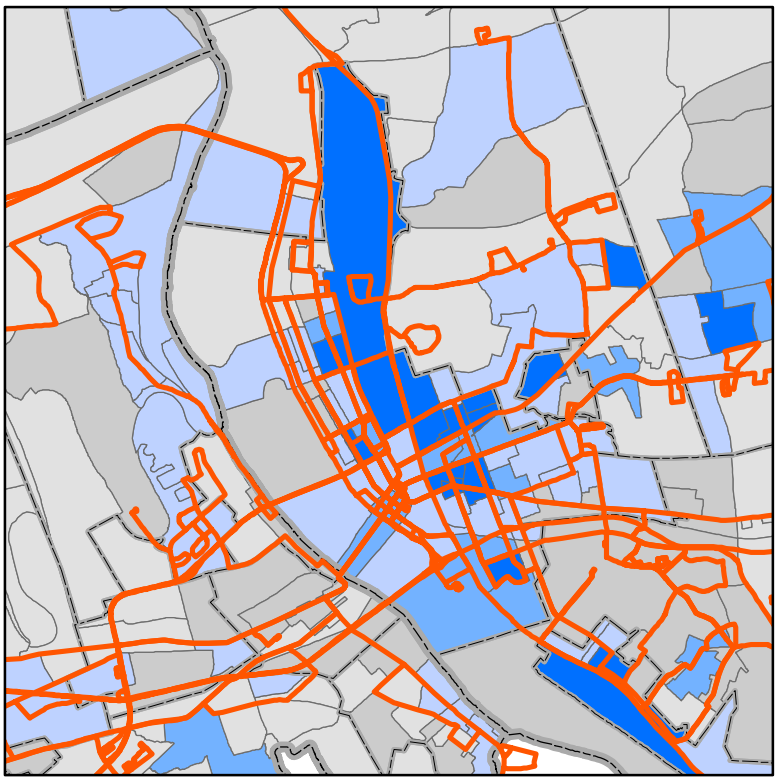
- CAT Routes

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 14

Transit Service by Low-income Population





Low-income Population Percentage by Block Group

- Less than 4.89%
- 4.89% - 9.77%
- 9.78% - 21.59%
- 21.60% - 37.45%
- Greater than 37.45%

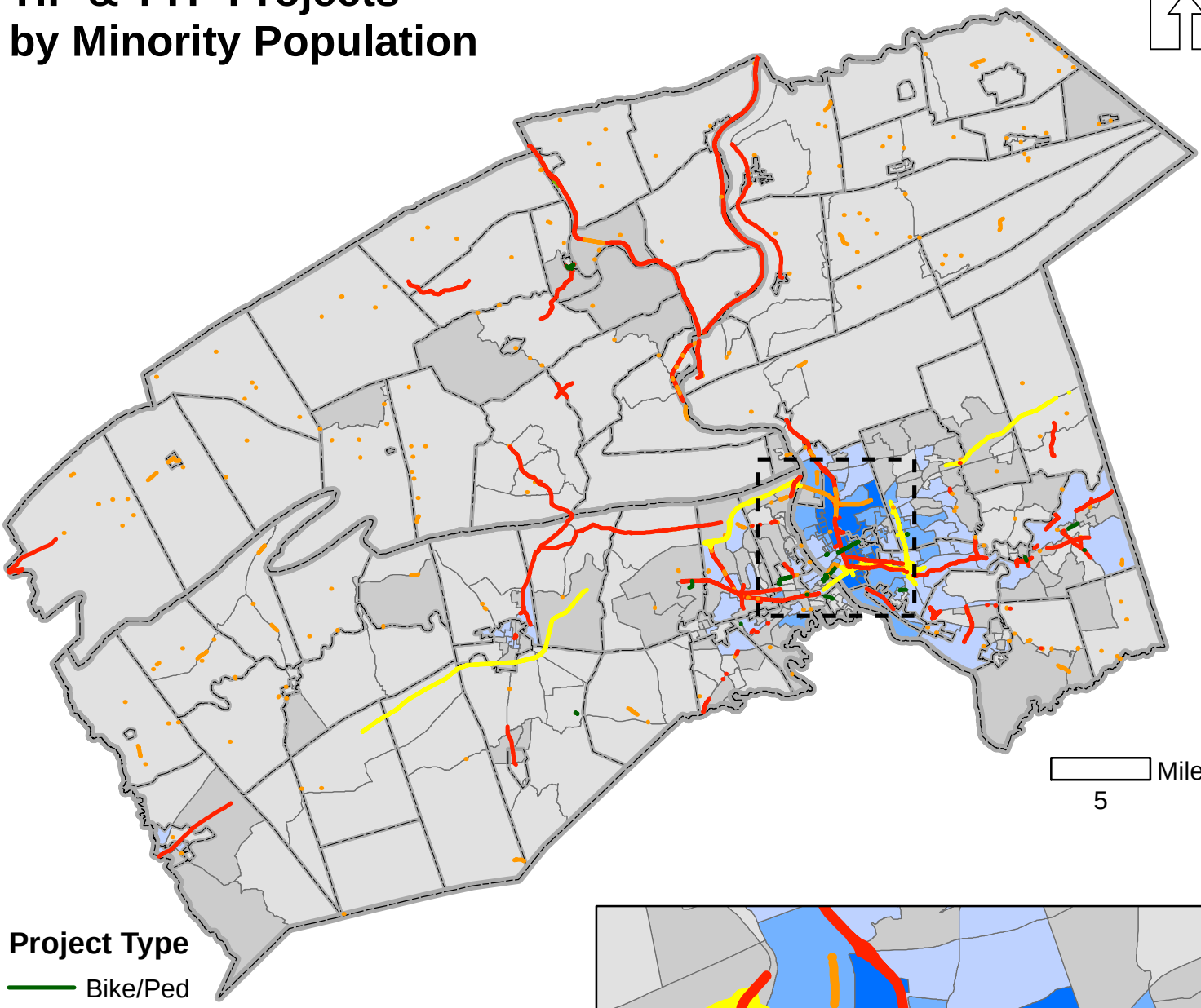
Transit Service

- CAT Routes

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 15

TIP & TYP Projects by Minority Population

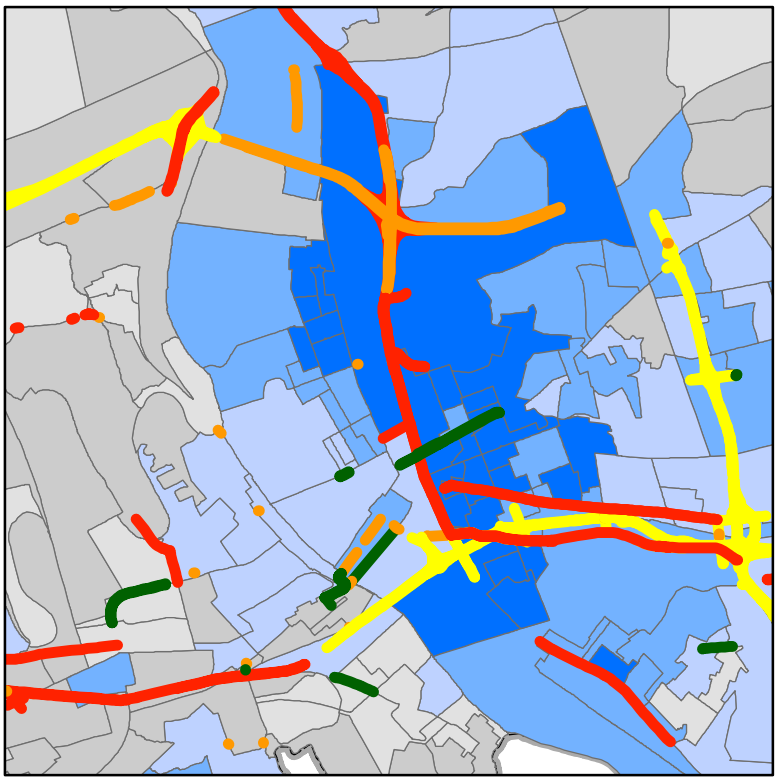


Project Type

- Bike/Ped
- Bridge
- Intermodal
- Interstate
- Roadway

Minority Population Percentage by Block Group

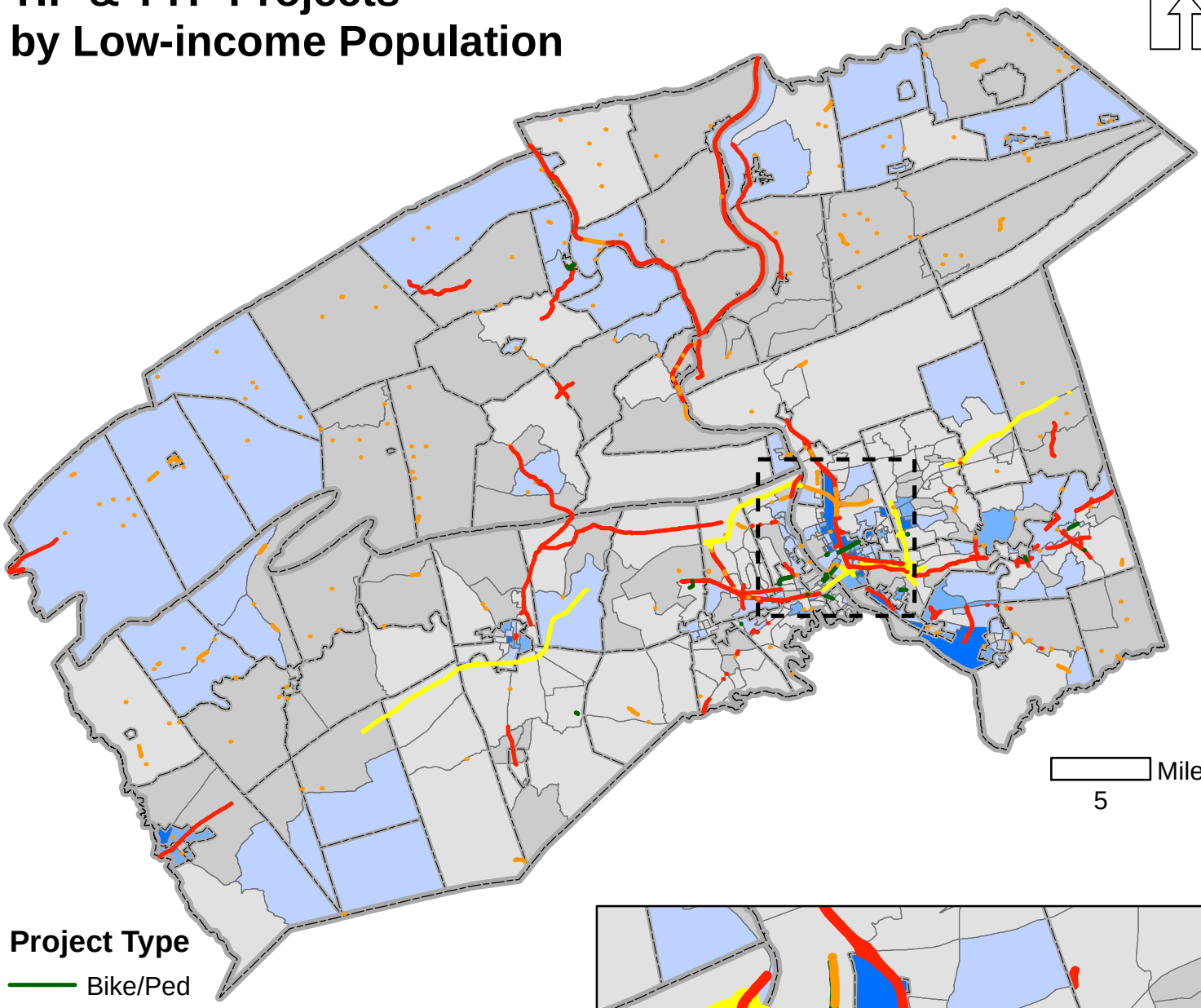
- Less than 9.49%
- 9.49% - 23.15%
- 23.16% - 44.57%
- 44.58% - 70.93%
- Greater than 70.94%

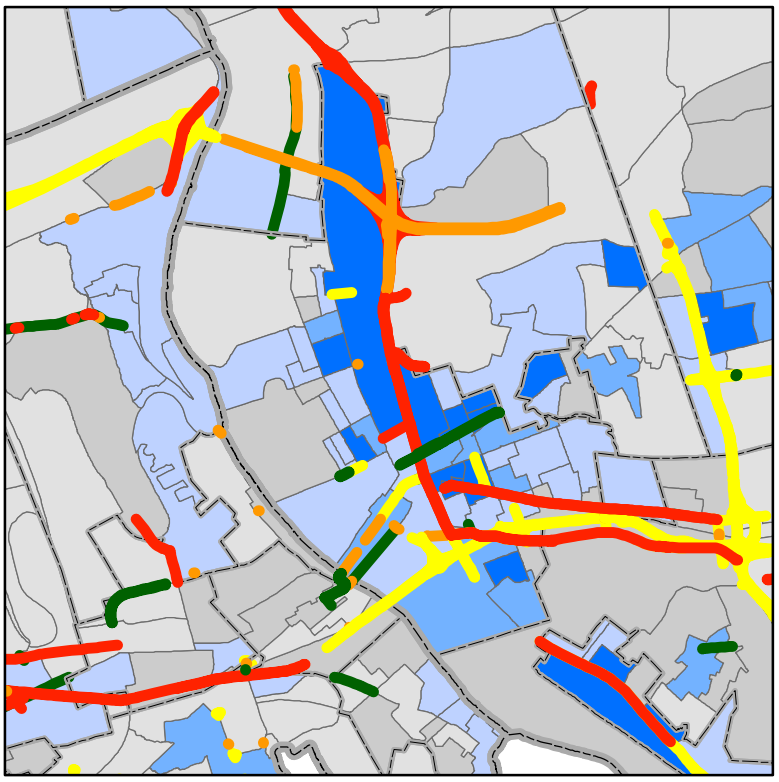


Source: 2015-2019 American Community Survey 5-Year Estimates

Map 16

TIP & TYP Projects by Low-income Population





Project Type

- Bike/Ped
- Bridge
- Intermodal
- Interstate
- Roadway

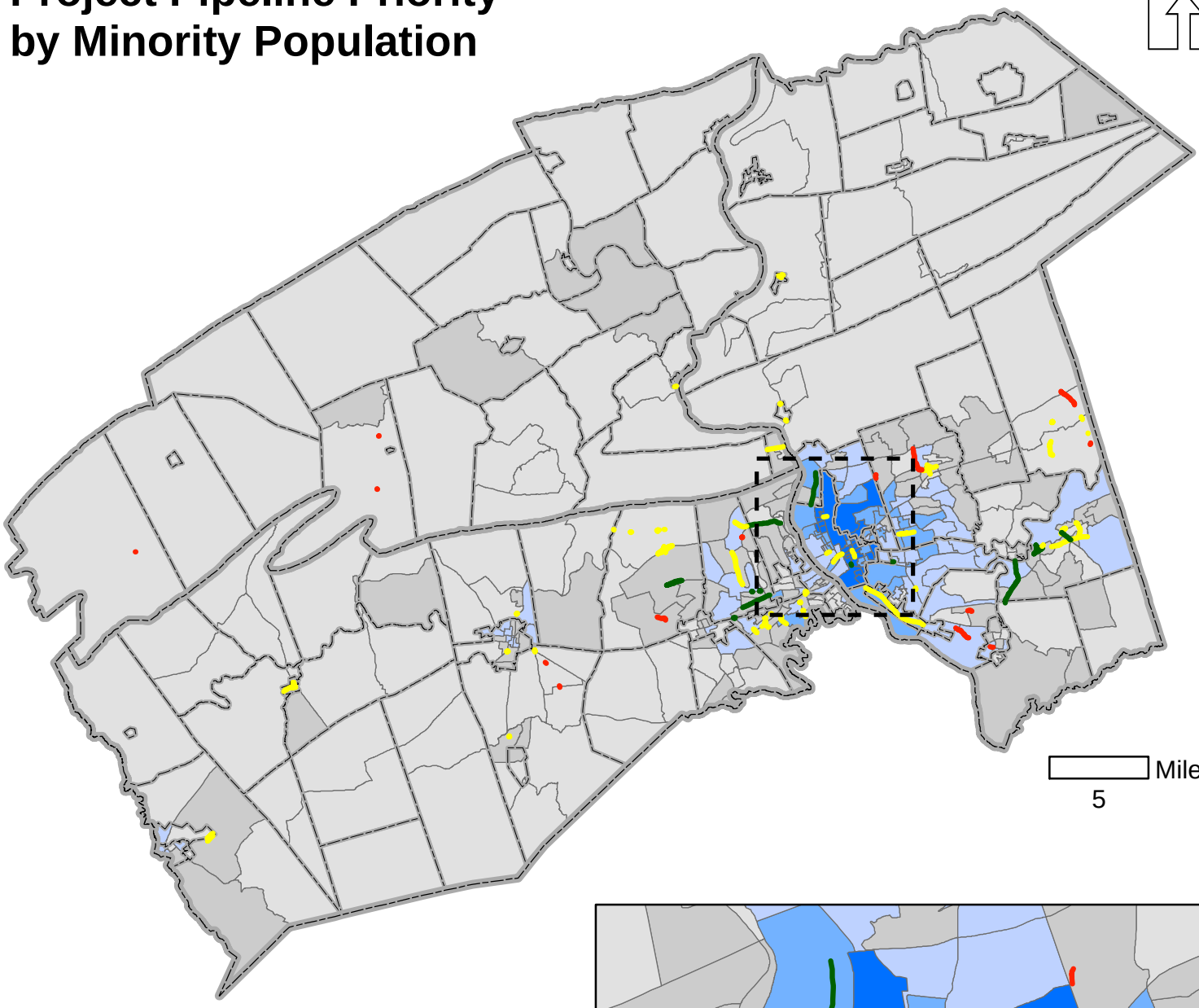
Low-income Population Percentage by Block Group

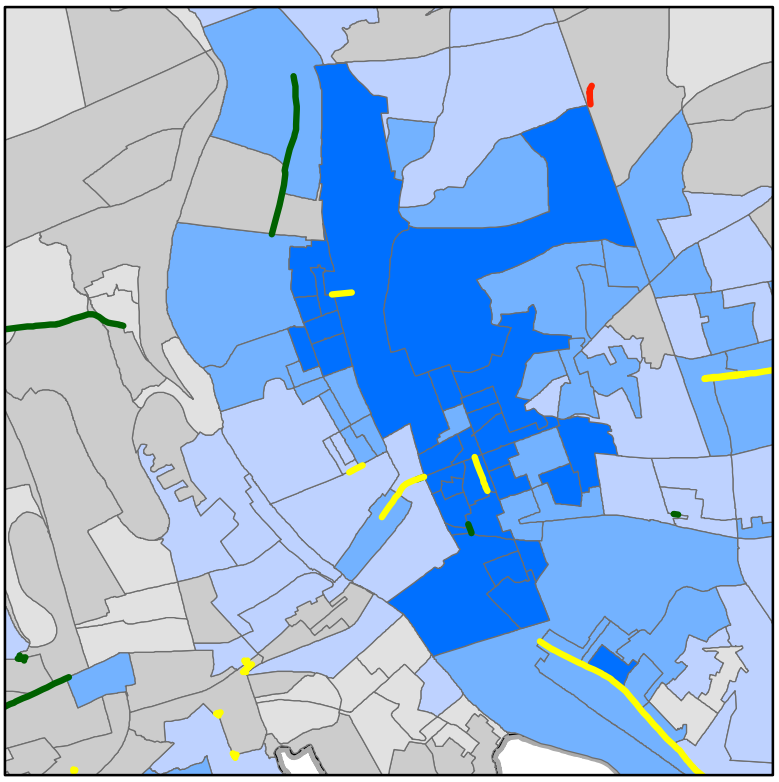
- Less than 4.89%
- 4.89% - 9.77%
- 9.78% - 21.59%
- 21.60% - 37.45%
- Greater than 37.45%

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 17

Project Pipeline Priority by Minority Population





Minority Population Percentage by Block Group

- Less than 9.49%
- 9.49% - 23.15%
- 23.16% - 44.57%
- 44.58% - 70.93%
- Greater than 70.94%

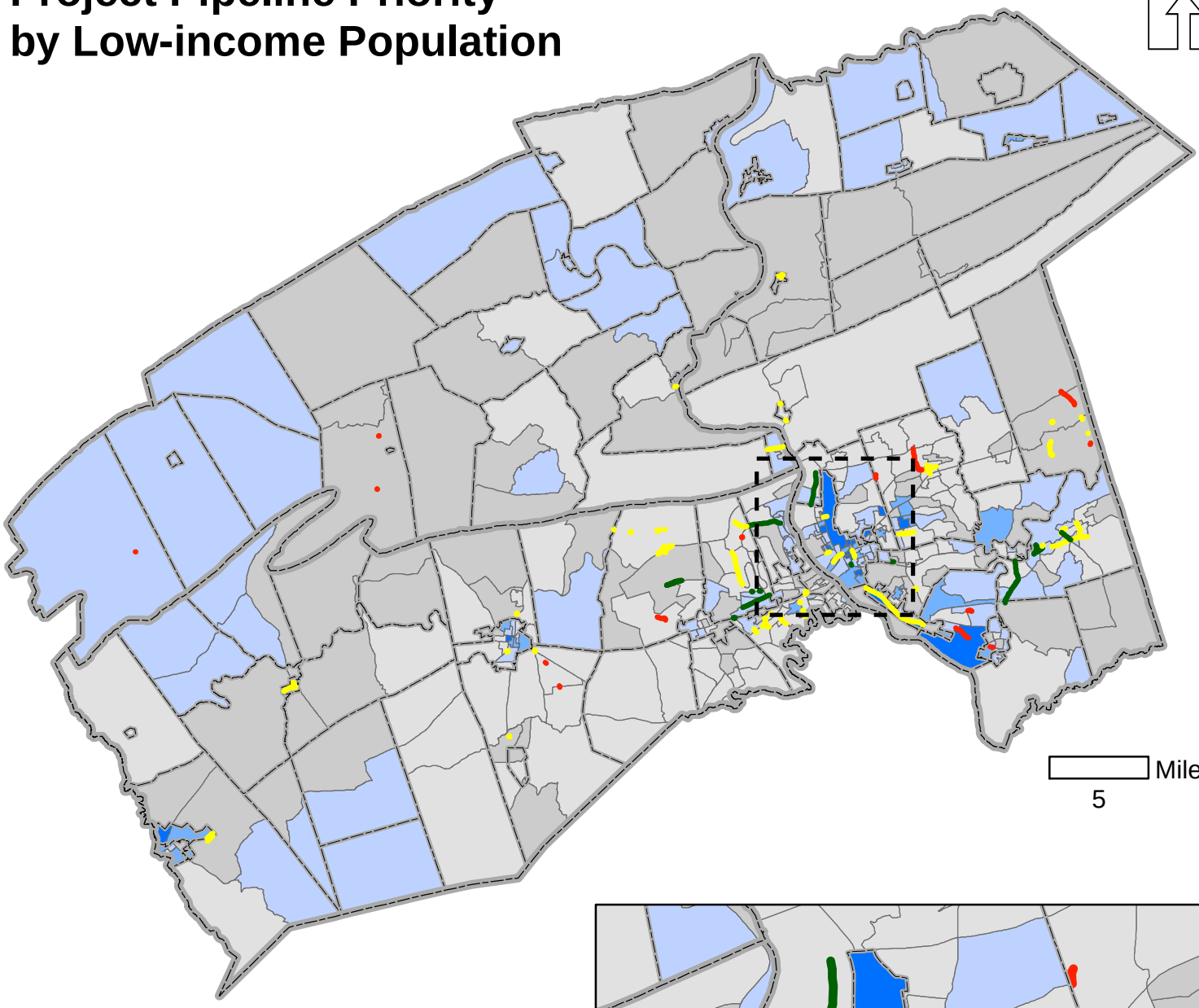
Project Pipeline Priority

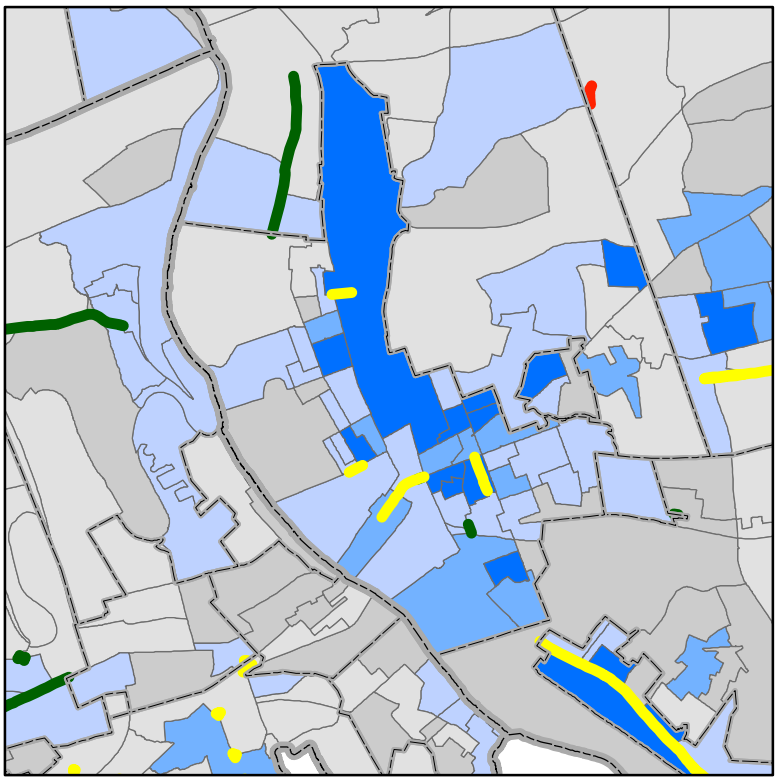
- High
- Medium
- Low

Source: 2015-2019 American Community Survey 5-Year Estimates

Map 18

Project Pipeline Priority by Low-income Population





Low-income Population Percentage by Block Group

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- 4.89% - 9.77%
- 9.78% - 21.59%
- 21.60% - 37.45%
- Greater than 37.45%

Project Pipeline Priority

- High
- Medium
- Low

Source: 2015-2019 American Community Survey 5-Year Estimates

2045 HATS Regional Transportation Plan
Public Comment Period
July 1, 2021 – August 31, 2021

Name: Rebecca Burk
Representation: Delta Development Group/SARAA
Date: 7/13/21
Comment: My name is Rebecca Burk, Principal at Delta Development Group and we work with Susquehanna Area Regional Airport Authority (SARAA). SARAA owns and operates Harrisburg International Airport, Capital City Airport, Franklin County Regional Airport, and Gettysburg Regional Airport.

I saw that the 2045 HATS Regional Transportation Plan was available for review until August 31st, and the Plan includes a section specifically for aviation. There have been several capital investments and recent developments at Harrisburg International Airport and the three general aviation campuses that SARAA can provide additional information on for the Plan. In addition, we recently conducted a benefit-cost analysis for a federal grant application on the proposed air cargo expansion, which is identified in the Plan.

We would welcome the opportunity to meet with the HATS team to provide additional details on the aviation industry that may be of benefit to the 2045 Regional Transportation Plan.

HATS Response:

HATS met with SARAA to discuss this comment.

Name: Dana Cotton
Representation: Public
Date: 7/14/21
Comment: I wanted to follow up on the comments I made during the public information session today, as well as say thank you to HATS/TCRPC for explaining the nuances of this plan so clearly. Today's information session helped me understand the role this plan will play in developing our regional transportation network over time.

My first comment was regarding the bicycle network - when I heard "typical cyclist" I instantly had an image of a cyclist riding on these roads as being decked out in spandex, riding an expensive road bike, probably male. I appreciate the clarification that there is a little more that goes into defining who a typical cyclist would be. I wanted to suggest that when these networks are designed, we should have a goal that the typical user could be anyone from ages 8-80. This accommodates a wider range of bicyclists and abilities, and would ultimately make roads safer for all users.

My second comment that I did not bring up during the session is about the transportation need form process. The form itself is a little intimidating for the average person with no background in planning/government. Would it be possible to have a simplified version of this form to collect basic information about the problem and contact information from the person reporting the issue?
Also, once a need is submitted by a resident, it is brought to the municipality. If the municipality decides to table it, is the person who submitted the need (if not a govt. official) notified? If not, I would like to suggest that the submitter be notified so they can pursue the issue with the municipality further if they would like to.

HATS Response:

Ms. Cotton

Thank you for your comments.

The Regional Bicycle and Pedestrian Backbone is developed to reflect the HATS RTP goal of improving the performance and operation of our transportation system for all modes and users. The Backbone is not intended to prescribe specific solutions geared toward any particular skill or comfort level, but to identify the most important connections in developing a comprehensive network for walking and biking. Design considerations for facilities and improvements are made during the PennDOT project development process.

Regarding your Transportation Need Form comments, they will be considered and addressed as appropriate moving forward.

Name: Eileen Collins
Representation: Dewberry
Date: 7/28/21
Comment: I was reviewing the 2045 Draft Plan and have the following comment to offer (It's long but wanted to provide some context):

Cumberland Valley School District built a new middle/elementary school at the Bali Hi/Lambs Gap Road intersection which was modified as a roundabout.

Lambs Gap Road has no shoulders and is not currently a safe roadway for pedestrians or bikes. However, it is currently being used by school kids (mainly middle school /pre driver age) to go to not only the Middle School and trails located there, but also to the Target/Wegmans shopping center at the Silver Spring Road signalized intersection. There are also regular commuter bicyclists that use Lambs Gap on a daily basis.

The roundabout at Bali Hi and it is tricky for pedestrians to cross as there were no accommodations made during the design or construction. (This was a brilliant decision since it accesses a middle school)

Below is a screen shot of the 2045 draft plan for the Regional Bicycle and Pedestrian Backbone. There are a number of developments in that stretch that have walking and biking middle school kids and the shopping center and the school grounds are their destinations. There is also a church park north of the school on Lambs Gap that the kids walk and bike too. Currently they are cutting through neighborhood and walking on lawns to get down to the Lambs Gap Road/Creekview intersection and to the school so they won't show up on traffic counts.

My comment/recommendation is

- Add the section of Lambs Gap Road as part of the backbone from the middle school location at Bali Hi Road intersection to the Creekview Road Intersection

HATS Response:

Ms. Collins
Thank you for your comments.

The Regional Backbone is our "high level" network to provide bicycle and pedestrian connections across the region. Within this specific area, the Regional Backbone reflects the priority corridors identified in Eastern Cumberland County Regional Trails Master Plan.

HATS staff are in regular communication with Hampden Township, especially regarding non-motorized mobility in this area. We'll coordinate with them on how best to address the issues you've raised, including possible inclusion on the Regional Bicycle and Pedestrian Backbone.

Name: T. Herbert Dimmock
Representation: Public (Hummelstown)
Date: 7/30/21
Comment: The plan is adequate - but, in all honesty, mediocre. We need a visionary plan. Platitudes regarding non-motorized transportation need more substance.

- Greatly expand safe bicycling. Protected bikeways and sidewalks are insufficient in number
- Build rail down the entire I-81 corridor.
- Build rail down I-83 between Baltimore and Harrisburg

Smart Growth needs to be emphasized with economic incentives and smarter land use zoning. Traffic circles should replace the overused stop signs springing up in growth areas. You state that you wish to "accommodate increasing truck volumes" NO NO Much better would be to lessen on-road truck volumes through increased use of and expansion of rail. That will be an easier task if you prioritize the building of rail parallel to I-81 and I-83. Put some teeth into policy: MANDATE that ALL new development EVERYWHERE include sidewalks that both pedestrians and bicyclists can use. Make Harrisburg work for the folks who live there. EG Front Street. Make it a one lane, one-way street for cars and a one lane street [with a protector barrier] for bikes and, perhaps the final, third lane for BRT. Solutions like those above are obvious - it's long past time for you to so radically and consistently favor cars over people, pedestrians, residents, bicyclists, etc.

HATS Response:

Hello Mr. Dimmock,
Thank you for your comments.

The goals and objectives of the HATS 2045 Regional Transportation Plan (RTP) make clear our commitment to providing a safe, efficient, and reliable transportation system for all users, including motorists, bikers, pedestrians, and transit users. The 2045 RTP Project Pipeline is the result of our outreach with municipalities, regional stakeholders, and the general public to create a comprehensive list of transportation needs throughout the region. Those transportation needs are then used to move things forward onto the Transportation Improvement Program (TIP) and into the PennDOT Project Development process, where details of how the needs can best be addressed are determined. Additionally, we are regularly in contact with regional passenger and freight rail providers to identify and address their needs.

Tri-County Regional Planning Commission's Regional Growth Management Plan (RGMP), which is included in the 2045 RTP as the land use component, is consistent with Smart Growth principles. HATS/TCRPC staff work to implement the RGMP through coordination with local municipalities and other regional stakeholders.

Finally, construction and maintenance of sidewalks typically falls under municipal authority during the land development/subdivision process. HATS/TCRPC staff are dedicated to ensuring developers and property owners are, where appropriate, held to build or construct any required pedestrian improvements or facilities.

Name: Beth Nidam
Representation: Central PA Transportation Authority
Date: 8/24/21
Comment:
Adding information to the transit section (Page 9):
GPS technology is also a critical component in the growth of microtransit services, such as rabbittransit's Stop Hopper service, as well as other ridesharing applications like Uber and Lyft. Microtransit is an app-driven, demand responsive, zonal-based transit service currently used around Pennsylvania in fixed route first-and-last mile solutions and where fixed route transit service may not be viable, among others. Several areas in the HATS planning region are being considered for microtransit service expansion. While private-sector Uber and Lyft services can be easily accessed in the urban and suburban portions of the planning area, they are not viable options in rural areas like northern Dauphin County, Perry County or western Cumberland County. These services may take advantage of driverless vehicle technology in urban areas in the future. HATS intends to track the expansion of microtransit and applications like Uber and Lyft to study their impact on overall traffic conditions and travel throughout the HATS region.

Today's transit vehicles also take advantage of GPS technology through the FRITS (Fixed Route ITS) system being installed throughout the state. CAT buses are currently undergoing the upgrade to the new technology. Through the FRITS system information, automatic passenger counters (APCs) collect rider data by bus stop, and fixed route operations can track the location and operation of buses in service. Riders can track the location of their bus and estimated stop arrival times through the MyStop app. HATS intends to work with transit provider stop determine their usage and impact on overall ridership, potentially assisting in educational campaigns if it is determined that awareness of such technology increases transit ridership.

HATS Response:
Thank you for the comments regarding the HATS 2045 Regional Transportation Plan. Your comments will be incorporated into the plan as appropriate, as we discussed at our meeting on August 30, 2021.

We look forward to continue working with you on transportation planning in the HATS region.

Name: David E. Spaulding
Representation: Susquehanna Area Regional Airport Authority
Date: 8/30/21
Comment:
Harrisburg International Airport ("HIA" or "Airport" {FAA Code: MDT}) is located on the southern end of Dauphin County and is south-central Pennsylvania's primary commercial service, passenger, and air freight facility. The Airport is not in constrained, or slot controlled, airspace. Airport Connector (PA 3032) is approximately two miles long and provides robust primary access to the passenger terminal area and all air cargo landside activity from PA Route 283. The Airport is two miles southeast of the Pennsylvania Turnpike (1-76) and Interstate 283 interchange.
The primary land uses at HIA include the following:
1. Airfield that occupies approximately 335 acres, and includes a single 10,000 foot-long Runway 13-31, Category 3 approach system, parallel taxiway, associated connector taxiways, and safety-related protection zones.
2. Passenger terminal building, built in 2004, located on the north side of the Airport and occupies approximately 107 acres. The passenger terminal complex includes the terminal building, aircraft parking apron, ground support equipment (GSE) storage, jet fuel farm, access roadways, terminal curbsides, and parking facilities.
3. The air cargo operating area is located east of the passenger terminal building on the north side of the airfield and occupies approximately 37 acres. The air cargo building includes an aircraft parking apron, two cargo processing warehousing, and vehicle movement and staging areas.
4. Air support includes facilities such as the Aircraft Rescue and Firefighting ("ARFF") facility located on the west side of the terminal building; the Airport traffic control tower located north of the ARFF, and Airport maintenance facilities such as a snow removal equipment building, vehicle maintenance, and grounds maintenance buildings. Airport support facilities occupy approximately 16 acres.
5. The PA Air National Guard (PAANG) operates the 193rd Special Operations Wing base at the east end of the Airport and has numerous facilities, to include a headquarters building, operations, civil engineering, and maintenance.
6. General Aviation facilities are located on the west side of the Airport, to include a fixed-based operator (FBO), Avflight Harrisburg, Select Medical, and Piedmont Airlines.
7. Ground transportation occupies approximately 35 acres on the east side of the Airport, north of the PAANG base. The majority of this land is composed of an economy/long-term parking facility. Hertz and National / Enterprise operate rental car companies north of Airport Drive.

HIA is home to more than 60 companies, employing approximately 1,700 full- and part-time employees. These positions support an additional 1,900 indirect and induced jobs that already exist within the regional economy. Since 2015, more than $40 million have been invested by private companies at the HIA campus. Passengers and visitors spend an estimated $25 million on airport car rentals, food, news, and gifts.

CAPITAL CITY AIRPORT

The Capital City Airport (CXY) owned and operated by SARAA, is the HIA sister airport in New Cumberland, Pennsylvania, offering general aviation services to the business communities of Dauphin, Cumberland and York counties. CXY provides daily services through its Fixed Base Operator (FBO), SkyPort Aviation, and air traffic control tower. CXY is also home to Cargill Aeronautics (Flight School and Aircraft Maintenance) and Harrisburg Pilots Flight School. CXY averages more than 30,000 corporate, charter and private aircraft operations every year. Located approximately five miles from the Pennsylvania Capitol, CXY is the airport of choice for several state agencies including the Governor's Office, Pennsylvania State Police, and Pennsylvania Office of the Attorney General. In addition, the airport is home to the Civil Air Patrol Squadron whose members participate in search and rescue missions, as well as several youth program offerings.

AIR CARGO OPERATIONS

Other airports in the Greater Harrisburg region offer passenger service, but none provide regular freight services. HIA is part of the FedEx, UPS, and DHL global air cargo route networks and is the third-busiest airport in Pennsylvania for passengers and cargo shipments. HIA is the only multimodal, inter-modal international airport facility servicing the South-Central Pennsylvania region within a 75-mile radius of the Harrisburg metro area. This 75-mile radius encompasses 25 counties and over 138,800 jobs in the logistics, warehousing and transportation industry, which is significantly higher than the national average of 107,678 jobs. Air cargo plays a vital role in supporting the regional supply chain and HIA's location, adjacent to major shipping routes (I-76, I-81, and I-83), allows for easy transfer of cargo to and from connecting highway infrastructure. Freight transportation represents a key competitiveness factor for Pennsylvania's businesses. HIA provides an important service within the HATS region by helping to attract high technology industries that depend on reliable, fast transportation to move high-valued goods.

Air cargo is used to haul lightweight, but high value, goods. This can include medical devices and supplies, pharmaceuticals, electronics, and especially, miscellaneous small parcels. Air cargo infrastructure and connectivity to the region's roadway network are critical factors in attracting logistics companies and manufacturers, among others in the supply chain, to the HATS region. Critical materials, whether manufactured, stored, or re-packaged that will be transferred via air will be trucked to HIA by one of several air logistics firms. HIA is particularly efficient because of access to the major highways, particularly the Interstate Highway System is essential. Ease of access, including the condition of the local roads connecting to the highways, is a key consideration in site selection. The "last mile", Airport Connector, provides direct access onto the Airport campus and links to PA Route 283.

Freight movement is an indicator of economic activity. As the economy grows, the demand for goods increases, which contributes to job growth, which contributes to further economic growth. As the 21st century progresses, supply chains are getting strained. HIA's air cargo facilities are presently functioning at near capacity. The Airport itself, however, has a runway capable of handling any size aircraft, enhanced taxiways, and an advanced approach system in place. There is plenty of opportunity to expand air cargo operations without interfering with the commercial passenger traffic, general aviation, or military requirements for HIA. Typically,

the air cargo operators can fly in and out before and after the commercial passenger operations are active.

The growth in freight being received and generated from South Central PA is expected to increase to over 30 million tons and 38 million tons, respectively by the year 2040. In 2016, SARAA engaged Lehigh Fisher to conduct a Master Plan (Plan) for HIA, which included an air cargo forecast analysis. The Plan forecasted total air cargo (enplaned and enplaned) to increase to 69,000 tons in 2032, an average increase of 1.5% per year between 2012 and 2032. To support this growth, SARAA recognizes the value of improved access and connectivity to the region's supply chain infrastructure.

ENHANCING AND MODERNIZING THE AIR CARGO CONNECTION-RECONFIGURATION AND EXPANSION PROJECT (2020 – 2026)

Air cargo plays a vital role in supporting Pennsylvania's emerging markets, and improved connectivity between airports and truck routes is vital to minimize transportation costs and support the global marketplace via aviation. The expansion of HIA's air cargo complex is broken into two categories – "landside", improvements located outside of the secure air cargo fencing perimeter and generally not eligible for Federal Aviation Administration (FAA) financial assistance; and "airside", development within the areas accessible to aircraft including runways, taxiways, aprons, and aircraft gates and the land adjacent to these facilities required by current FAA standards. These adjustments will allow the Airport to accommodate the expansion of global air cargo carriers, increasing the local supply of air-carried goods. The Project will ensure HIA can continue to meet the growing commercial air cargo demand from the global air cargo network and other major operators that are looking to expand their services. The proposed improvements on both airside and landside are broken into phases.

AIR CARGO LANDSIDE IMPROVEMENTS

Phase 1A: This phase includes the demolition and environmental remediation of the abandoned barracks building (Master Plan Component #4) and the demolition of the old guard headquarters building (Master Plan Component #2). Phase 1A is anticipated to begin construction in Fall 2021 and be completed by June 2022.

Phase 1B: This phase includes reconstructing the intersection of Olmstead Drive, Airport Drive, Third Street, and the cargo tug road (Master Plan Component #2), closing the western portion of Olmstead Drive (Master Component #3), designate 100,000 sq. ft. for cargo landside use (Master Plan Component #1), constructing a new alignment for Olmstead Drive (Master Plan Component #6), and expanding landside area by 25,000 sq. ft. (Master Plan Component #7). Construction of the new Third Street will create 10,600 square yards of new roadway surface that include both the new Third Street, the intersection with Airport Drive and a new tug road to separate cargo container trains from highway traffic. Phase 1B is anticipated to begin construction in July 2022 and be completed by August 2023.

AIR CARGO AIRSIDE IMPROVEMENTS

Phase 2A: This phase features constructing an expanded cargo apron to accommodate three additional aircrafts (Master Plan Component #8) and expand landside area by 30,000 sq. ft. and convert 20,000 sq. ft. of gravel to pavement (Master Plan Component #10). This phase will be funded by the FAA, PennDOT Bureau of Aviation, and SARAA. The FAA's investment, totaling approximately $42 million, will span five years, beginning 2021 with the expanded cargo apron.

Phase 2B: This phase will feature the construction of a new 60,000 sq. ft. cargo terminal building (Mater Plan Component #9) and/or expansion of existing air cargo terminal by 25,000 sq. ft. (Master Plan Component #5). This phase represents approximately $8.6 million in private investment from an air cargo handling company and is anticipated to be constructed in 2025. The Project is in a Nuclear Closure Community. In 2019, the Three Mile Island Nuclear Generating Station (TMI), located less than 2.5 miles from the end of Runway 31, permanently closed. TMI had infused approximately $3.5 billion into the local economy for more than two decades and employed 675 workers. The Project to improve landside and airside cargo facilities will:

- Enable more than **$50 million in airside investment** by FAA and air cargo handling company.
- Facilitate a **30% expansion** of air cargo operations at HIA.
- Generate **529 temporary constructions jobs** and support an additional 219 indirect and induced jobs that already exist within the regional economy. The construction phase will inject a one-time state and local **tax impact of more than $2.9 million.**
- Create **354 new, permanent jobs**, which will infuse over an additional **$23.2 million annually** into the local economy through new employee wage compensation.
- Support more than **$4.5 million in additional property taxes**, over a 20-year period, for Dauphin County, Lower Swatara Township, Middletown Borough, and Middletown School District.
- Generate over **$49.4 million in landing fee revenues, $16 million in apron and gate use fees, and over $4.7 million in ground leases for HIA.**
- Provide vital operating revenue for SARAA when aircraft and passenger-related charges are down in unprecedent times. The COVID-19 health pandemic has significantly reduced demand for air transport with SARAA's major income streams **down approximately 20% the last quarter.**
- Provide a total project **net benefit of $22.1 million.**

HATS Response:
Thank you for the comments regarding the HATS 2045 Regional Transportation Plan. Your comments will be incorporated into the plan as appropriate.

We look forward to continue working with you on transportation planning in the HATS region.