

Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
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* 3. Date Received: <input type="text" value="02/28/2024"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
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8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="23-6002866"/>	* c. UEI: <input type="text" value="MA6KNEJ31UA3"/>
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d. Address:

* Street1:	<input type="text" value="59 East High Street"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Gettysburg"/>
County/Parish:	<input type="text" value="Adams County"/>
* State:	<input type="text" value="PA: Pennsylvania"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="17325-2355"/>

e. Organizational Unit:

Department Name: <input type="text"/>	Division Name: <input type="text"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text"/>	* First Name: <input type="text" value="Charles"/>
Middle Name: <input type="text" value="R."/>	
* Last Name: <input type="text" value="Gable"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="717-334-1160 ext. 222"/>	Fax Number: <input type="text" value="717-334-7258"/>
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* Email:

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

69A345 Office of the Under Secretary for Policy

11. Catalog of Federal Domestic Assistance Number:

20.933

CFDA Title:

National Infrastructure Investments

*** 12. Funding Opportunity Number:**

DTOS59-24-RA-RAISE

* Title:

FY 2024 National Infrastructure Investments

13. Competition Identification Number:

RAISE-FY24

Title:

FY24 RAISE Grants

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Gettysburg Gateway Connectivity Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="10,096,944.00"/>
* b. Applicant	<input type="text" value="2,524,236.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="12,621,180.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

The following attachment is not included in this view since it is not a read-only PDF file.

The agency will receive all application forms and attachments without any data loss.

SF424_4_0-AdditionalProjectTitle-1234-FY 2024 RAISE Project Information

Form.xlsx

RAISE 2024

PROJECT DESCRIPTION

Overview

The Borough of Gettysburg in Adams County, Pennsylvania is advancing the Gettysburg Gateway Connectivity Project; a \$14.1 million Complete Street project for Baltimore Street in historic downtown Gettysburg. Baltimore Street serves as a tourist corridor linking the Gettysburg National Military Park and the Gettysburg National Cemetery with downtown Gettysburg, including the Military Park's historic David Wills House and the historic Gettysburg Train Station. The Complete Street improvements will follow President Lincoln's footsteps along Baltimore Street to deliver his Gettysburg Address and will: 1) improve bicyclist and pedestrian safety, 2) provide multimodal connectivity to Federal lands, and 3) support heritage tourism for this Area of Persistent Poverty.



The project purpose and need were identified by residents and small business owners expressing a dire need for more lighting, safer sidewalks and crosswalks, slower traffic, and a more pedestrian-friendly street to serve the millions of visitors to the Borough's historical attractions every year. Baltimore Street is also a major activity node for local pedestrians due to the high-density of land uses as a traditional main street community and county seat.

As proposed, the Gettysburg Gateway Connectivity Project will achieve public right of way improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, and roadway improvements to improve safety, multimodal access, and economic development through tourism. The Borough is requesting \$10,096,944 in RAISE grant funding, the last piece of funding needed to advance the project to construction.

Statement of Work

The project will remove an underutilized parking lane to accommodate Complete Street improvements as bulleted below. Concept Plans for the project, prepared as part of the 2018 Master Plan, are enclosed and labeled "Concept Plans". They are also linked [here](#).

Wider and ADA-compliant sidewalks: 6,800 linear feet (1.28 miles) of brick sidewalk and the construction of ADA curb ramps. The existing sidewalk footprint will be widened/expanded by one foot and up to eight feet in certain places. The sidewalk network will also be extended at the southern terminus of the project limits.

Traffic calming and road diet measures: New curb bump outs in nine areas, narrower travel lanes (reduced from 14 feet to 13 feet), and three new signalized crosswalks (two mid-block crossings and one intersection location at Breckenridge). An additional five intersections will be improved

RAISE 2024

with crosswalk line painting and two new traffic signals will be installed at Lefever and South Streets to provide safer regulation of traffic flow.

Multimodal connectivity improvements: Sharrow markings will be added in the travel lanes, and five new bus shelters will be installed (none currently exist on Baltimore Street). Additionally, two dedicated charter bus stops will be installed to remove the unregulated loading/unloading of tourists along the corridor.

Heritage Inspired Streetscapes: All streetscapes will be heritage in design to restore the corridor's historical integrity and its importance in American history. The project will also directly contribute to the protection of historic resources, including dozens of Civil War era buildings, structures, and other resources. On Baltimore Street, there are 40 buildings that are registered as contributing resources to the Gettysburg Battlefield Historical District. Streetscapes will include:

- Brick sidewalks.
- 46 new street trees.
- 108 new LED streetlights.
- 12 pedestrian benches and new bicycle racks.
- Trash receptacles and related improvements.
- The remaining lane of on-street parking will be improved by replacing the existing individual meters with parking kiosks. The use of meter kiosks will declutter the sidewalk while also potentially saving the Borough staff time in maintaining individual meters.

Roadway improvements: Baltimore Street will include up to 16,000 square yards in milling and overlay to repair the corridor within the project limits. Depending on the construction let date, the milling and overlay totals may be reduced if Baltimore Street is repaved by PennDOT in the interim as part of routine maintenance.

Stormwater management: Other improvements will include street drainage and stormwater management. This includes three rain gardens as part of the proposed curb bump-outs and a new collection and conveyance system throughout the corridor. Currently, Baltimore Street has limited drainage, with no existing drains between Evergreen Cemetery and Steinwehr Avenue, Steinwehr Avenue to Lefever Street on the east side, Pfeffer Alley to Middle Street, and Railroad Street and Stevens Run.

Electric Vehicle (EV) infrastructure: The Borough of Gettysburg recognizes the rising demand for EV infrastructure. Plans are being explored to include charging infrastructure throughout the Baltimore Street project.

Project History

Federal Lands at Gettysburg

For more than 160 years, Gettysburg has served as a cultural and historical destination in South Central Pennsylvania drawing visitors from across the nation and internationally. On average, Destination Gettysburg reports that 3.8 million visitors converge on the Borough each year to experience the Gettysburg Battlefield and learn about the Civil War by visiting the Gettysburg

RAISE 2024

National Military Park, David Wills House, and Soldiers’ National Cemetery. The economic impact of tourism locally and regionally is significant, with the NPS reporting the Military Park and Eisenhower National Historic Site generate \$64 million in spending in the community each year, support 812 local jobs, and provide a cumulative benefit to the local economy of \$87.5 million.¹ In Gettysburg, this economic impact is embodied by the small local businesses that provide shopping, dining, and lodging for visitors.

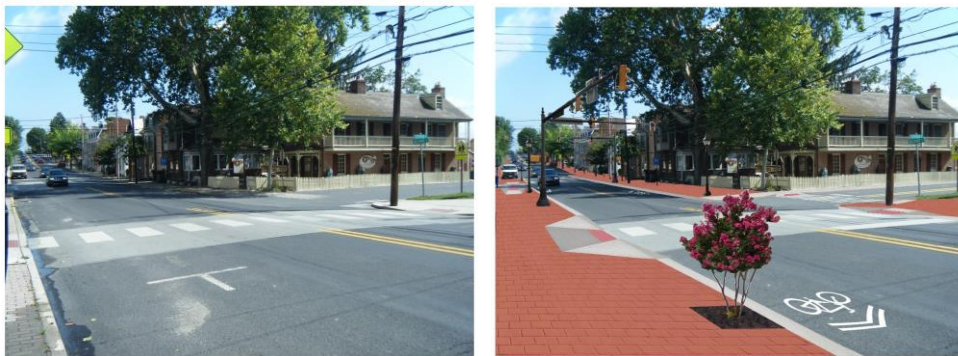
Complete Street improvements on Baltimore Street will create a safer, more accessible, and more memorable experiences for visitors by creating a direct, walkable, and transit-accessible linkage between the Gettysburg National Military Park and the historic David Wills House in the downtown. The project will also improve accessibility to community facilities for local residents, including two schools located adjacent to Baltimore Street. Currently, 170 children walk to school in the Borough as reported by the School District.

GETTYSBURG ADDRESS

The Battle of Gettysburg was a turning point in the American Civil War in July 1863, where General Robert E. Lee’s second and most ambitious invasion of the North was halted by a Union victory. It was also one of the deadliest battles, with an estimated 40,000-50,000 casualties over the three-day battle.

In November of that year, a dedication ceremony was held for the new Soldier’s National Cemetery, where scattered soldier graves throughout the battlefield were relocated for proper burial. More than 15,000 people attended the event on November 19, 1863, and President Abraham Lincoln’s Gettysburg Address has become one of the most impactful and well-known speeches in American history. The Gettysburg Gateway Connectivity Project follows President Lincoln’s footsteps along Baltimore Street on his way to deliver his legendary speech; from the Gettysburg Transit Center to the David Wills House, and, ultimately, to the Cemetery where he delivered the Gettysburg Address.

Figure 1: Project Photo Before and After Rendering



¹ <https://www.nps.gov/gett/learn/news/tourism-benefits-2018.htm>



RAISE 2024

PROJECT LOCATION

Geographic Description

The project is located in the Borough of Gettysburg in Adams County, Pennsylvania. The project limits span two census tracts, 315.01 and 315.02. Geographically, the project limits begin at the historic Gettysburg Lincoln Railroad Station on Carlisle Street (located just north of the main square) and travel due south through Lincoln Square past the David Wills House, down Baltimore Street past Soldiers’ National Cemetery, and ultimately to the Gettysburg National Military Park at the historic Evergreen Cemetery. In total, the proposed project spans ~0.82 linear miles and touches 142 parcels in the southern portion of Gettysburg’s historic downtown.

Environmental Justice and NOFO Designations

Designations in Accordance with NOFO

- Area of Persistent Poverty** The project **is in an Area of Persistent Poverty** where both census tracts of the project meet the definition of an Area of Persistent Poverty.

- Historically Disadvantaged Community** The project is not in a Historically Disadvantaged Community.

- Rural Project** The project is not located in a census-designated urbanized area and, therefore, **is a rural project**.

Local Overview

The Borough of Gettysburg in Adams County is situated in South Central Pennsylvania, located 50 miles southwest of the City of Harrisburg and 85 miles north of Washington, D.C. The county is a predominately rural community featuring agricultural land uses and State Forest. As the county seat, Borough of Gettysburg is the cultural, economic, and community facilities core of the county while also being a major, national tourist destination.

Gettysburg is home to 7,423 residents and is a low-income community and Area of Persistent Poverty. The U.S. Census Bureau states that the nationwide poverty rate for a four-person household, two children and two adults, in 2022 is about \$30,000. In the Gettysburg Borough, Census Tract 315.01, and Census Tract 315.02, 33.1%, 29.9%, and 34% of households have incomes below the poverty level, respectively, and all have median and mean household incomes below the state averages.

Table 1: Household Income

Household Income	Pennsylvania	Adams County	Gettysburg Borough	Census Tract 315.01	Census Tract 315.02
<i>Total Households</i>	5,228,956	39,986	2,304	521	1,783
Median household income	\$68,957	\$72,985	\$47,609	\$60,750	\$43,175
Mean household income	\$93,835	\$91,397	\$69,996	\$79,121	\$67,329

ACS 5-Year Estimates, 2021-2025 (In 2021 Inflation-Adjusted Dollars)

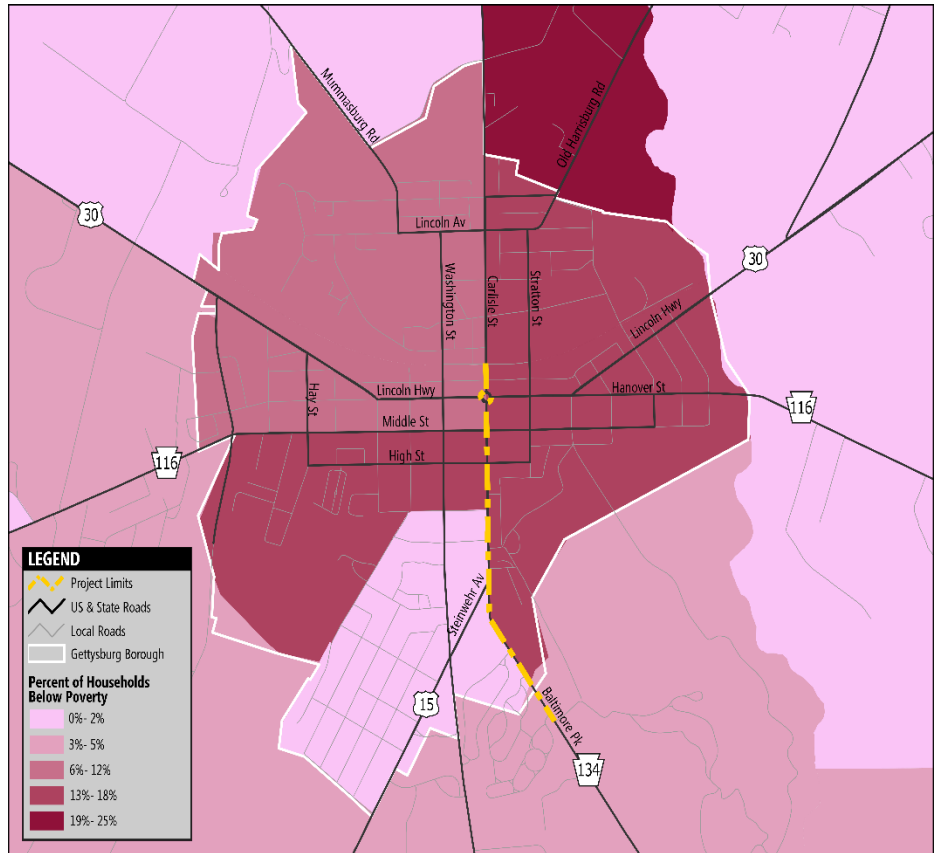




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The 2021 American Community Survey (ACS) five-year summary estimates from the U.S. Census Bureau was used to determine the presence or absence of minority populations within the vicinity of the project. Census Tract 315.01 has approximately 17% of the population consisting of minorities (white alone non-Hispanics), which is below the state average; however, the percentage of the population identifying as Hispanic exceed the state average. Census Tract 315.02 has approximately 24% of the population consisting of minorities, which is at the state average; however, the percentage of the population identifying as American Indian/Alaska Native, some other race, and Hispanic exceed the state averages.

Figure 2: Percentage of Households Living in Poverty, 2021



ACS 5-Year Estimates, 2021-2025

Table 2: Population by Ethnicity

Population	PA	Adams County	Gettysburg Borough	Census Tract 315.01	Census Tract 315.02
Total Population	12,964,056	104,127	7,423	3,483	3,940
Hispanic or Latino (of any race)	8%	7%	16%	10%	20%
Not Hispanic or Latino (of any race)	92%	93%	84%	90%	80%
Minority (both non-white and non-Hispanic)	24%	11%	21%	17%	24%

ACS 5-Year Estimates, 2021-2025





HISTORICAL LOCATIONS

- | | |
|---|--|
| 1. Gettysburg Transfer Station (rabbitransit) | 7. Jennie Wade House |
| 2. Gettysburg Train Station | 8. Gettysburg National Cemetery |
| 3. David Wills House | 9. Soldiers National Monument |
| 4. Lincoln Square | 10. Evergreen Cemetery (Cemetery Hill) |
| 5. Gettysburg Museum of History | 11. Gettysburg National Military Park |
| 6. Shriver House | |

PUBLIC LOCATIONS

1. Adams County Courthouse
2. Adams County Public Library
3. Adams County District Justice
4. Adams County Housing Authority
5. Gettysburg Municipal Building
6. Lincoln Elementary School
7. Gettysburg Area Middle school

Project Schedule
Gettysburg Gateway Connectivity
Last Revised: February 25, 2024

DESIGN PHASE

- Scoping March 2024 – August 2024
- Field Survey & Basemap May 2024 – July 2024
- Historic and Environmental Reviews July 2024 – September 2024
- Preliminary Design August 2024 – August 2025
- Safety Review Meeting w/ PennDOT February 2025
- Permit Submissions (DEP, ACCD, CSX) February 2025
- Preliminary Plans Specs and Estimates (PS&E) March 2025 – July 2025
- Design Field View August 2025
- Begin Final Design September 2025
- ROW Exhibit & Agreement Preparation September 2025 – October 2025
- Obtain Permit Approvals & Utility Clearances October 2025
- ROW Negotiations (if required) October 2025 – February 2026
- Final PS&E March 2026 – May 2026

RAISE GRANT OBLIGATION

- Grant Agreement Deadline May 2026

BIDDING PHASE

- Bidding and Contract Development June 2026 – December 2026

CONSTRUCTION PHASE

- Shop Drawing Reviews / Material Procurement January 2027 – March 2027
- Break Ground April 2027
- Utility Relocations April 2027 – October 2027
- Storm Sewer Infrastructure Improvements June 2027 – October 2027
- Street Lighting & Electrical Improvements September 2027 - January 2028
- Traffic Signal Improvements January 2028 – March 2028
- Sidewalks & Curbs Replacements April 2028 – December 2028
- Construction Contingency January 2029 – March 2029
- Landscaping & Appurtenances April 2029 – June 2029
- Roadway Paving & Markings April 2029 – June 2029
- Construction Complete By July 4th 2029
- Project Finalization & Contract Closeout July 2029 - September 2029

The following attachment is not included in this view since it is not a read-only PDF file.

The agency will receive all application forms and attachments without any data loss.

SF424_4_0-AdditionalProjectTitle-1236-Project Location File.kmz



GRANT FUNDS, SOURCES, AND USES OF ALL PROJECT FUNDING

Project Costs

The Borough of Gettysburg is filing this RAISE 2024 grant application and will serve as the grantee for RAISE grant funding. The RAISE scope of work is estimated to cost \$12,621,180 and is limited to construction of the project. A detailed cost estimate for the RAISE scope of work is enclosed and labeled “Cost Estimate.” The attached cost estimate was created in February 2024 by C.S. Davidson, Inc. (The Borough of Gettysburg’s Engineer). A summary of the construction cost estimate is shown in Table 1.

Table 1: Summary Cost Estimate for Construction (RAISE Scope of Work)

Construction Category	Cost
Pedestrian Streetscapes	\$6,646,480
Traffic Calming	\$1,661,480
Multimodal Improvements	\$352,900
Roadway Improvements	\$916,000
Drainage and Other Improvements	\$3,044,320
RAISE Scope of Work	\$12,621,180

Sources and Uses of Funds

The sources and uses for the overall project are outlined in Tables 2-4, including: 1) design/engineering (overall project but not part of the FY 24 RAISE scope of work); and 2) Construction (FY 24 RAISE scope of work). Design and engineering expenses will be incurred between time of award and obligation. All funds for the design and engineering phase have been secured and are not a component of the RAISE scope of work. The design phase of the project is about 5% complete at time of submission of this application.

Table 2: Sources and Uses of Funds for Overall Project

Sources and Uses	Funding Amount
Engineering and Design (not included in FY 24 RAISE Scope)	\$1,567,397
U.S. DOT – Federal Lands Access Program (secured)	\$800,000
Borough of Gettysburg – Local Funds (secured)	\$313,480
PennDOT – State Funds (secured)	\$453,917
Construction (FY 24 RAISE scope of work)	\$12,621,180
U.S. DOT – RAISE (grant request)	\$10,096,944
Borough of Gettysburg – Local Funds (committed)	\$2,524,236
Total Project Cost	\$14,188,577





RAISE 2024

Table 3: Federal, RAISE, and Other Federal Funds for Overall Project

Funding Source	Funding Amount	Funding Percent
Non-Federal	\$3,291,633	23.50%
RAISE	\$10,096,944	70.34%
Other Federal	\$800,000	6.16%
Total Project Cost (Design/Engineering and Construction)	\$14,188,577	

Table 4: Federal, RAISE, and Other Federal Funds for FY24 RAISE Scope of Work

Funding Source	Funding Amount	Funding Percent
Non-Federal	\$2,524,236	20.0%
RAISE	\$10,096,944	80.0%
Other Federal	\$0.00	0.0%
Total Project Cost (Construction Only)	\$12,621,180	

Demonstration of Secured Match

The non-federal matching funds for the FY24 RAISE, in the amount of \$2,524,236, are committed at this time and will be formally obligated upon notification of a RAISE award. A letter of commitment from the Borough of Gettysburg is enclosed in the funding commitment section of the application. A resolution will be adopted by the Gettysburg Borough Council in March 2024.

Proof of secured funding for design and engineering (non-RAISE scope of work) are enclosed and labeled “FLAP Borough Funding Commitment” and “FLAP Grant Award”.

Additional Tables

Table 5a: Project Costs per 2020 Census Tracts

2020 Census Tract(s)	Project Costs per Census Tract
315.01	\$200,000
315.02	\$12,421,180
Total Project Cost	\$12,621,180

Table 5b: Project Costs per 2010 Census Tracts

2010 Census Tract(s)	Project Costs per Census Tract
315.01	\$200,000
315.02	\$12,421,180
Total Project Cost	\$12,621,180





RAISE 2024

Table 5c: Project Costs per Census Designated Urban Areas

Urban/Rural	Cost
Urban (2020 Census-designated urban areas with a population greater than 200,000)	\$0
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	\$12,621,180
Total Project Cost	\$12,621,180



PROJECT SUMMARY COSTS

TOTAL OF PEDESTRIAN STREETSAPES:	\$6,646,480
TOTAL TRAFFIC CALMING IMPROVEMENTS:	\$1,661,480
TOTAL MULTIMODAL CONNECTIVITY IMPROVEMENTS:	\$352,900
TOTAL ROADWAY IMPROVEMENTS:	\$916,000
TOTAL ADDITIONAL IMPROVEMENTS:	<u>\$3,044,320</u>
ESTIMATED GRAND TOTAL CONSTRUCTION COST:	\$12,621,180

MAJOR PROJECT COMPONENTS	UNITS	TOTAL UNITS	UNIT COST	TOTAL COST
PEDESTRIAN STREETSAPES (<i>encourage walkability & improve safety</i>)				
Sidewalk (Including: Brick, Stamped, Colored, Engraved)	SF	107,045	\$28	\$2,997,260
ADA Curb Ramps	SF	3,865	\$21	\$81,165
Concrete Sidewalk 4" Thick	SF	1,350	\$14	\$18,900
Reinforced Concrete 6-8" thick	SF	20,280	\$21	\$425,880
Detectable Warning Domes	SF	560	\$58	\$32,480
Install Street Trees	EA	55	\$525	\$28,875
Tree Grates	EA	68	\$1,840	\$125,120
Street Lights	EA	108	\$6,325	\$683,100
Clearing and Grubbing , Tree Removal	LS	1	\$26,450	\$26,450
Benches	EA	16	\$2,300	\$36,800
Trash Receptacle - Double Unit	EA	9	\$3,450	\$31,050
Trash Receptacle - Big Belly Unit	EA	3	\$13,800	\$41,400
Electrical (Includes wire, junction box, conduit)	LS	1	\$394,000	\$394,000
Temporary Right-of-Way Acquisitions for Construction	LS	1	\$30,000	\$30,000
Overhead Utility Relocations	LS	1	\$550,000	\$550,000
Maintenance and Protection of Traffic	LS	1	\$349,000	\$349,000
Mobilization, Field Office, Misc.	LS	1	\$204,000	\$204,000
Construction Management	LS	1	\$100,000	\$100,000
Construction Inspection	LS	1	\$399,000	\$399,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$92,000	\$92,000
TOTAL OF PEDESTRIAN STREETSAPES:				\$6,646,480

TRAFFIC CALMING IMPROVEMENTS				
Curb (With Street Restoration)	LF	10,040	\$87	\$873,480
Curb (Paver Restraints & Driveways)	LF	2,600	\$46	\$119,600
Traffic Signal	LS	1	\$230,000	\$230,000
Signalized Crosswalks	EA	6	\$6,900	\$41,400
Signage & Pavement Markings	LS	1	\$110,000	\$110,000
Maintenance and Protection of Traffic	LS	1	\$88,000	\$88,000
Mobilization, Field Office, Misc.	LS	1	\$51,000	\$51,000
Construction Management	LS	1	\$25,000	\$25,000
Construction Inspection	LS	1	\$100,000	\$100,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$23,000	\$23,000
TOTAL TRAFFIC CALMING IMPROVEMENTS:				\$1,661,480

MAJOR PROJECT COMPONENTS	UNITS	TOTAL UNITS	UNIT COST	TOTAL COST
MULTIMODAL CONNECTIVITY IMPROVEMENTS				
Permeable Paver	SF	1,750	\$18	\$31,500
Multi-Space Parking Kiosk	EA	19	\$9,200	\$174,800
Sharrow Pavement Markings	LS	1	\$17,100	\$17,100
Bus Shelters	EA	5	\$10,000	\$50,000
Bicycle Racks	LS	1	\$7,500	\$7,500
Maintenance and Protection of Traffic	LS	1	\$19,000	\$19,000
Mobilization, Field Office, Misc.	LS	1	\$11,000	\$11,000
Construction Management	LS	1	\$10,000	\$10,000
Construction Inspection	LS	1	\$22,000	\$22,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$10,000	\$10,000
TOTAL MULTIMODAL CONNECTIVITY IMPROVEMENTS:				\$352,900

ROADWAY IMPROVEMENTS				
Street Paving	LS	1	\$755,000	\$755,000
Maintenance and Protection of Traffic	LS	1	\$49,000	\$49,000
Mobilization, Field Office, Misc.	LS	1	\$29,000	\$29,000
Construction Management	LS	1	\$14,000	\$14,000
Construction Inspection	LS	1	\$56,000	\$56,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$13,000	\$13,000
TOTAL ROADWAY IMPROVEMENTS:				\$916,000

ADDITIONAL IMPROVEMENTS				
Stormsewer Pipe	LF	5,000	\$155	\$775,000
12" Square Catch Basin	EA	70	\$460	\$32,200
Trench Drain Stormsewer Pipe	LF	210	\$30	\$6,300
Type C Inlet	EA	31	\$2,300	\$71,300
Type C Modified Inlet	EA	13	\$4,370	\$56,810
Roof Drain Connections	LF	1,300	\$23	\$29,900
Waterline Relocation (50% of complete replacement estimate from GMA)	LS	1	\$1,000,000	\$1,000,000
Storm Manhole	EA	13	\$3,795	\$49,335
Trench Drain	LF	205	\$345	\$70,725
Stormwater Management Control Structures	LS	1	\$100,000	\$100,000
Landscaping	LS	1	\$34,500	\$34,500
Gateway / Entrance Feature	LS	1	\$150,000	\$150,000
Center Square Feature	LS	1	\$125,000	\$125,000
Grade Adjustment of Existing Manholes	EA	15	\$1,150	\$17,250
Erosion and Sediment Control	LS	1	\$30,000	\$30,000
Maintenance and Protection of Traffic	LS	1	\$145,000	\$145,000
Mobilization, Field Office, Misc.	LS	1	\$84,000	\$84,000
Construction Management	LS	1	\$46,000	\$46,000
Construction Inspection	LS	1	\$183,000	\$183,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$38,000	\$38,000
TOTAL ADDITIONAL IMPROVEMENTS:				\$3,044,320



Gettysburg
HISTORIC CROSSROADS

Borough of Gettysburg
Adams County, Pennsylvania
59 East High Street
Gettysburg, PA 17325

Rita C. Frealing - Mayor
J. Matthew Moon – Council President
Judith Butterfield – Council Vice President

Charles R. Gable, *MPA* – Borough Manager/Treasurer
Sara L. Stull – Borough Secretary/RTK Officer
Harold A. Eastman, Jr. – Borough Solicitor

Telephone: (717) 334-1160
FAX: (717) 334-7258
www.GettysburgPA.gov

27 February 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**RE: Gettysburg Gateway Connectivity Project
2024 RAISE Grant Application
Funding Commitment of Local Match Dollars**

Dear Secretary Buttigieg,

On behalf of the Gettysburg Borough Council and the Borough of Gettysburg, I am submitting this letter as demonstration of the Borough's strong financial support for the Borough of Gettysburg's Gateway Connectivity Project. **Gettysburg Borough is requesting \$10,096,944 in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding to advance construction for a complete streets project in the historic downtown of Gettysburg Borough.** The total cost of the RAISE scope of work (construction) is \$12,621,180. Gettysburg Borough is committed to the RAISE 20% local match requirement in the amount of \$2,524,236.

The Borough of Gettysburg, Adams County, Pennsylvania is advancing the Gettysburg Gateway Connectivity Project, a \$13.9 million¹ transportation infrastructure and streetscape improvement project along Baltimore Street. Baltimore Street serves as a critical corridor linking the Gettysburg National Military Park and the Soldiers' National Cemetery with downtown Gettysburg, including the historic David Wills House and the Gettysburg Train Station. Traversing six blocks, the project includes the installation of five new bus shelters and significant traffic calming measures to improve multimodal options for the 3.8 million visitors that converge on this small town in South Central Pennsylvania every year. As a designated area of Persistent Poverty, the project also improves safety and accessibility for Adams County residents who utilize Baltimore Street to access critical community facilities, including the County Court House, elementary and middle schools, the public library, and hospital.

Thank you for your consideration and please do not hesitate to contact me directly if you have any questions regarding the project or the Borough's financial commitment to it.

Sincerely,

Charles R. Gable, *MPA*
Borough Manager

cc: Borough Council

¹ Inclusive of both engineering costs (Funded via FLAP Grant plus local match) and construction costs.



Gettysburg
HISTORIC CROSSROADS

Borough of Gettysburg
Adams County, Pennsylvania
59 East High Street
Gettysburg, PA 17325

Telephone: (717) 334-1160
FAX: (717) 334-7258
www.GettysburgPA.gov

Theodore Streeeter - Mayor
Susan Naugle - Council President
Jacob Schindel - Council Vice President

Charles R. Gable, *MPA* - Borough Manager
Sara L. Stull - Borough Secretary
Harold A. Eastman, Jr. - Borough Solicitor

12 August 2019

Monique R. Evans, P.E., SES
Division Director, Eastern Federal Lands Highway Division
U.S. Dept. of Transportation, Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

**Subject: Gettysburg Gateway Connectivity Project
Federal Lands Access Program
Borough of Gettysburg Letter of Funding Commitment**

Dear Ms. Evans,

On behalf of Gettysburg Borough, I am submitting this letter as demonstration of Gettysburg's commitment to provide matching funds for the Borough's Gettysburg Gateway Connectivity Project. We are requesting \$1,253,917 in Federal Lands Access Program (FLAP) grant funding to advance design and engineering for a comprehensive transportation infrastructure and streetscape improvement project in the Borough's historic downtown. The total cost of the FLAP scope of work is \$1,567,397.

Baltimore Street (PA Route 94) connects the heart of Gettysburg Borough with the Gettysburg National Military Park (GNMP) and the David Wills House - another National Park Service asset. Both are important tourism and historical assets in the community that draw, according to the local Tourism Promotion Agency (Destination Gettysburg), nearly 4 million visitors each year. The Gettysburg Gateway Connectivity Project spans six-blocks and serves as an important residential, business, and commercial corridor. To improve safety, the overall \$10.7 million project will provide traffic calming, improved sidewalks and crosswalks that are ADA compliant, lighting enhancements, and roadway improvements to better position the corridor to serve visitors, businesses, and residents alike.

At this time, the Borough has committed to a 20% match totaling \$313,480 in local funds for the project. This local match is being programmed/secured in the Borough's municipal operating budget for 2020 and is being funded through the use of Capital Reserve Funds, surplus money in a Borough-managed Revolving Loan Fund, and money collected via private fundraising efforts orchestrated and managed through the non-profit organization Main Street Gettysburg. Preliminary discussions have also begun regarding the incorporation of a Neighborhood Improvement District (NID), which could provide additional funding opportunities in the coming years. In addition, there are discussions concerning the Borough securing a Pennsylvania Infrastructure Bank (PIB) loan. All these efforts demonstrate strong and committed community support for the project from local residents, business owners, and the elected governing body. Accordingly, please accept this letter as proof that the FLAP local match is secured and programmed for the project at this time.

Thank you and please do not hesitate to contact me directly if you have any questions related to our FLAP match contribution.

Sincerely,

Charles R. Gable, *MPA*
Borough Manager

RESOLUTION NO. 021323-1

WHEREAS, in relation to the Gettysburg Gateway Connectivity Project, and on behalf of Main Street Gettysburg, Inc., the Borough of Gettysburg (hereinafter referred to as the “Borough”) applied for grant funding under the Federal Lands Access Program (hereinafter referred to as the “FLAP grant”) and serves as the project sponsor; and

WHEREAS, in order to facilitate the FLAP grant for the Gettysburg Gateway Connectivity Project, the Borough is required to enter into a FLAP grant cooperative funding agreement with the Susquehanna Regional Transportation Authority, doing business as RabbitTransit, and the Pennsylvania Department of Transportation, relative to funding of the construction of the Gettysburg Gateway Connectivity Project.

WHEREFORE, BE IT RESOLVED, that the Borough Council of the Borough of Gettysburg, Adams County, Pennsylvania, is hereby authorized to enter into a Federal Lands Access Program (FLAP) grant cooperative funding agreement with the Susquehanna Regional Transportation Authority, doing business as RabbitTransit, and the Pennsylvania Department of Transportation, relative to the funding of the construction of the Gettysburg Gateway Connectivity Project; and

WHEREFORE, BE IT FURTHER RESOLVED, that Wesley K. Heyser, President of Borough Council, and Sara L. Stull, Borough Secretary, are hereby authorized to sign, attest and deliver the Federal Lands Access Program (FLAP) grant cooperative funding agreement on behalf of the Borough of Gettysburg.

THIS RESOLUTION DULY ADOPTED according to law on this 13th day of February, 2023 at a duly advertised general monthly business meeting of the Borough Council of the Borough of Gettysburg, Adams County, Pennsylvania.

BOROUGH OF GETTYSBURG

By: Wesley K. Heyser
Wesley K. Heyser, President

Attest:

Sara L. Stull

Sara L. Stull, Secretary



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

SENT VIA ELECTRONIC CORRESPONDENCE

FEB 10 2020

In Reply Refer to: HFPP-15 FLAP - PA

Subject: Federal Lands Access Program – State of Pennsylvania
Federal Fiscal Year (FY) 2020-2022 FLAP Call for Projects Results

To Whom It May Concern:

The Programming Decisions Committee (PDC) responsible for the Pennsylvania Federal Lands Access Program (FLAP) has concluded the FY 2020-2022 Call for Projects. The projects identified for programming for the Pennsylvania FLAP are listed below by application number.

Application Number	Project / Facility Name	Project Type	Federal Land Accessed	Applicant	Fiscal Year*
PA 31	Croasdale Bridge	Bridge Replacement	FWS- Cherry Valley National Wildlife Refuge	Stroud Township	2021
PA 32	Gettysburg Gateway Connectivity	Bicycle/Pedestrian Improvements	NPS – Gettysburg National Military Park	PennDOT	2021
PA 34	Cordorus Creekside Trail	Multi-Use Trail	USACE- Cordorus Creek Project	York County Redevelopment Authority	2022


* Fiscal Year Programmed/Project Schedule is subject to change

All final project approvals will be contingent upon the availability of funds. Funding beyond FY2020 is dependent on reauthorization of the Access Program by Congress. Please note that FLAP funds programmed by the PDC for the projects listed in the above table may not equal the FLAP funds requested in the application. The programmed amounts will be shared in a separate selection letter to be sent to the successful applicants.

Ms. Jacinda Russell, Access Program Manager, or another member of the Eastern Federal Lands Programs team will work with the successful applicants on the next steps. To begin this process, please complete the attached FLAP agreement worksheet and submit by email to EFLAccessProgram@dot.gov within 20 business days following the receipt of this letter.

If you have any questions, please feel free to contact Ms. Jacinda Russell at 571-434-1543 or Jacinda.Russell@dot.gov.

Sincerely yours,

A handwritten signature in black ink that reads "Holly E. Bell". The signature is written in a cursive style with a large initial "H" and "E".

Holly E. Bell
Planning & Programs Manager

Enclosure: FLAP Agreement Worksheet

FLAP Agreement Worksheet

Please provide FHWA with the following information in order to expedite the agreement process.

- 1. AUTHORITY** This Agreement is being entered into by the parties pursuant to the federal and state statutory authority provided in 23 U.S.C. § 204, 71 P.S. § 511, 71 P.S. § 512, 8 Pa.C.S.A. § 1202, and 8 Pa.C.S.A. § 1401.

Example: EFLHD’s authority is 23 U.S.C. 204

2. PROJECT SUMMARY:

The project is located in the Borough of Gettysburg, Adams County, PA

The project scope consists of safety improvement for pedestrians and bicyclists including through traffic calming, improved sidewalks and crosswalks, lighting enhancements, roadway improvement to improve access, safety, and leverage economic development.

3. PROJECT LOCATION:

	Begin	End
Termini Mile Post or Landmark	Baltimore Street SR 2035 Segment 0050 offset 0000 (Borough line just south of Evergreen Cemetery)	Carlisle Street SR 3001 segment 0200 offset 0000 (Square) to offset 1081 (intersection of Water Street)
Termini Latitude (example: 35.000000°)	39°49'14.0"	39°50'01.9"
Termini Longitude (example: - 82.000000°)	N 77°13'44.1"W	N 77°13'52.1"W

4. ROLES AND RESPONSIBILITIES – SCHEDULE

Responsible Lead	Product/Service/Role	Schedule Start-Finish
C.S. Davidson, Inc.	NEPA Document	3 months
C.S. Davidson, Inc.	Final Design	18 months
N/A	Advertisement	N/A
N/A	Construction Engineering	N/A
N/A	Construction	N/A
N/A	Contract Closeout	N/A

FLAP Agreement Worksheet

5. PROJECT BUDGET

Please fill in budget estimate as applicable.

Item	Estimate (\$)	Comments
Preliminary Engineering	\$1,567,397.00	
Construction Engineering	N/A	
Construction Cost	N/A	
Right-of-way	N/A	
Other Costs (Please Identify)	N/A	

6. PROPOSED DESIGN STANDARDS

Final design standards will be determined through the NEPA process.

Criteria		Comments
Standard	<ul style="list-style-type: none"> • A policy on Geometric design of Highways and Street, 2011 AASHTO Publication "AASHTO Green book" • Guide for the development of Bicycle Facilities, 4th edition 2012 • Penn DOT Design Manual Part 2, Penn DOT Design Manual Part 3 • Federal Highway Administration - Manual on Uniform Traffic Control Devices (MUTCD), latest edition • Highway Capacity Manual, Transportation Research Board • U.S. Access Board, "Draft Public Right-of-Way Accessibility Guidelines" (PROWAG)) 	
Functional Classification	<ul style="list-style-type: none"> • Baltimore street – Beginning to Steinwehr Ave –Principal Arterial • Baltimore street – Steinwehr Ave to Middle Street – Minor Arterial • Baltimore Street – Middle Street to Square (York Street) - Principal Arterial • Carlisle Street – Square (York Street) to Water Street – Minor Arterial 	
Surface Type	Asphalt, Concrete, Brick	
Design Volume	5600	

FLAP Agreement Worksheet

7. RIGHT-OF-WAY

Right-of-Way: *There are No known Permanent right-of-way conflicts. It is anticipated that the project can be completed without the need for any new permanent right-of-way. It is anticipated that temporary construction easements will be needed. Construction easements will be obtained before the advertisement of the project.*

8. UTILITIES

Utilities: *Utility conflicts are anticipated. Utility agreements will be finalized before the advertisement of the project.*

9. POINT OF CONTACT (min 2 contacts)

Name & Title	Agency	Phone & Email
Nick Raio Transportation Planning Specialist	PennDOT	717-787-6046 NRaio@pa.gov
Laura Hannon Federal Funds Management Section	PennDOT	717-783-2841 LaHannon@pa.gov
Nate Walker Transportation Planning Manager		717-783-0166 NatWalker@pa.gov
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Shamberg, Vanessa

From: Yigezu, Meseret (FHWA) <Meseret.Yigezu@dot.gov>
Sent: Thursday, June 10, 2021 3:12 PM
To: Charles R. Gable
Cc: Russell, Jacinda (FHWA); Shamberg, Vanessa; cmc@csdavidson.com
Subject: EXTERNAL: RE: Thank You & FLAP Grant Confirmation - PA 32

Good afternoon Charles,

Thank you so much, I am also very glad everyone meet and able to move forward with your project.

You are correct, **PA 32** - Gettysburg Gateway Connectivity - this project is partially funded and the total FLAP programmed amount for PE is - \$800,000.00 for Phase 1 and 2B.

Please don't hesitate to let us know if you have any questions.

Thanks again,

Meseret (Mezi) Yigezu | Program Planning Specialist | Federal Highway Administration | Eastern Federal Lands Highway Division | meseret.yigezu@dot.gov | 703-948-1417 |

From: Charles R. Gable [mailto:cgable@gettysburgpa.gov]
Sent: Thursday, June 10, 2021 2:45 PM
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Good Day Mezi!!

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There were many things discussed yesterday and I took as many detailed notes as possible. I'm sure I was not able to capture everything. I wanted to confirm the awarded FLAP Grant amount. The number I heard was \$800,000 for design of both Phase 1 and 2B. Are you able to confirm this?

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All the very best,



Charles R. Gable, MPA

Borough Manager

Borough of Gettysburg

59 East High Street

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SELECTION CRITERIA

The Gettysburg Gateway Connectivity Project advances 8 of 8 selection criteria as defined by the Notice of Funding Opportunity (NOFO). Five (5) of the criteria are substantiated with clear, direct, data-driving, and significant benefits, including:

1. Safety
2. Environmental Sustainability
3. Mobility and Community Connectivity
4. Economic Competitiveness and Opportunity
5. State of Good Repair

Safety

Protecting nonmotorized travelers and communities from health and safety risks; Reducing fatalities and/or serious injuries for underserved, overburdened, or disadvantaged communities

Based on reportable and non-reportable crash data, the project corridor has had 77 crash incidents over the most recent five-year period, or approximately one incident every three weeks.¹ There have been 31 crashes involving pedestrians since 2001 resulting in two fatalities and three suspected serious injuries. Only two other crash types were higher than pedestrian crashes (angle and rear end). Between 2016 and 2020, there were seven pedestrian crashes, including one fatality at the intersection with Railroad Street in 2018. This is significant and underscores the existing safety challenges of the corridor.

Table 1: Reportable Crash Data, 2001-2020

Crash Type	Total Crashes (2001-2020)	Crash Rate per Year	Crash Severity						
			Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Unknown Severity	Unknown if Injured	Property Damage Only
Angle	47	2.35	0	0	2	12	3	1	29
Backing	1	0.05	0	0	1	0	0	0	0
Head On	3	0.15	0	0	0	1	0	0	2
Hit Fixed Object	28	1.4	1	0	1	4	0	0	22
Non-Collision	4	0.2	0	1	1	0	1	0	1
Opposite Direction Sideswipe	5	0.25	0	0	0	3	1	0	1
Pedestrian	31	1.55	2	3	5	13	8	0	0
Rear End	32	1.6	0	1	4	9	3	0	15
Same Direction Sideswipe	11	0.55	0	0	0	2	3	1	5
Unknown	1	0.05	0	0	0	0	1	0	0
Total	163	8.15	3	5	14	44	20	2	75

PennDOT Reportable Crash Data, 2001-2020

¹ PennDOT and Borough Police



RAISE 2024

Using 2001-2020 reportable crash data and applying crash reduction factors associated with the Gettysburg Gateway Connectivity Project, the benefit-cost analysis indicates **the project will provide a 68% reduction in crashes**. The project safety improvements will be achieved through installation of roadway design and transportation enhancement features proven to improve safety and reduce vehicle conflicts for motorists, bicyclists, and pedestrians:²

As an example of the safety improvements, PennDOT Publication 13M (DM-2) for General Design recommends a maximum travel lane width of 12 feet for roadways in Urban Core communities. Currently, Baltimore Street's two travel lanes are 14 feet. They will be reduced to 13 feet and narrowed further in several areas with nine new curb bump outs to calm traffic. There are no curb bump outs along Baltimore Street today. Studies performed by the FHWA show that road diets can reduce the number of crashes by up to 47%.³

To support access for all pedestrians, 1.2 linear miles of improved, ADA-compliant sidewalk will be installed along Baltimore Street including approximately 55 curb ramps that will be installed, improved, or replaced. Three new crosswalks are proposed that will allow safe pedestrian crossings along the corridor improving mobility and access. An additional five intersections will be improved with crosswalk line painting and two new traffic signals will be installed at Lefever and South Streets to provide safer regulation of traffic flow. New street lighting will also improve pedestrian safety. According to the FHWA, high-visibility crosswalk markings can reduce pedestrian crashes by up to 48%.⁴

Environmental Sustainability

Reduce transportation related air pollution and greenhouse gas emissions from uncoordinated land use decisions; Reduce vehicle miles traveled

Even as a small community with limited financial resources, the Borough of Gettysburg is committed to environmental sustainability and addressing climate change. The Borough is a [Certified Gold Community](#) under the Sustainable Pennsylvania Community Certification Program. A mode-shift from vehicles to active transportation is a priority outcome of the Gettysburg Gateway Connectivity Project, as is the corresponding reduction in Vehicle Miles Traveled (VMT) and emission pollutants. VMT and emission savings were analyzed in two parts, local residents and visitors:

Part 1 Local Residents: A mode shift analysis based on the methodology tools and data from the U.S. DOT Pedestrian and Bicycle Information Center estimates that the project **will increase local resident multimodal walking and bicycling along Baltimore Street by 45%**, or an increase in the number of active transportation users from 1,134 to 1,747 in non-peak season (net increase of 613 walkers and bicyclists each day, or 223,745 each year).

² FHWA-SA-08-011 Desktop Reference for Crash Reduction Factors

³ Proven Safety Countermeasures – Road Diets (Roadway Configuration). U.S. Department of Transportation Federal Highway Administration. 2017. https://safety.fhwa.dot.gov/provencountermeasures/road_diets/

⁴ Safe Transportation for Every Pedestrian. U.S. Department of Transportation Federal Highway Administration. https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm

RAISE 2024

- With this projected growth in active transportation, forecasted VMT will be reduced by 99,726 annually (a reduction of 273 in VMT daily).
- This will result in estimated reductions in key emission pollutants (VOCs, NOx, CO2 equivalent and PM 2.5) in total of 38,080 kg/year.
- Note: These estimates are based on off-season counts for pedestrian/bicyclist activity on Baltimore Street (base counts from a weekday in March 2022; no tourist visitors assumed).

Part 2 Visitors: While Gettysburg enjoys the economic benefits of tourism, it is also adversely impacted by visitor vehicle emissions. Research indicates that of the 3.8 million tourists that visit Adams County and Gettysburg annually, 81.7% report Federal lands at Gettysburg as the primary destination of their trip.⁵ Tourists currently rely on personal vehicles and charter buses to visit historical attractions, contributing to the release of greenhouse gases in the borough; an Area of Persistent Poverty. The same mode shift analysis was completed for visitors, but **assumes a conservative 5% increase in visitors using multimodal walking and bicycling to access tourist destinations along Baltimore Street**, or an increase in the number of active transportation users from 0 to 127,288 in peak season (net increase of 127,288 annually).

- With this projected growth in active transportation, forecasted VMT will be reduced by 74,875 annually.⁶
- This will result in estimated reductions in key emission pollutants (VOCs, NOx, CO2 equivalent and PM 2.5) in total of 28,642 kg/year.

As described by The Greenlining Institute's Mobility Equity Framework,⁷ limited access to multimodal transportation, VMT, and greenhouse gases, among nine other indicators, contribute to disproportionate health and economic impacts for low-income communities. By reducing VMT and the corresponding emissions from both local resident activity and tourist activity, the project will provide mobility and health equity benefits for Gettysburg. The project also aligns with the Pennsylvania Climate Action Plan and Pennsylvania EV Mobility Plan by reducing VMT and inclusion of potential EV charging infrastructure to encourage electrical vehicle usage in the corridor.

Gettysburg Borough is a mandated MS4 community and through this project will be adding stormwater infrastructure to the Baltimore Street corridor. Baltimore Street currently lacks stormwater infrastructure. Trees will also be planted in the corridor to assist with natural stormwater control.

⁵ Destination Gettysburg.

⁶ The VMT reduction analysis utilizes FHWA occupancy rate of 1.7 for all vehicles to convert the projected 45% bike/ped increase to the equivalent number of vehicles.

⁷ Mobility Equity Framework. The Greenlining Institute.

https://greenlining.org/wp-content/uploads/2019/01/MobilityEquityFramework_8.5x11_v_GLI_Print_Endnotes-march-2018.pdf

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Quality of Life

Increase accessibility for travelers specifically for underserved, overburdened, or disadvantaged communities.

The Borough is prioritizing equitable access to transportation through this project by improving pedestrian, bicycle, and transit connections for low-income residents.

- The Borough of Gettysburg is home to 7,423 residents and is designated as an Area of Persistent Poverty. In 2021, 33.1% of Borough households earned less than \$35,000.
- In portions of the Borough, up to 25% of households have no vehicle access.⁸
- More than 1,000 Borough residents walk to work and 170 students walk to school,⁹ many which must walk along and/or cross Baltimore Street to access transit, employment, community facilities, and the elementary and middle schools.
- Based on March 2022 counts, approximately 1,400 local pedestrians utilize Baltimore Street daily in non-peak season.¹⁰

Complete Street improvements will add critical safety upgrades at crosswalks and bring all sidewalks into compliance with ADA accessibility requirements. The improvements are projected to increase biking and walking along the corridor by more than 45%, increasing the average number of pedestrians and bicyclists from 1,134 to 1,747 while reducing future forecasted VMT. By providing local residents with safe and accessible connections to destinations and public transit, the project will reduce reliance on personal vehicles and provide increased mobility options to access jobs, public services, transit, and shopping destinations.

Mobility and Community Connectivity

Increase the accessibility for all users of a project, particularly nonmotorized travelers (those walking, cycling, rolling, or using transit).

The Gettysburg Gateway Connectivity Project is a Complete Street project that will provide enhanced transportation choices and safe mobility for all users including bicyclists, pedestrians, transit users, and tourists. As mentioned, current conditions along the corridor cater to motor vehicles and heavy truck traffic with wide travel lanes (14 feet), limited crosswalks, and narrow, non-ADA sidewalks that terminate at the southern end before reaching the Gettysburg National cemetery and Evergreen Cemetery; these conditions impede the use of active transportation and transit options. The project improvements are projected to increase bike and walking along the corridor for local residents by more than 45% (1,134 to 1,747 active transportation users in non-peak season). Along the project corridor, the Census tracts 315.01 and 315.02 respectively have the median ages of 20 years and 38 years, therefore benefitting college students, families, and local residents that walk or bike to commute to work. During peak season, the project is estimated to increase in the number of active transportation visitors/tourists from 0 to 127,288. The Environmental Sustainability section above contains additional data to support the mode shift.

⁸ U.S. Census Bureau, 2015-2019 ACS 5-Year Estimates for Block Group 1, Census Tract 315.02, Adams County PA

⁹ Gettysburg Area School District, 2022

¹⁰ Michael Baker International Bike/Ped Count Study, 2022

RAISE 2024

Per the Statement of Work, the project focuses on additional multimodal transportation improvements such as adding sharrow markings, five bus shelters (none currently exist), and two dedicated charter bus stops. Please see the Statement of Work in the project narrative section of this application for a detailed discussion.

Economic Competitiveness

Increase transportation options and system connectivity to revitalize underserved, overburdened, or disadvantaged communities, increase access to jobs and location efficient affordable housing, or facilitate tourism opportunities.

In 2010, the Borough of Gettysburg, Main Street Gettysburg, and the Steinwehr Avenue Business Improvement District (BID) completed a similar \$7.5 million Complete Street project on the adjacent Steinwehr Avenue tourist corridor to improve safety and stimulate economic development through heritage tourism. The project has been successful, attracting 29 new businesses in less than 10 years and \$5 million in private investments as reported by the BID.

Baltimore Street is estimated to attract a similar level of private sector investment with the completion of the Gettysburg Gateway Connectivity Project, which will support economic competitiveness in the form of private sector investment and increased spending on tourism in the form of food, lodging, parking, and retail spending. As described above, the project is estimated to mode shift 74,875 VMT with a combined occupancy of 127,288 to active transportation users that will traverse the 0.82 miles of Baltimore Street by foot, bike, or transit. Encouraging visitors to use active transportation will create a new market for heritage tourism along the corridor, resulting in the creation of new businesses much like Steinwehr Avenue as a case study. In this way, the project will facilitate new tourism opportunities in the Borough of Gettysburg. **Based on the benefit-cost analysis, increased tourism spending on Baltimore Street is estimated to total \$78,782,515 over 20 years.** In Year 1, the Borough will realize \$411,863 in increased visitor spending leveraged by the project; by Year 20, the Borough will realize \$5.1 million in visitor spending. The geographic proximity of Baltimore Street and Steinwehr Avenue (local case study demonstrating the economic impact of Complete Street improvements for the heritage tourism industry) are depicted in Figure 1.

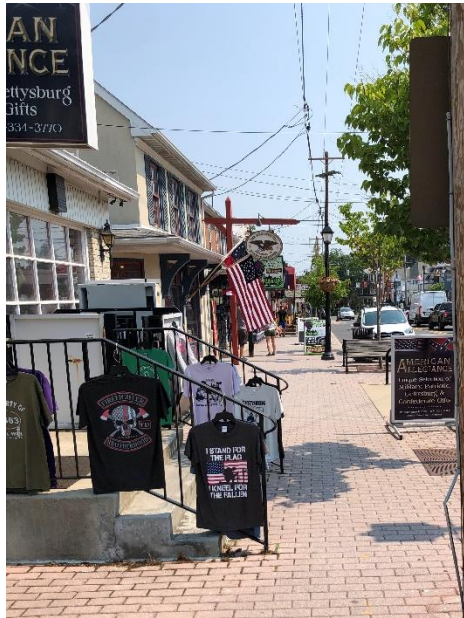
The Borough of Gettysburg is currently working to promote greater public and private investments in land-use productivity through a Borough wide zoning update. This update will allow for locally driven density decisions that support equitable commercial and mixed-income residential development.

RAISE 2024

Figure 1: Proximity to Steinwehr Avenue (Case Study for Economic Development through Complete Streets Improvements)



Figure 2: Photos of Adjacent Steinwehr Avenue Tourism after Similar Streetscape Improvement Project



State of Good Repair

The project will address deferred maintenance associated with sidewalk conditions that do not meet ADA requirements and are ad hoc in nature, the lack of sufficient stormwater drainage along the corridor, and repaving. The new concrete bricks are more durable and less prone to deterioration, therefore having a long Useful Life Benchmark (ULB). Between 2011 and 2022, seven lawsuit claims, with a payment total of \$62,155.71, were made due to the sidewalk and

RAISE 2024

ADA ramps being defective. Upon completion, the full ~0.82 linear mile corridor will be restored to a new, state of good repair condition. Cost savings associated with reduced lawsuit claims and payments and maintenance of the sidewalks will benefit the Borough, while the Commonwealth of Pennsylvania will benefit from the reduced maintenance of the state-owned road.

The Borough of Gettysburg is currently exploring an updated ordinance to improve sidewalk maintenance. The ordinance could allow the Borough to have a bigger role in sidewalk maintenance. The Borough and Main Street Gettysburg currently have a zero-interest loan program for property owners to maintain their properties. This loan is applicable to sidewalks as well.

There are other key stakeholders that will contribute to maintenance of the project including rabbitranist (transit provider for the corridor) and Gettysburg Borough Storm Water Authority (stormwater improvements that will be made to the corridor). Another recent change to assist with maintenance throughout the corridor is the movement of the code enforcement department to be housed within the Borough.

State of good repair data for this project was solely based on per mile costs to maintain the roadway within the project area. In total, state of good repair monetary saves are estimated at \$688,479 over a 20 year period. Road repair frequencies were based on 5-year cycles of milling and resurfacing by the Commonwealth of Pennsylvania, along with sidewalk replacement occurring every 20 years by the Borough. For more information, please refer to the benefit-cost analysis.

The design of the project accounts for details that will lessen the need for maintenance such as context sensitive trees and tree root barriers installed to protect the investment.

Partnerships and Collaborations

The project purpose and need were initiated and identified by the residents and small business owners of Baltimore Street who expressed a dire need for more lighting, safer sidewalks and crosswalks, slower traffic, and a more pedestrian-friendly street to serve 3.8 million visitors each year. Based on this grassroots advocacy to improve the corridor, residents and business owners were joined by the Borough, County, and the region's tourism and economic development agencies to prepare a formal Master Plan for Baltimore Street through extensive public involvement. In total, more than 80 organizations and community representatives worked on the *2018 Baltimore Street Historic Pathway Revitalization Master Plan (2018 Master Plan)* to outline the conceptual design for the project. The *2018 Master Plan* is available on the Borough's website, linked [here](#).

In addition to the local partnership between the Borough, economic development organizations, and residents that made the Master Plan and overall vision for the project possible, the project enjoys a strong partnership with the National Park Service. The National Park Service has had a seat at the table since the inception of the project and was paramount to advancing a Federal

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Lands Access Program (FLAP) grant application through the U.S Department of Transportation (U.S. DOT), Federal Highway Administration (FHWA), Office of Eastern Federal Lands Highway Division (EFL). In 2020, the Borough was awarded \$800,000 in FLAP grant funding to partially fund design and engineering for the project. As another demonstration of partnership and collaboration, both PennDOT and the Borough have committed funds to complete design/engineering and construction.

Innovation

Green infrastructure is an innovative approach to stormwater management and the Borough of Gettysburg is committed to integrating green infrastructure elements as a way to help reduce the quantity and improve the water quality of stormwater runoff. The project provides for several rain gardens through the curb bump outs to serve this purpose. Additionally, 46 street trees will be planted to expand the tree canopy, encourage active transportation, and address climate change. The National Agroforestry Center in the U.S. Department of Agriculture identifies the use of tree coverage to increase water quality and assist in watershed management. Tree coverage is known for reducing flooding and flood damage, improving aquatic habitats, and filtering contaminants.¹¹

Currently, Baltimore Street has limited drainage, with no existing drains between Evergreen Cemetery and Steinwehr Avenue (both sides), Steinwehr Avenue to Lefever Street on the east side, Pfeffer Alley to Middle Street, and Railroad Street and Stevens Run. The result is increased flooding along the corridor and water pollutants entering the storm drain system.

Three curb side rain gardens are proposed to improve the quality and reduce the quantity of stormwater runoff. In addition, new storm sewer pipe and inlets will be installed to account for runoff being blocked by curb bump outs and to eliminate roof leader discharge onto the sidewalks which creates a safety hazard to pedestrians, especially during the winter months. These improvements will significantly improve drainage along the corridor to reduce flooding and water pollutants entering the storm drain system. Additionally, planting new trees along the corridor will help better manage stormwater runoff and water quality.

Traffic management infrastructure will also be addressed in this project including technology upgrades at intersections to help traffic move more efficiently through the area. Traffic signal systems will also be used to enhance and handle special event traffic. LED street lighting will also be implemented for visibility and safety. The planned improvements also will benefit the transit users in the area by providing better infrastructure. Electric Vehicle (EV) infrastructure is also being explored for inclusion in the updates. The Borough of Gettysburg recognizes the shift in needs for EV charging facilities.

In addition, the existing coin parking meters will be replaced with state-of-the-art electronic parking payment kiosks. Currently, the coin collection process involves two employees collecting

¹¹ Agroforestry: Working Trees for Water Quality. 2012. U.S. Department of Agriculture – National Agroforestry Center.
<https://www.fs.usda.gov/nac/assets/documents/workingtrees/brochures/wtwq.pdf>
<https://archive.encinitasca.gov/WebLink/DocView.aspx?id=735600>

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and delivering the coins to the bank twice a week. Annually, this costs the Borough \$57,854 and 1,040 hours of labor per employee.

INNOVATIVE FUNDRAISING

Main Street Gettysburg is a nonprofit organization whose mission is economic development in the historic district of Gettysburg. Main Street Gettysburg organizes and partners to deliver a variety of events downtown, many of which function as fundraisers. The three projects below illustrate the momentum of community involvement and the fiscal impact of special fundraising events that utilize the downtown road infrastructure.

BALTIMORE STREET BINGO

In 2018, Main Street Gettysburg began hosting a series of fundraisers called *Steppin' Out for Bingo* to raise funds for the Baltimore Street Revitalization Project. The initial event in 2018 grew into multiple events in 2018 and 2019, with local business sponsoring each. Ticket sales, prizes, raffles, other incentives, and food and drink sales promoted donations to support this fundraiser for Baltimore Street. Each event was sold out and prompted additional events, raising over \$20,000 in restricted funds for local match for grant applications.

The success and overwhelming attendance of the bingo events created the impetus for subsequent, and more elaborate fundraising events.

LONG LONG LONG LONG DINNER

The Long, Long, Long, Long Dinner Party is a bold concept for a fundraising event. This event supports revitalization efforts in Gettysburg, notably the current project to revitalize the Baltimore Street Historic Pathway.

The inaugural event occurred on October 4, 2019, when a long table stretched down the middle of a closed-Baltimore Street from Lincoln Square to South Street — four blocks. Guests purchased their meals from a variety of food trucks and area restaurants; or brought their own potluck dinners. A spirits tent was also available on Lincoln Square. This was a first-of-its-kind, open-air fundraising party, which included entertainment and surprises. The event was well attended by local residents, public officials, businesses, and neighbors. The fundraising premise was the sale of reserved seats at the long table. Tickets were made affordable to encourage maximum participation.

This event illustrates the return on investment when events are accessible and staged in the heart of the community. The Long Dinner in 2019 raised over \$10,600 for the Baltimore Street Revitalization Project.

A GETTYSBURG CHRISTMAS FESTIVAL

Main Street Gettysburg and a team of generous sponsors, participants, and volunteers orchestrate "A Gettysburg Christmas Festival." Partners and sponsors deliver events, activities, entertainment, and experiences at multiple locations throughout historic downtown.

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The Christmas Festival is an annual event that stimulates the local economy in the fourth quarter, which benefits downtown businesses and organizations, as well as securing donations for future festivals. This event extended the tourism season into December.

The festival draws residents and visitors to downtown Gettysburg for a unique holiday experience for families and people of all ages. Festival visitation most recently reached 12,000 attendees (2023) and includes local residents, as well as regional and long-distance travelers from 25-100+ miles. Free parking, shuttles, activities, and entertainment allow visitors to patronize our local businesses. This approach aligns with our mission to stimulate the local economy. In 2023, 48% of businesses had an increase in sales compared to the previous year. Beyond boosting numbers, it represents community collaboration through partnerships and volunteers to showcase Gettysburg during the holiday season.

Focus areas include road closures, primarily on Baltimore Street and Lincoln Square. These dedicated areas allow for Main Street Gettysburg to create specialized fundraising opportunities, i.e., sale of festival merchandise and use of a special occasion permit under PLCB as fundraisers during the event.

Focusing the festival on Baltimore Street and Lincoln Square also provides additional exposure for the Historic Brick Pathways Program, wherein engraved bricks are sold as a donation to Main Street Gettysburg. This major fundraising program began in 1993, contains over 7,500 personalized bricks, and is a key infrastructure element of Lincoln Square.

Main Street Gettysburg relies heavily on its ability to host and leverage fundraisers downtown. These events help to maintain funds for economic development and accumulate restricted funds for grant match. Events in the heart of the historic district are critical to Main Street Gettysburg's mission. Open engagement with the community provides visibility for projects, encourages ideas, fosters communication, and creates grassroots support from volunteers and donations.

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Transportation Challenges to Be Addressed by Project

Vehicular and pedestrian user conflicts correlated with injurious and fatal collisions.

Based on reportable and non-reportable crash data, the project corridor has had 77 crash incidents over the most recent five-year period, or approximately one incident every three weeks. There have been 31 crashes involving pedestrians since 2001 resulting in two fatalities and three suspected serious injuries. A child walking to school was struck by a vehicle in recent years at Baltimore and Breckenridge Streets. In March 2021, a vehicle crashed into the Blue and Gray Gift Shop on Baltimore Street resulting in one fatality and the explosion of the building:

Figure 1: March 2021 Vehicle Crash into Heritage Tourism Shop and Private Residential Apartments



three emergency responders were injured, six residents in four apartments were permanently displaced from their homes as a result of this crash, and one historic property was a total loss requiring immediate demolition.

Baltimore Street vehicular crashes are due to excessive speeding along the corridor, and the high number of user conflicts between vehicular traffic (11,000-13,000) and pedestrians (1,451 daily based on March 2022 counts).

High percentage of heavy vehicles.

Based on PennDOT TIRe information for Gettysburg, the heavy vehicle percentage along Baltimore Street ranges from 4.1% to 6.2%. With daily traffic volumes of 11,000-13,000, this calculates to 451 to 806 heavy vehicles traveling through the heart of historic downtown Gettysburg each day. Heavy vehicles conflict with 1,451 pedestrians that use crosswalks on off-season weekdays based on March 2022 pedestrian counts for a 24-hour period. Pedestrian counts in the peak summer season are estimated to be much higher.

A total of seven crashes over the most recent 20-year period involved tractor trailers, of which four were rear-end crashes, one same direction sideswipe crash, one pedestrian crash, and one angle crash. The pedestrian crash took place at the traffic circle and was a suspected serious injury crash.

Non-ADA Compliant sidewalks and no bicyclist facilities.

Baltimore Street experiences sustainable pedestrian traffic, generated by both local residents in this Area of Persistent Poverty and from the 3.8 million annual tourists who visit Federal lands at

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Gettysburg. Baltimore Street's existing sidewalk network is crumbling, narrow, and not ADA compliant. Sidewalk elements which are not ADA compliant include: non-compliant cross slope, non-compliant curb ramps and detectable warning devices, non-compliant landings and wheelchair turning spaces, improper drainage areas defined as wet conditions, improper clear width, and most notably non-compliant change in level (primarily due to heaving sidewalks). There are also no facilities for bicyclist to use along Baltimore Street.

Figure 2: Baltimore Street Sidewalk Deficiencies, Lack of Street Lights, and Commercial Through Traffic



Federal lands visitors using vehicles to complete short trips instead of multimodal options.

The Borough of Gettysburg and Destination Gettysburg report that most visitors to Federal lands are utilizing personal vehicles and charter buses to travel between National Park Service sites. The sites are located within 0.82 mile of one another and accessible via a direct walk north and south along Baltimore Street. The unsafe and unattractive sidewalk and limited crosswalk network deters visitors from exploring the Borough and historical sites by foot, bicycle, or public transit.

Limited and unsafe access to public bus transportation.

There are five existing bus stop locations along Baltimore Street. However, the limited number of designated crosswalks and non-ADA compliant sidewalks limit accessibility to these five stops. Additionally, there are no bus shelters to provide a safe and sheltered waiting area for transit users in this Area of Persistent Poverty.

Unsafe charter bus loading and unloading.

An estimated 400 tourist charter buses frequent the Shriver House and Museum (located on Baltimore Street) each year, an indicator that at least 400 charter buses, likely hundreds more, frequent the corridor each year. Currently, there are no designated pull-offs for these charter buses. The Borough observes charter buses frequently using metered parking spaces along the corridor to load and unload tourists, creating unsafe user conflicts.

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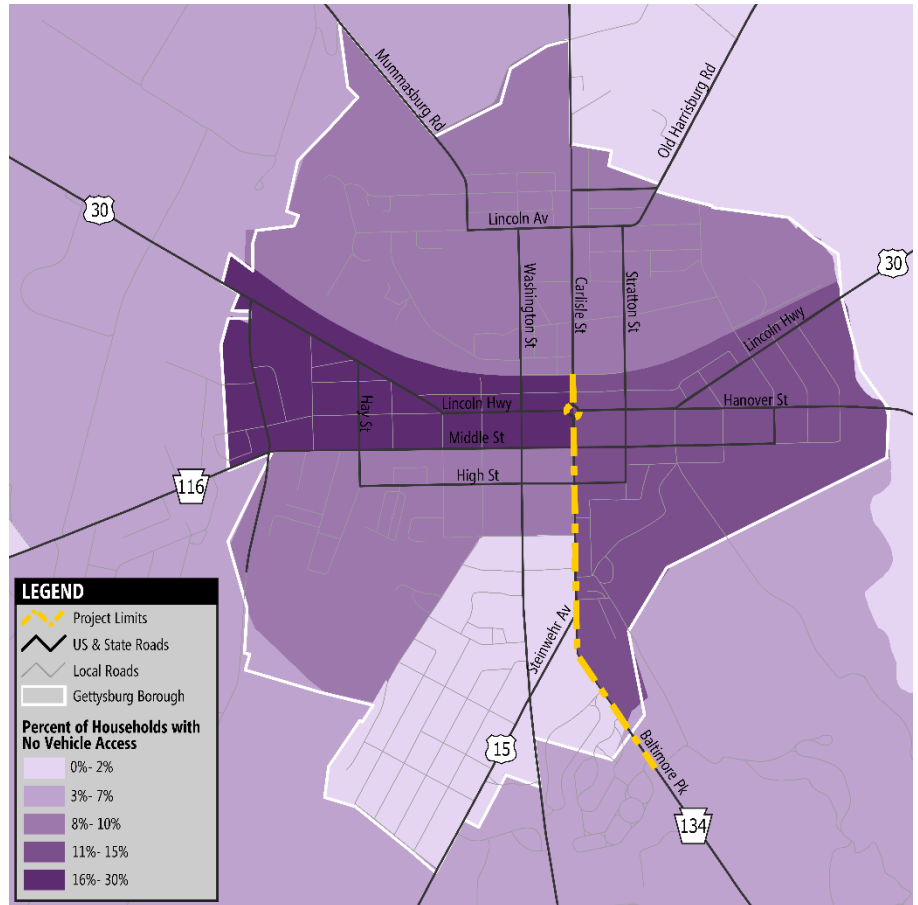
Additional Project Information

Roadway Connections and Commuting Patterns

Baltimore Street is part of the state-owned roadway and, within the project limits, includes PA State Routes 3001, 0030, 0116, 3001, and 2035. It is functionally classified as both a principal arterial highway and minor arterial. It experiences daily traffic volumes of 11,000-13,000, including 4.1% to 6.2% heavy vehicle traffic which conflicts with local motorists and pedestrians.

In Adams County, 1,735 individuals indicate they commute to work by walking. Of the 1,735 individuals countywide, 68% of these individuals are residents of the Borough of Gettysburg. Additionally, half of all transit users (for commuting) are Borough residents. Figure 5 visually depicts the Borough’s households with no vehicle access.

Figure 5: Percentage of Households with No Vehicle Access, 2021



ACS 5-Year Estimates, 2021-2025

Transit Connections

Public transportation in the Borough of Gettysburg is provided by rabbitransit, with services including both local circulators and regional commuter routes. The local circulators operate as Freedom Transit, which began operation in the Gettysburg area in 2009. There are four local bus routes (Lincoln Line [Lines 1 and 2], Blue Line, Gray Line, and Gold Line) which provide residents and tourists access to local attractions, hotels, and shopping venues as well as daily travel to major employers, medical facilities, human services, civic services, and transportation hubs. Two other bus routes (the Gettysburg-Hanover Connector and Route 15N to Harrisburg) provide daytime weekday service between Gettysburg and other major destinations in the South Central region of Pennsylvania.

Five of the six bus routes in Gettysburg converge on the Gettysburg Transfer Center (within project limits) at the historic Gettysburg Lincoln Railroad Station on Carlisle Street. There are an additional four stops on the Lincoln and Blue Lines along the project corridor, none of which currently offer wayfinding signage or shelters for waiting passengers.



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Despite a national decline in transit ridership in the past decade, bus ridership in Adams County, PA has remained stable at approximately 100,000 riders per year. The local circulators, like the Lincoln and Blue Lines, see more than twice as many passengers in the summer months as tourism increases. A map showing existing and proposed bus stop locations is enclosed and labeled, "Proposed Bus Stops". The final number and placement of bus stops will be determined during design. The project includes the installation of five bus shelters (none currently exist along the project corridor).



ENVIRONMENTAL RISK

Project Schedule

Construction will begin January 2027 and will take 30 months to complete. A project schedule is enclosed and labeled "Schedule". The Borough of Gettysburg understands the RAISE grant funds must be obligated by September 30, 2028. Based on the project schedule, the Borough believes it will meet all pre-construction requirements for obligation no later than May 2026, the date of which final Plans, Specifications, and Estimates will be complete and ready for competitive bidding.

Design and Engineering

In 2020, the Borough was awarded \$800,000 in FLAP grant funding to partially fund design and engineering for the project. The Borough and the Pennsylvania Department of Transportation (PennDOT) have committed non-federal matching funds to complete the funding package for design and engineering, which is estimated to cost \$1.5 million and will commence in 2024 with the scoping field view.

The Borough, grantee of the FLAP grant award, is coordinating with FHWA EFL and PennDOT to receive an executed grant agreement for the FLAP funds. The Borough was approved for local project delivery; accordingly, once the grant agreement is in place, the Borough will execute the design contract with its municipal engineer. C.S. Davidson, who has been the engineer on record for the Borough since 1993, is aware that the funding for design and engineering is in place and is anticipating the executed contract for design services with notice to proceed in March 2024. Design and engineering will take 24 months to complete (March 2024-May 2026). Email correspondence with FHWA EFL is enclosed in the attachment labeled, "FLAP Grant Award". The Borough has been in regular communication (email and conference calls) with FHWA EFL and PennDOT to advance formal obligation of the FLAP funds.

Construction

With design and engineering funded, the Borough is proactively working to obtain funding for construction. The Borough has committed to funding 20% of construction demonstrating the strong local support for this project. A RAISE grant in the amount of \$10,096,944 will complete the funding package.

Required Approvals

Transportation Improvement Program

The Borough has been working collaboratively with the Adams County Metropolitan Planning Organization (Adams County MPO) to program the project on the Transportation Improvement Plan (TIP). While the Adams County MPO remains strongly supportive of the project, funding through the TIP has not been programmed at this time. The TIP proposes where projected transportation funding sources will be spent over the next four (4) years in all of Adams County.

Adams County saw an 18% reduction in funding allocation between the 2019 and 2021 TIP's due to changes to the Statewide Financial Guidance. As a result, funding capacity remains very

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limited for new projects in the near term. In total, nine projects from the 2019 TIP and had to be delayed to complete carryover projects that are already under design. The project is listed on the 2040 TIP under Bicycle, Pedestrian, and Non-Monetarized Projects (shown as Baltimore Street Improvements). Adams County MPO will amend the TIP to include the project once funds are obligated for design and engineering, and again once funds are obligated for construction. There are no concerns at this time that the TIP process will delay the project in any way.

Wetland Delineation

Wetlands will be identified and delineated in accordance with Title 25 Chapter 105.17 of the PA Code, PennDOT Publication 325, and the United States Army Corps of Engineers (USACE) Wetlands Delineation Manual Eastern Mountains and Piedmont Regional Supplement.

Threatened and Endangered Species

The potential presence of threatened, endangered, and/or special concern species and resources in the project vicinity will be evaluated by querying the Pennsylvania Natural Heritage Program's (PNHP) Pennsylvania Natural Diversity Inventory (PNDI). If potential impacts are indicated, then the requisite materials, such as project narrative, mapping, photographs, and wetland information will be uploaded into the PNHP's online system for review by the agency(ies) with jurisdiction over the potentially impacted species and/or resources.

NEPA Environmental Clearance

It is likely that the scoping process will recommend documenting the environmental impacts of the project within a National Environmental Policy Act (NEPA) Categorical Exclusion Evaluation (CEE). In support of the Scoping Document and/or CEE, the following will be required:

- Wetland investigation (described above).
- Threatened and endangered species evaluation (described above).
- Coordination with the Pennsylvania Department of Conservation and Natural Resources (DCNR) regarding the presence and project impacts to any Section 6(f), Project 70, Project 500, and other recreational grant resources in the vicinity of the project area.
- Completion of Section 4(f) form(s) for public recreational sites and National Register-listed or eligible resources in or near the project area.
- Completion of FHWA Traffic Noise Model noise analyses to determine potential noise impacts.
- Completion of a qualitative analysis for air quality to determine potential impacts from the project.
- A survey of historic resources and coordination with the Pennsylvania State Historic Preservation Office (PA SHPO) to satisfy Section 106 requirements. A letter of support from PA SHPO is included in this grant submission.
- Completion of public involvement tasks to determine any public controversy on environmental grounds.



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Chapter 105/Section 404 Waterway Permit Application

Preparation of a Pennsylvania Department of Environmental Protection (PADEP) Chapter 105/USACE Section 404 waterway permit application will be required for unavoidable impacts to the site’s aquatic resources in accordance with both Title 25 Chapter 105 of the PA Code and the requirements of the federal Clean Water Act (CWA), as amended, for projects which include discharge of dredged or fill materials into waters of the United States.

NPDES General Permit and Erosion & Sedimentation Pollution Control Plans

In Pennsylvania, projects disturbing one or more acres of ground must obtain a general NPDES permit to discharge stormwater from the project site. The permit is administered by the Adams County Conservation District and authorized by the PADEP. The permit sets forth requirements for implementing stormwater management controls during construction and installing permanent stormwater management controls to treat a portion of the increased runoff resulting from the change in impervious areas.

Assessment of Project Risks and Mitigation Strategies

Table 1: Risk and Mitigation Strategies

Risk Category	Risk Description	Probability	Cost Impact	Schedule Impact	Mitigation Strategy
Environmental & Permitting	Unanticipated delays in the NEPA review process and other permitting/approvals.	Low	Low	Moderate	The Borough will continue to work closely with any outside agency granting project approval to identify potential issues early. A NEPA CEE is anticipated.
Right-of-Way	Unanticipated delays in temporary easement right-of-way approval that must be acquired before construction.	Low	Low	Moderate	The project does not require ROW acquisition, which reduces the potential impact of this item. However, temporary easement ROW will be required. The Borough will seek these approvals early in the process to minimize impacts on the construction schedule.
Contracting	Delays in contractor procurement, and/or challenges with contractor prioritization or quality.	Low	Low	Moderate	The Borough will employ a construction manager to ensure project delivery schedule and costs are safeguarded.
Construction	Traffic congestion resulting from the construction of the project.	High	Low	Low	The Borough conducted a similar project on an adjacent street, Steinwehr Avenue, several years ago and will employ lessons learned to reduce traffic congestion. There will be no road closure;

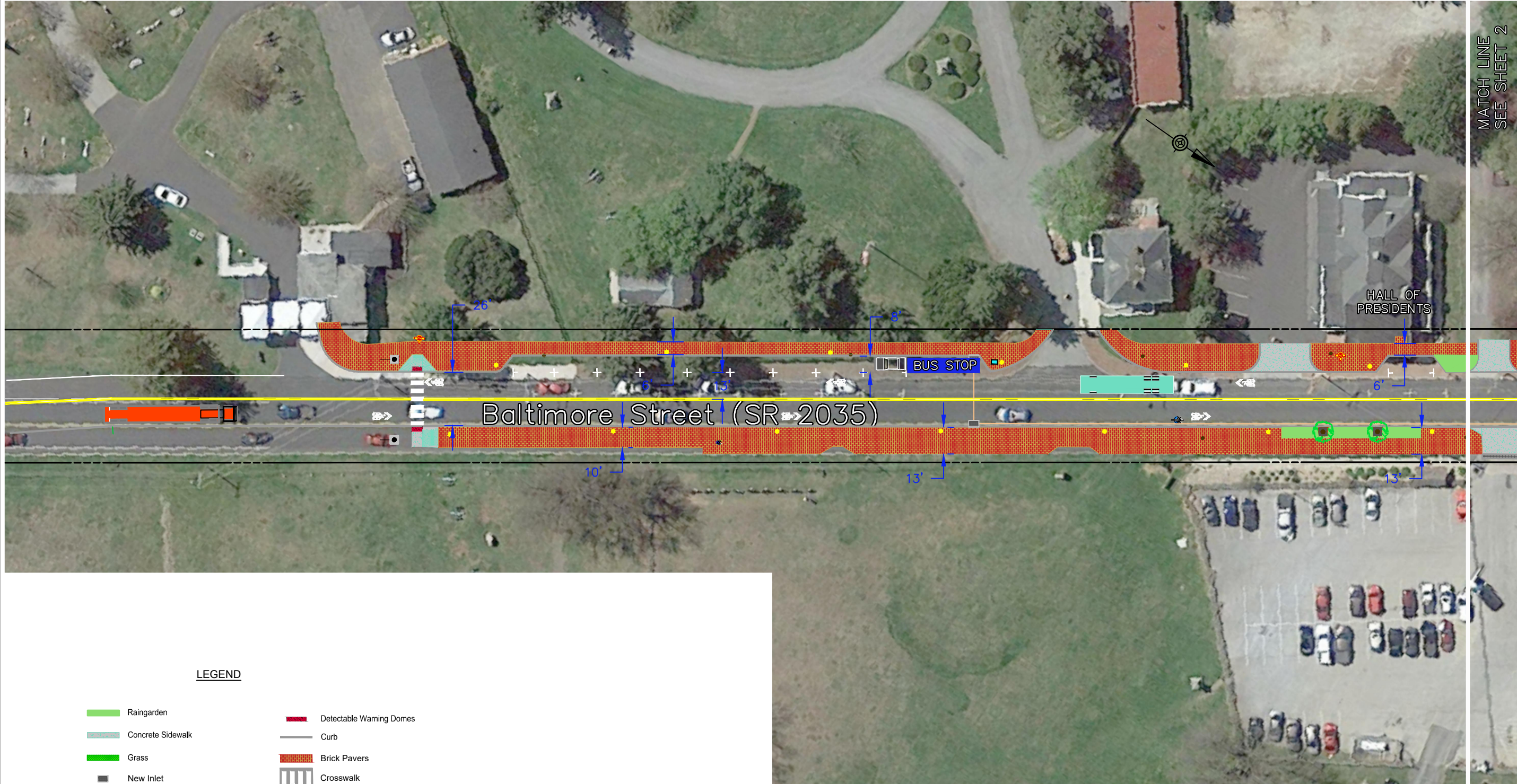




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					at least one lane will remain open at all times.
Coordination with CSX to obtain ROW for stormwater improvements.	Challenges with obtaining temporary ROW approvals from CSX railroad to replace a storm drain located at Carlisle Street.	High	Low	Moderate	The Borough will seek CSX approval as early as possible. A buffer in the project schedule will be used to ensure approval does not impact the critical path.
Potential NEPA CE requirement for archaeological dig.	As a historic corridor and battlefield, the Borough may be required to complete an archaeological dig with a moderate possibility of uncovering artifacts or human remains.	Moderate	Moderate	High	The project corridor is a disturbed built area, which limits the potential for finding artifacts or human remains. However, the possibility remains.
Construction	Existing businesses in the project area are impacted by construction.	Medium	Low	Low	The Borough will limit construction activities that impact businesses in peak tourism months, such as sidewalk reconstruction, and will halt construction during holiday weekends. A short-term parking strategy will also be mapped out and heavily advertised to ensure patrons are directed to temporary parking. When sidewalks are replaced, contractors will provide temporary access to all businesses and buildings.





MATCH LINE
SEE SHEET 2

LEGEND

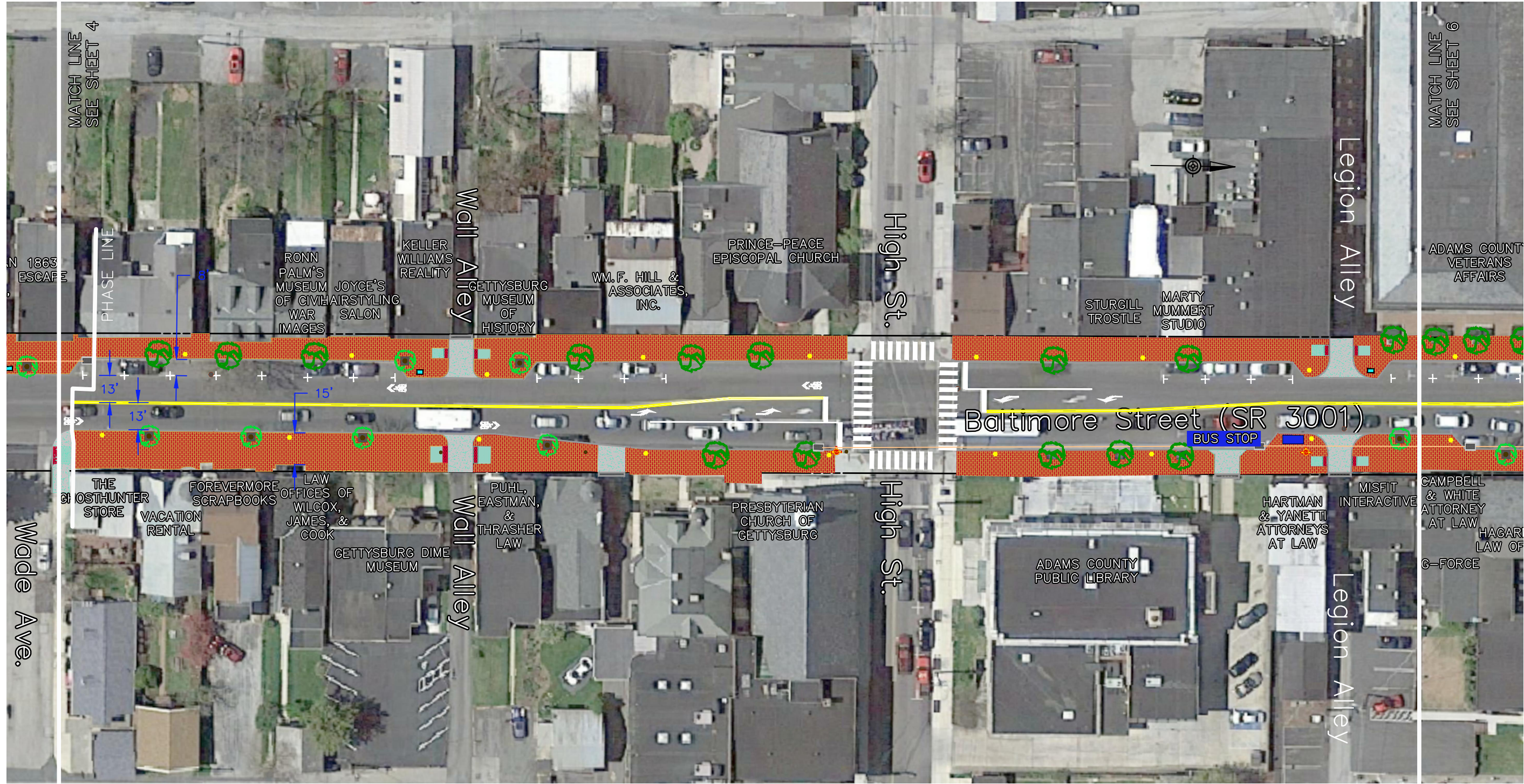
- Raingarden
- Concrete Sidewalk
- Grass
- New Inlet
- Parking Kiosk
- Proposed Tree
- Existing Tree
- Detectable Warning Domes
- Curb
- Brick Pavers
- Crosswalk
- Light
- Existing Fire Hydrant
- Bicycle Sharrow
- Storm sewer
- New Trench Drain
- Bus Shelter

Main Street Gettysburg
 PHASE 2B
 BOROUGH LINE TO GETTYSBURG TOUR CENTER
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

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 50 WEST MIDDLE STREET, GETTYSBURG, PA • PHONE (717) 337-3021 • FAX (717) 337-0782
 315 W. JAMES STREET, SUITE 102, LANCASTER, PA • PHONE (717) 481-2981 • FAX (717) 481-9800
 WWW.CSDAVIDSON.COM

NO.	DATE	DESCRIPTION

DRAWN BY: CJM
 CHECKED BY:
 SCALE: 1" = 50'
 DATE: 2/6/2017
 DWG. NO. 619110100_Master Plan
 FILE NO. 6191.1.01.00
 SHEET NO. 1 OF 8



LEGEND

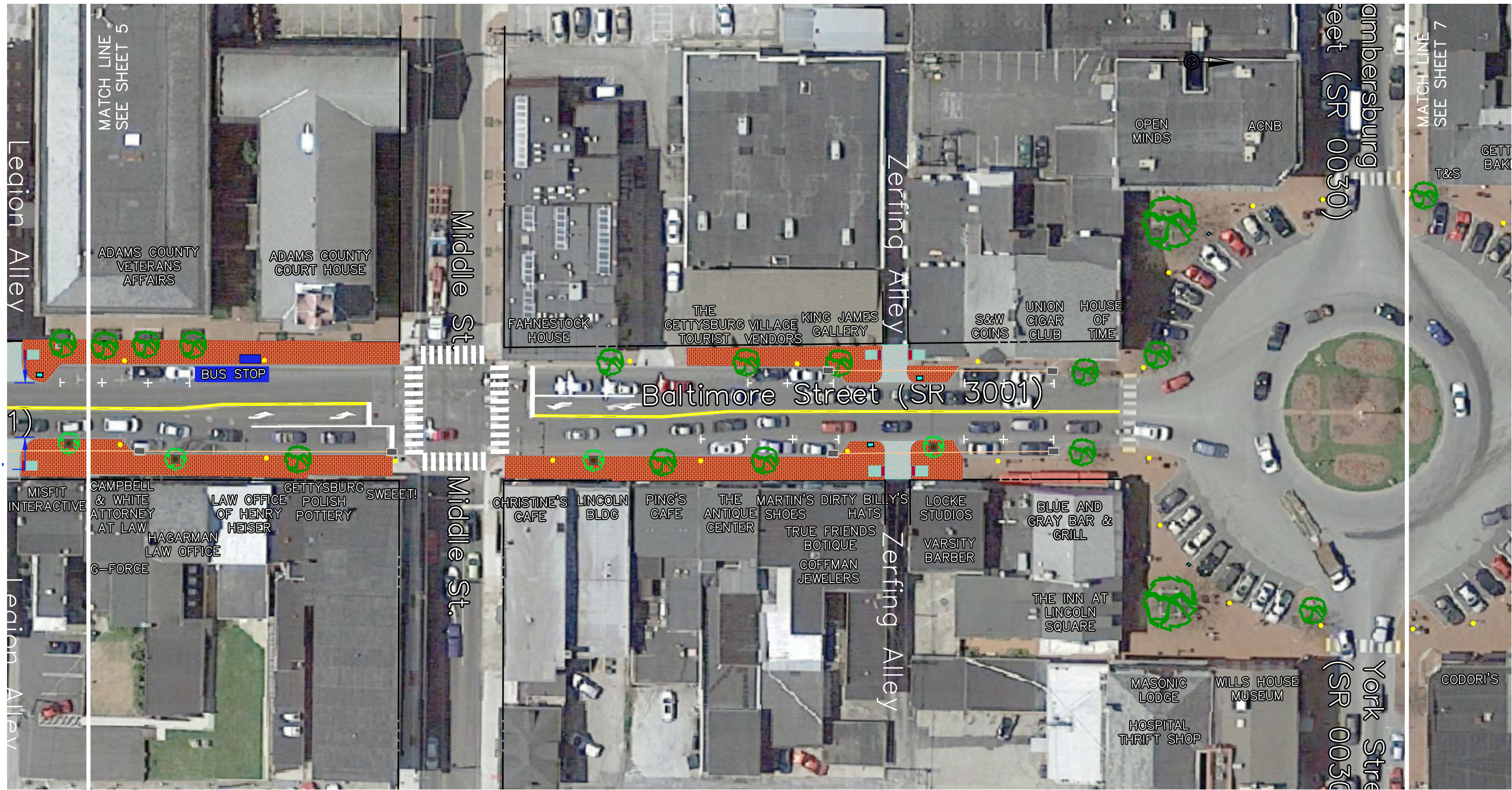
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| Raingarden | Detectable Warning Domes | Proposed Tree | Bicycle Sharrows |
| Concrete Sidewalk | Curb | Existing Tree | Storm sewer |
| Grass | Brick Pavers | Existing Fire Hydrant | Bus Shelter |
| New Inlet | Crosswalk | New Trench Drain | |
| Parking Kiosk | Light | | |

Main Street Gettysburg
 PHASE 2A
 WADE AVENUE TO LEGION ALLEY
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

C.S. Davidson, Inc.
Excellence in Civil Engineering
 38 NORTH DUKE STREET, YORK, PA • PHONE (717) 846-4855 • FAX (717) 846-5811
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NO.	DATE	DESCRIPTION

DRAWN BY: CJM
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 DATE: 2/6/2017
 DWG. NO. 619110100_Master Plan
 FILE NO. 6191.1.01.00
 SHEET NO. 5 OF 8



LEGEND

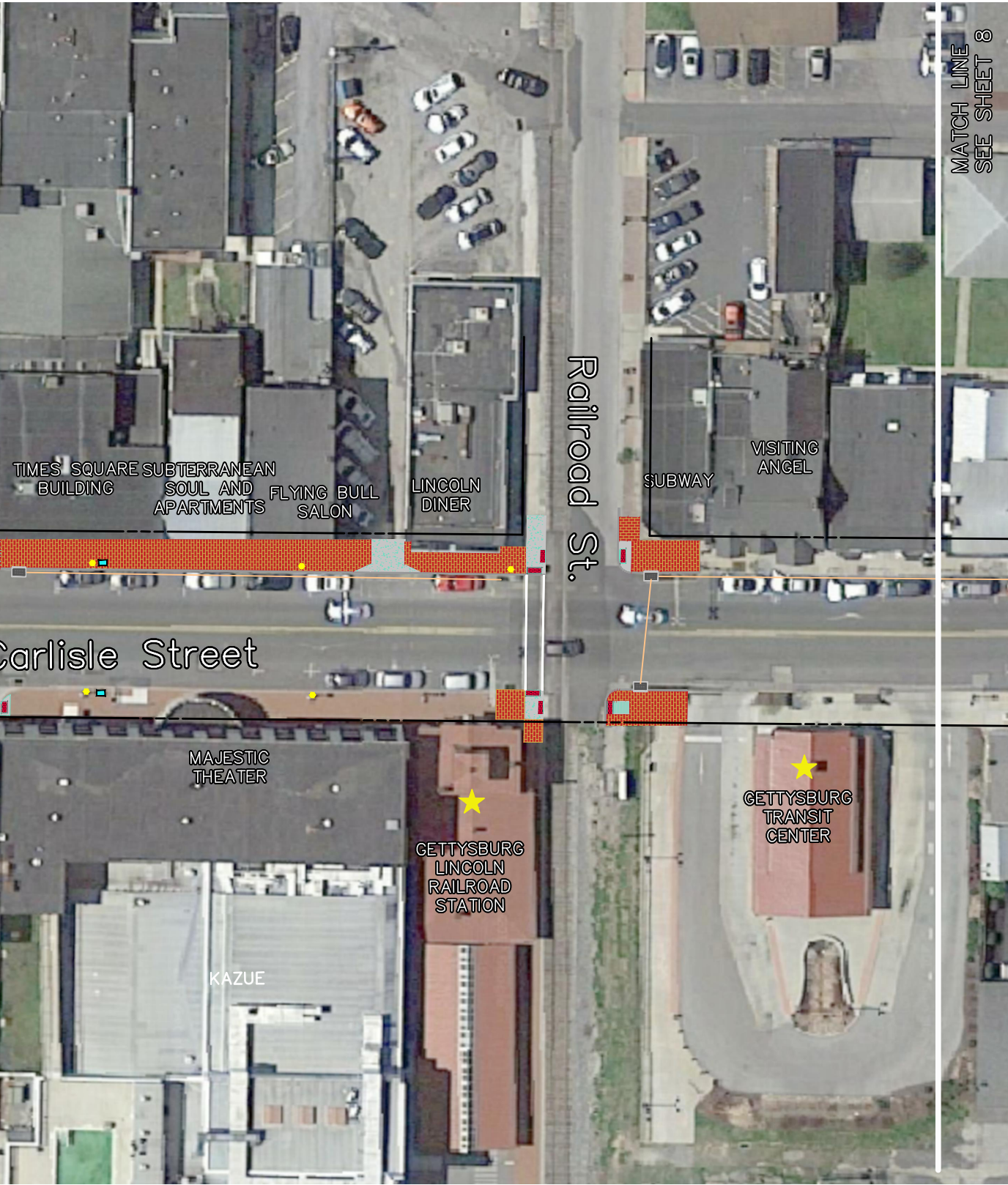
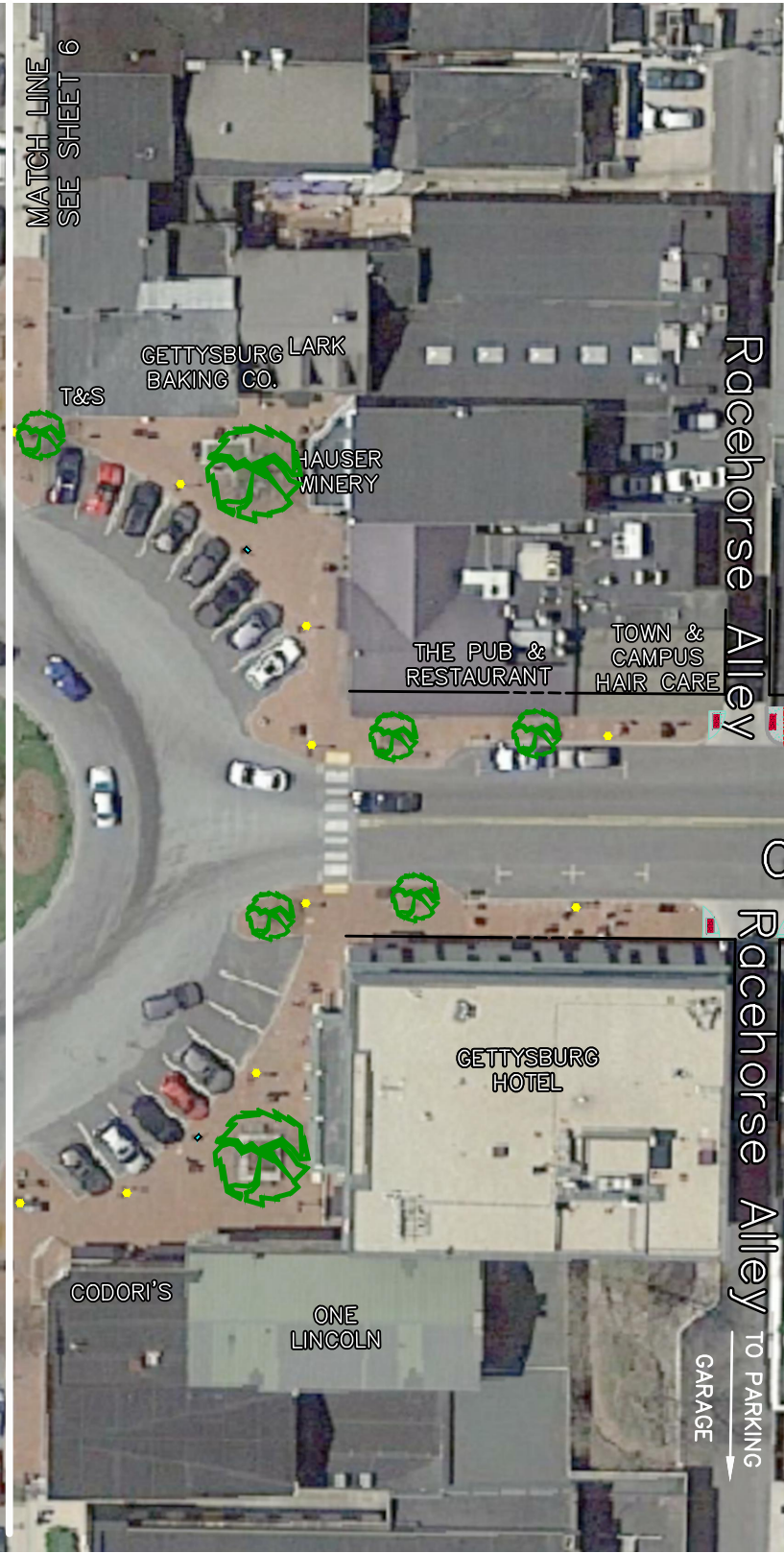
- Raingarden
- Detectable Warning Domes
- Proposed Tree
- Bicycle Sharrow
- Concrete Sidewalk
- Curb
- Existing Tree
- Storm sewer
- Grass
- Brick Pavers
- Existing Fire Hydrant
- Bus Shelter
- New Inlet
- Crosswalk
- New Trench Drain
- Parking Kiosk
- Light

Main Street Gettysburg
 PHASE 2A
 LEGION ALLEY TO YORK STREET
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

C.S. Davidson, Inc.
Excellence in Civil Engineering
 38 NORTH DUKE STREET, YORK, PA • PHONE (717) 846-4805 • FAX (717) 846-5811
 50 WEST MIDDLE STREET, GETTYSBURG, PA • PHONE (717) 337-3021 • FAX (717) 337-0782
 315 W. JAMES STREET, SUITE 102, LANCASTER, PA • PHONE (717) 481-2981 • FAX (717) 481-9600
 WWW.CSDAVIDSON.COM

NO.	DATE	DESCRIPTION

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 SCALE: 1" = 50'
 DATE: 2/6/2017
 DWG. NO. 619110100_Master Plan
 FILE NO. 6191.1.01.00
 SHEET NO. 6 OF 8



MATCH LINE
SEE SHEET 6

MATCH LINE
SEE SHEET 8

- LEGEND**
- Raingarden
 - Detectable Warning Domes
 - Proposed Tree
 - Parking Kiosk
 - Bus Shelter
 - Concrete Sidewalk
 - Curb
 - Existing Tree
 - Light
 - New Trench Drain
 - Bicycle Sharrow
 - Storm sewer
 - Grass
 - Crosswalk
 - Existing Fire Hydrant
 - New Inlet

C.S. Davidson, Inc.
Excellence in Civil Engineering

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 315 W. JAMES STREET, SUITE 102, LANCASTER, PA • PHONE (717) 481-2981 • FAX (717) 481-9600
 WWW.CSDAVIDSON.COM

Main Street Gettysburg
 PHASE 2A
 YORK STREET TO GETTYSBURG TRANSIT CENTER
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

NO.	DATE	DESCRIPTION

DRAWN BY: CJM
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 SCALE: 1" = 50'
 DATE: 2/6/2017
 DWG. NO. 619110100_Master Plan
 FILE NO. 6191.1.01.00
 SHEET NO. 7 OF 8



LEGEND

- | | | | | |
|-------------------|--------------------------|-----------------------|------------------|-------------|
| Raingarden | Detectable Warning Domes | Proposed Tree | Parking Kiosk | Bus Shelter |
| Concrete Sidewalk | Curb | Existing Tree | Light | |
| Grass | Brick Pavers | Existing Fire Hydrant | New Trench Drain | |
| New Inlet | Crosswalk | | Bicycle Sharrow | |
| | | | Storm sewer | |

Main Street Gettysburg
 PHASE 2A
 GETTYSBURG TRANSIT CENTER TO STEVENS RUN
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

C.S. Davidson, Inc.
Excellence in Civil Engineering
 38 NORTH DUKE STREET, YORK, PA • PHONE (717) 846-4855 • FAX (717) 846-5811
 50 WEST MIDDLE STREET, GETTYSBURG, PA • PHONE (717) 337-3021 • FAX (717) 337-0782
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 FILE NO. 6191.1.01.00
 SHEET NO. 8 OF 8

PHOTOS

Baltimore Street Existing Conditions

Sidewalks do not meet ADA compliance in many areas, have broken areas and obstructions, and terminate at the southern gateway.



RAISE 2022

Community Facilities

Adams County Public Library (top) Adams County Court House (bottom)



Borough of Gettysburg, Adams County, PA | 2

RAISE 2022

Lincoln Elementary School (top), Gettysburg Area Middle School (bottom), and Gettysburg Municipal Building



Borough of Gettysburg, Adams County, PA | 3

RAISE 2022

National Park Service and Historical Attractions

Gettysburg National Military Park and Gettysburg National Cemetery



Borough of Gettysburg, Adams County, PA | 4

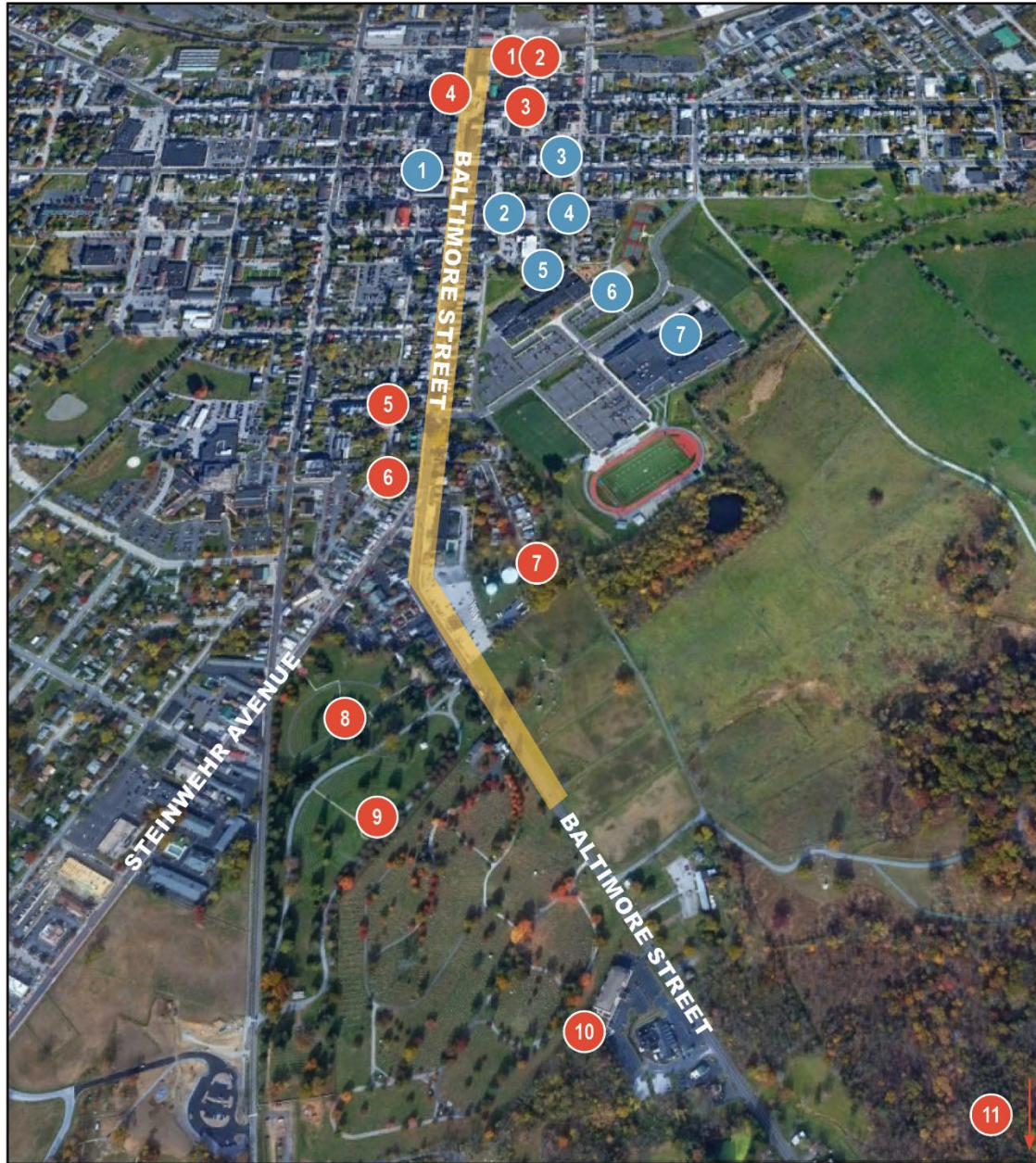
RAISE 2022

Jeannie Wade House, historic Gettysburg Lincoln Railroad Station, and David Wills House



MAP

Baltimore Street proximity to historical attractions and community facilities



HISTORICAL LOCATIONS

- | | |
|---|--|
| 1. Gettysburg Transfer Station (rabbitransit) | 7. Jennie Wade House |
| 2. Gettysburg Train Station | 8. Gettysburg National Cemetery |
| 3. David Wills House | 9. Soldiers National Monument |
| 4. Lincoln Square | 10. Evergreen Cemetery (Cemetery Hill) |
| 5. Gettysburg Museum of History | 11. Gettysburg National Military Park |
| 6. Shriver House | |

PUBLIC LOCATIONS

1. Adams County Courthouse
2. Adams County Public Library
3. Adams County District Justice
4. Adams County Housing Authority
5. Gettysburg Municipal Building
6. Lincoln Elementary School
7. Gettysburg Area Middle school

BENEFIT-COST ANALYSIS

BCA Findings

This benefit-cost analysis (BCA) summary provides an overview of the BCA findings. An excel workbook which contains the details of the BCA is enclosed and labeled “Benefit-Cost Analysis”. The BCA follows the project schedule using 2022 as the base year, a project opening year of 2027, and a horizon of twenty years (2047). The results are conservative and methodologically sound. All value amounts are noted in 2022 dollars.

The Gettysburg Gateway Connectivity Project will provide a benefit-to-cost ratio of 8.6 at a discount rate of 7% and 3.3 at a rate of 3%. The primary benefits are:

- **Safety**
 - Reduced fatalities, injuries, and crashes from safety improvements including traffic calming, signalized crosswalks, two new traffic signals, curb bump outs, improved sidewalks, new bus shelters, sharrows, and lighting enhancements.
- **Environmental Sustainability**
 - Increased mode shift from vehicles to active transportation (walking, biking, and transit) for both local residents and visitors. **(Note: mode shift meets the Mobility and Community Connectivity merit criterion).**
 - A reduction in VMT due to mode shift and a correlated reduction in key emission pollutants.
 - Health benefits realized from the reduction in key emission pollutants.
 - Vehicle operation and fuel cost savings.
- **Economic Development**
 - Increased tourism spending due to visitors walking and bicycling through the project in the form of food and lodging, parking, and retail spending.
- **State of Good Repair**
 - State of good repair benefits resulting from replaced assets restoring them from their current state of deterioration to new.

The BCA findings are presented in Table 1.



RAISE 2024

Table 1: BCA Summary Table

Horizon Year	BCA Period	Discounted Benefits @ 7%	Discounted Costs @ 7%	Benefit / Cost Ratio @ 7%	Net Present Value @ 7%	Year NPV is Positive @ 7%
2047	20 years after opening	\$87,429,019	\$10,195,435	8.6	\$75,217,410	2027

Horizon Year	BCA Period	Discounted Benefits @ 3%	Discounted Costs @ 3%	Benefit / Cost Ratio @ 3%	Net Present Value @ 3%	Year NPV is Positive @ 3%
2047	20 years after opening	\$51,526,649	\$15,514,610	3.3	\$36,012,039	2027

Assumptions

Base Case

The baseline for the purpose of this BCA would be a “no build” case or to assume that the construction of this corridor would not be completed, and the Borough would leave the corridor as is and concentrate only on maintenance. This maintenance would include water, sewer, and storm sewer main repairs, manhole repairs, asphalt mill and overlay, storm sewer catch basin repair or replacement, and curb and gutter repair. The no-build scenario maintains the following:

- A lack of separation of bicycles from motor vehicles,
- A sidewalk network with ADA and other deficiencies, and overall perceived as poor and unsafe by residents and visitors,
- A corridor which poses considerable risk to pedestrians and motorists which has resulted in three fatalities and at least five serious personal injuries during the period of analysis, and
- A lower than expected modal split of bicycle, transit, and pedestrian commuters for both local residents and the 3.8 million visitors to federal lands at Gettysburg.

Safety

- a. Accident data was retrieved directly from the PennDOT Crash Information Tool (PCIT).
- b. Crash reductions were calculated using the FHWA-SA-08-011 Desktop Reference for Crash Reduction Factors. FHWA crash mitigation factors (CMF) were utilized to calculate crash reduction. CMF in this analysis included add roundabouts (48), improve lighting (25), resurface pavement (10), upgrade curbing (50), signal coordination (15), painted sharrows (15), and painted crosswalks (15).
- c. Roadway improvements are anticipated to result in a 67% reduction in crashes.





RAISE 2024

- d. The specific reduction factors include upgrade curbing and bump outs, improve lighting, painted sharrows, new signals and signal coordination, resurface pavement, painted crosswalks and crosswalk signalization.
- e. Forecasted total average traffic volume would increase 1-2% each year in the four years following the project completion due to advertising and the overall appeal of the new heritage streetscaping. Following that period, traffic returns to a modest growth of less than 1% annually.
- f. Value of a statistical life was obtained from the PCIT.

Environmental Sustainability

Local Residents Impacts

- a. Bike/ped base counts were taken in March 2022 and seasonal factors were applied to calculate an annual count; it represents local traffic throughout the year. [The tool is available here.](#)
- b. Bike/ped tool from NCHRP 552 was used to analyze the projected increase in local bike/ped activity based on the Complete Street improvements. The input assumptions were as follows:
 - a. Analysis was done for small town category for PA.
 - b. Analysis type being on-street bike lane without parking facility
 - c. Project corridor length of 1319.66 meters (~0.82mile).
 - d. Default bicycle commute share [C] of 0.25% for a small town in PA was determined by the tool.
 - e. The tool establishes the number of residents within 800, 1,600, and 2,400 meter buffers of the facility by multiplying the area of each buffer by a user-supplied population density. 4,650 people per square mile as of 2022 was used for Gettysburg by inputting 4000, 600 and 50 respectively for the equation below where R is the number of residents in each buffer , and C is the bicycle commute share value.

$$Daily\ existing\ bicycle\ commuters = R \times C \times 0.4$$

- f. The tool uses readily available Census commute shares to extrapolate total adult bicycling rates (T) as below -

$$T_{high} = 0.6 + 3C$$

$$T_{moderate} = 0.4 + 1.2C$$

$$T_{low} = C$$

- g. In brief, the tool estimates number of new commuter by multiplying existing commuter with a likelihood multiplier for each buffer as follow –
 New Commuters = R [number of residents in each buffer] x Ti [Total Adult Bicycling rates] x 0.8 [80% resident are adults] x L [Likelihood multiplier]

Where:

$$L_{800m} = 0.51$$

$$L_{1600m} = 0.44$$

$$L_{2400m} = 0.15$$



RAISE 2024

- h. Over 40% increase were estimated for three buffers on-street bike lane without parking facility/improvement and sidewalk/crosswalk improvements.
- i. In general, all vehicles and bike/peds were increased using annual population growth rate for 2010-2020 from Census, which is 1%.
- c. Vehicle annual average daily traffic (AADT) was retrieved from Pennsylvania Department of Transportation's Traffic Information Repository (TIRe).

Visitor Impacts

- a. Visitor data was retrieved from the 2019 Visitor Intercept Study, conducted by the Tourism Research Center at California University of Pennsylvania, on behalf of Destination Gettysburg. The study demonstrates that of the 3.8 million visitors to Adams County, 81.7% report Gettysburg as their primary destination.
- b. The analysis assumes a conservative 5% increase in bike/ped was assumed for Gettysburg visitors.
- c. $VMT\ Change = 3.8\text{million} [\# \text{ annual visitors}] \times 81.7\% [\text{ number of visitors interacting with Gettysburg downtown}] \times 5\% [\text{assumed increase in bike/ped}] \times 0.82 \text{ miles} [\text{length of corridor}] / 1.7 [\text{assumed occupancy}] = \text{reduction in VMT annually.}$
- d. FHWA average occupancy rate of 1.7 for all vehicles was used to convert the increase in bike/ped users to a reduction in vehicle miles traveled (VMT) within the project limits.

Combined Local and Visitor Environmental and Health Benefits

- a. Emission reduction analyzed using PennDOT's Pennsylvania Air Quality Off-Network Estimation (PAQONE) tool assumes vehicle type percentages and vehicle distribution percentages from the March traffic count.
- b. Health benefit cost per Tonne (=1000Kg) was retrieved from VTPI Transportation Cost and Benefit Analysis II – Air Pollution Costs document. They were later converted to cost per Kg to use PAQONE's emission values in Kg. Health Benefits cost = emission amount [from PAQONE] x 2021 cost per Kg [from VTPI].
- c. Delay data were retrieved from INRIX (as obtained through the Pennsylvania Department of Transportation), for 2021 to calculate the delay cost per VMT. Delay cost savings per year = delay cost per VMT [from INRIX] x Annual reduced VMT per year
- d. Vehicle operation and fuel cost per mile was retrieved from Your Driving Cost 2021 by AAA. Vehicle operation and fuel cost = vehicle operation and fuel cost per mile [from AAA] x Annual reduced VMT per year x 20 [service year].

Tourism

- a. Baseline tourism data was obtained from the 2019 American Communities Survey. Initial values for food and lodging and retail sales for the entire Borough were used. It was assumed 20% of those values could be attributed to businesses in the vicinity of the project area, which is one of two primary tourism corridors and retail nodes in the Borough. Parking revenue data was obtained directly from the Borough and consists of data from parking along the project corridor.
- b. In the No Build scenario, it was assumed sales would grow by 2% annually throughout the period of analysis.

RAISE 2024

- c. In the Build scenario, it was assumed sales would grow from 2.5% to 3.2% in the six years following project completion. This increase reflects additional sales from increased pedestrian and bicycle traffic through the project area.

State of Good Repair

- a. State of good repair data for this project was solely based on per mile costs to maintain the roadway within the project area. The No Build maintenance expenditures reflect annualized roadway maintenance expenses. The Build maintenance expenditures reflect annualized roadway maintenance expenses following the restoration of the roadway to a state of good repair.
- b. State of good repair service frequencies were based on 5-year cycles of mill and resurface, and sidewalk replacement every 20 years.
- c. The build maintenance expenditures reflect assumed cost savings from roadway improvements from installation of bus shelters at bus stops.
- d. These state of good repair savings are only captured once as they are omitted from the operations and maintenance costs.
- e. The operating and maintenance costs reflect a slight decrease in the year following project completion but then increase modestly annually to reflect inflation.

The following attachment is not included in this view since it is not a read-only PDF file.

The agency will receive all application forms and attachments without any data loss.

SF424_4_0-AdditionalProjectTitle-1242-BCA Calculations.xlsx

ROBERT P. CASEY, JR.
PENNSYLVANIA

COMMITTEES:
FINANCE

HEALTH, EDUCATION,
LABOR, AND PENSIONS

SELECT COMMITTEE
ON INTELLIGENCE

SPECIAL COMMITTEE ON AGING

United States Senate

WASHINGTON, DC 20510

February 22, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I write in support of the application submitted by the Borough of Gettysburg, Pennsylvania, to the U.S. Department of Transportation for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding for the Gettysburg Gateway Connectivity Project. I urge you to give this application full and fair consideration.

It is my understanding that the requested \$9.1 million in funding will be used to revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands. Under the leadership of the Borough, and the nonprofit organization Main Street Gettysburg, the Gettysburg Gateway Connectivity Project will achieve public right away improvements including traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better accommodate the needs of local residents and visitors alike.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. I understand that improving Baltimore Street is critical to address safety deficiencies that impede pedestrian and bicycle movement between the National Park and downtown Gettysburg and that the project is thus both a local and regional priority. Through investments from historically appropriate streetscapes to traffic calming measures, the project looks to directly expand access to key community amenities and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for various components the project and that the project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program grant for design and engineering. The Borough tells me that RAISE provides a critical opportunity to secure the funding needed to move this project to construction.

Thank you in advance for your thoughtful consideration. Please include this letter in the official record of the application. Consistent with all applicable laws, rules, and regulations, I also respectfully request that you keep me informed of the status of this grant application. Finally, if you have any questions, comments, or concerns, please feel free to contact me or my staff at (202) 224-6851.

Sincerely,



Robert P. Casey, Jr.
United States Senator

JOHN JOYCE, M.D.
13TH DISTRICT, PENNSYLVANIA

152 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2431

JOHNJOYCE.HOUSE.GOV



Congress of the United States
House of Representatives

HOUSE COMMITTEE ON
ENERGY & COMMERCE

SUBCOMMITTEES

ENVIRONMENT, MANUFACTURING,
& CRITICAL MINERALS, VICE CHAIR

HEALTH

COMMUNICATIONS & TECHNOLOGY

HOUSE SELECT SUBCOMMITTEE
ON THE CORONAVIRUS PANDEMIC

December 20, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Re: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

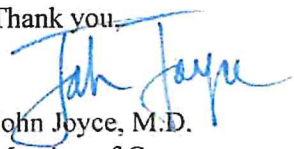
Dear Secretary Buttigieg,

I write in support of the Borough of Gettysburg's application for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

The Borough of Gettysburg will use this funding for the Gettysburg Gateway Connectivity Project. This project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg by improving safety, accessibility, and spurring economic reinvestment. The Gettysburg Gateway Connectivity Project will achieve public right away improvements including traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Military Park and downtown Gettysburg.

Thank you in advance for your thoughtful consideration, as consistent with all applicable laws, rules, and regulations. Please include this letter in the official record of the application. I respectfully request that you keep me informed of the status of this grant application. Finally, if you have any questions, comments, or concerns, please feel free to contact me or my staff at (202) 225-2431.

Thank you.


John Joyce, M.D.
Member of Congress

JJ/jd

ADAMS COUNTY OFFICE
282 WEST KING STREET
ABBOTTSTOWN, PA 17301
(717) 357-6320

ALTOONA OFFICE
5414 6TH AVENUE
ALTOONA, PA 16602
(814) 656-6081

CAMBRIA COUNTY OFFICE
1397 EISENHOWER BOULEVARD, SUITE 302
JOHNSTOWN, PA 15904
(814) 485-6020

CHAMBERSBURG OFFICE
100 LINCOLN WAY EAST, SUITE B
CHAMBERSBURG, PA 17201
(717) 753-6344

JUNIATA VALLEY OFFICE
3 WEST MONUMENT SQUARE, SUITE 201B
LEWISTOWN, PA 17044
(717) 357-6320

PRINTED ON RECYCLED PAPER

critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

KRISTINA HEISTER

Digitally signed by KRISTINA
HEISTER
Date: 2024.02.12 16:07:40 -05'00'

Kristina M. Heister,
Acting Superintendent

cc: Karen Holt, 1554 Sargas St, Columbus, OH 43240

DAN MOUL, MEMBER

91st LEGISLATIVE DISTRICT

PO BOX 202091
G-32 IRVIS OFFICE BUILDING
HARRISBURG, PA 17120-2091
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House of Representatives
Commonwealth of Pennsylvania
Harrisburg

COMMITTEES

AGRICULTURE & RURAL AFFAIRS,
CHAIRMAN

TOURISM & RECREATIONAL
DEVELOPMENT

LOCAL GOVERNMENT COMMISSION,
BOARD MEMBER

CENTER FOR RURAL PENNSYLVANIA,
BOARD MEMBER

January 4, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Dear Secretary Buttigieg,

I am writing in support of the Borough of Gettysburg's application to the federal RAISE Grant to advance the Gettysburg Gateway Connectivity Project, a \$13 million transportation improvement project for Baltimore Street in Gettysburg, Adams County. On behalf of my constituents in the 91st District of Pennsylvania, I respectfully request your favorable consideration of this project which will transform historic Baltimore Street into a multimodal connector for visitors and area residents.

For over 150 years, Gettysburg has served as a cultural and historical destination in South Central Pennsylvania drawing more than 1 million visitors to the Gettysburg National Military Park each year. Recent economic impact studies document that the Military Park and Eisenhower National Historic Site generate \$64 million alone in spending in the community each year, supporting 812 local jobs and providing a cumulative benefit to the local economy of \$87.5 million. In Gettysburg, this economic impact is embodied by the hundreds of small local businesses that provide shopping, dining, and lodging for visitors.

To support continued economic growth through heritage tourism, the Borough advanced a 2018 Master Plan for Baltimore Street, a 0.82-mile corridor that connects the Military Park with downtown Gettysburg including the historic David Wills House and Gettysburg Train Station. Despite its importance as a gateway connection between the Military Park and downtown, Baltimore Street lacks pedestrian improvements, has insufficient transit amenities, and contends with safety challenges that inhibit safe access for visitors and residents. The proposed project will achieve public right of way improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades,

and roadway improvements to encourage walkability, public transit, and local shopping along the corridor.

In 2010, a similar project was completed on neighboring Steinwehr Avenue which has resulted in the addition of 29 new businesses and has generated over \$5 million in new private investment. The success of Steinwehr Avenue has served as an impetus for the Gettysburg Gateway Connectivity Project to continue the momentum forward of transforming Gettysburg Borough into a walkable destination.

On behalf of my constituents in the 91st District, I'm pleased to offer my full support for this project and respectfully ask your thoughtful consideration of the Gettysburg Borough's RAISE grant request.

Sincerely,

A handwritten signature in black ink that reads "Dan Moul". The signature is fluid and cursive, with the first name "Dan" being larger and more prominent than the last name "Moul".

Dan Moul
State Representative
91st Legislative District

DPM/cak

Copy: Charles Gable, Manager, Borough of Gettysburg
Jill Sellers, President and CEO, Main Street Gettysburg, Inc.



Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 1, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Pennsylvania State Historic Preservation Office, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

Pennsylvania's State Historic Preservation Office is committed to the preservation of historic downtowns and ensuring that these places are inclusive, accessible, and functional for all who choose to enjoy our Commonwealth. Implementation of multi-modal transportation and pedestrian oriented infrastructure would enhance the cultural and emotional experiences for visitors of historic Gettysburg and its hallowed grounds. We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding.

Commonwealth Keystone Building | 400 North Street | 2nd Floor | Harrisburg, PA 17120 | 717.783.8947

Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in black ink that reads "Andrea L. MacDonald". The signature is written in a cursive style with a large, stylized initial 'A'.

Andrea L. MacDonald, Director



Susquehanna Regional Transportation Authority

Serving Adams, Columbia, Cumberland, Dauphin, Franklin, Harrisburg City, Montour, Northumberland, Perry, Snyder, Union and York

February 7, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf the Susquehanna Regional Transportation Authority (dba rabbittransit), I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

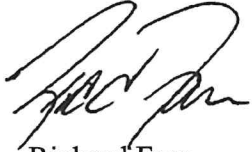
I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access

901 N. Cameron Street, Harrisburg PA 17101 ■ T: 1-800-632-9063 ■ F: 717-848-4853 ■ rabbittransit.org

Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Regards,

A handwritten signature in black ink, appearing to read 'Richard Farr', written in a cursive style.

Richard Farr
Executive Director



Gettysburg

HISTORIC CROSSROADS

Borough of Gettysburg
Adams County, Pennsylvania
59 East High Street
Gettysburg, PA 17325

Rita C. Frealing - Mayor
J. Matthew Moon – Council President
Judith Butterfield – Council Vice President

Charles R. Gable, MPA – Borough Manager/Treasurer
Sara L. Stull – Borough Secretary/RTK Officer
Harold A. Eastman, Jr. – Borough Solicitor

Telephone: (717) 334-1160
FAX: (717) 334-7258
www.GettysburgPA.gov

13 February 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Gettysburg Borough Council, I am writing to express Gettysburg Borough's strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, storm water and potable water infrastructure, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands in and around Gettysburg Borough.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by Gettysburg Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right-of-way improvements entailing traffic calming, improved sidewalks and crosswalks, storm water and potable water infrastructure replacement, lighting enhancements, transit upgrades (to include EV charging stations), and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impede pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

In addition to Gettysburg Borough providing local matching funds, the Pennsylvania Department of Transportation (PennDOT) is also providing matching funds for design, engineering, and

construction of the project. PennDOT's involvement demonstrates the notable public transit infrastructure improvements planned in the construction phase of the project. Additional local match funding will be provided by the Gettysburg Borough Storm Water Authority (GBSWA) and the Gettysburg Municipal Authority (GMA) – replacing and improving needed potable water and sewer services and also helping Gettysburg Borough achieve its federal MS4 mandates. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

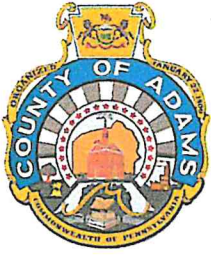
This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,



Charles R. Gable, *MPA*
Borough Manager

cc: Borough Council



Office of the Adams County Commissioners

117 Baltimore St., Room 201, Gettysburg, PA 17325-2391

PHONE (717) 337-9820 · FAX (717) 334-2091

Commissioners: Randy L. Phiel, James E. Martin, Marty Karsteter Qually

Chief Clerk: Paula V. Neiman | County Administrator: Steven A. Nevada

Solicitor: Molly R. Mudd, Esquire

January 16, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg:

We understand the Borough of Gettysburg is submitting a federal RAISE grant application to advance the Gettysburg Gateway Connectivity Project, a \$13 million transportation improvement project for Baltimore Street in Gettysburg, Adams County. On behalf of Adams County, I am writing to urge your favorable consideration of this project which will transform historic Baltimore Street for visitors and local residents.

For more than 150 years, Gettysburg has served as a cultural and historical destination in South Central Pennsylvania drawing more than 4 million visitors to Gettysburg and Adams County each year. Recent economic impact studies document that the Military Park and Eisenhower National Historic Site generate \$64 million alone in spending in the community each year, supporting 812 local jobs and providing a cumulative benefit to the local economy of \$87.5 million. In Gettysburg, this economic impact is embodied by the hundreds of small local businesses that provide shopping, dining, and lodging for visitors.


To support continued economic growth, the Borough of Gettysburg advanced a 2018 Master Plan for Baltimore Street, a 0.82-mile corridor that connects the Military Park with downtown Gettysburg – the county seat of Adams County and home to our historic 1858 courthouse. Despite its importance to visitors and residents alike, Baltimore Street lacks pedestrian improvements and contends with safety challenges that inhibit safe access.


In 2010, a similar project was completed on neighboring Steinwehr Avenue which has resulted in the addition of 29 new businesses and has generated over \$5 million in new private investment. The success of Steinwehr Avenue has served as an impetus for the Gettysburg Gateway Connectivity Project.

On behalf of Adams County, we are pleased to offer our full support of this project and ask for your thoughtful consideration of the Borough's RAISE grant request.

Sincerely,

ADAMS COUNTY COMMISSIONERS


Randy L. Phiel
Chairman


James E. Martin
Vice-Chairman


Marty Karsteter Qually
Commissioner



December 27, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Adams County Community Foundation, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in Gettysburg, Pennsylvania.

The Gettysburg Gateway Connectivity Project continues two successfully projects: Steinwehr Avenue Streetscape and Revitalization project and the Baltimore Street Historic Pathway Revitalization Master Plan. The Master Plan resulted in economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with Gettysburg's Steinwehr Avenue business district and its main square.

Other letters of support will extol the project's many benefits. This letter agrees with those assessments. We also believe in the powerful collaboration between the Borough of Gettysburg, the Gettysburg National Military Park and Main Street Gettysburg. You've got the right organizations and people involved.

The Adams County Community Foundation is working to build a charitable endowment to care for the community supported and surrounded by this project. Our community has a keen interest in its success. We are pleased to offer our overwhelming support for the project and Gettysburg's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ralph M. Serpe", is written over a faint, larger version of the same signature.

Ralph M. Serpe
President & CEO

Adams County
FARMERS MARKET

Adams County Farmers Market
P.O. Box 3224
Gettysburg, PA 17325
www.acfarmersmarkets.org

February 1, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support**

Dear Secretary Buttigieg,

On behalf of the Adams County Farmers Market, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and

pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

In particular, the Adams County Farmers Market is a community-driven nonprofit organization dedicated to fostering economic growth for small business and local farms while addressing serious hunger-related issues in our community with a variety of food assistance programs. The proposed Gettysburg Gateway Connectivity Project will help make our market more accessible for all, including many lower-income families facing hunger, while also boosting foot traffic and generating revenue for small food makers and agribusiness startups.

For these reasons, we are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,



Reza A. Djalal

Market Manager / Program Director

Adams County Farmers Market

(223) 278-4422



**ADAMS COUNTY
HISTORICAL SOCIETY**

GETTYSBURG, PA

Adams County Historical Society
625 Biglerville Road, Gettysburg, PA 17325
(717) 334-4723 • info@achs-pa.org
www.achs-pa.org

December 18, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary,

On behalf of the Adams County Historical Society, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough.

Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

Located in historic Gettysburg, Pennsylvania, the Adams County Historical Society (ACHS) preserves over three centuries of remarkable history. With over one million historic items in its care, ACHS inspires people of all ages to discover the fascinating story of one of America's most famous communities, Gettysburg. We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Dalton', with a long, sweeping horizontal line extending to the right.

Andrew Dalton
Executive Director



Adams County Housing Authority
Pennsylvania Interfaith Community Programs
 40 E. High Street, Gettysburg, PA 17325
 Phone (717) 334-1518 Fax (717) 334-8326
 TDD/TTY Relay Service: 1-800-654-5984
www.adamscha.org



January 3, 2024

The Honorable Pete Buttigieg
 Secretary
 U.S. Department of Transportation
 1200 New Jersey Avenue, SE
 Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 Letter of Support

Greetings Secretary Buttigieg,

On behalf of both Pennsylvania Interfaith Community Programs, Inc., and the Adams County Housing Authority, I am writing to express the agencies' staunch support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

Pennsylvania Interfaith Community Programs, Inc. and the Adams County Housing Authority are local agencies that provide safe affordable housing to income eligible individuals and families, including serving seniors, veterans, as well as those with mental and physical challenges. Three of our properties are located in downtown Gettysburg. The Gettysburg Gateway Connectivity Project greatly improves transportation options and enhances the of our tenants, many of whom are wheelchair-bound or face other challenges.

We are incredibly happy to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

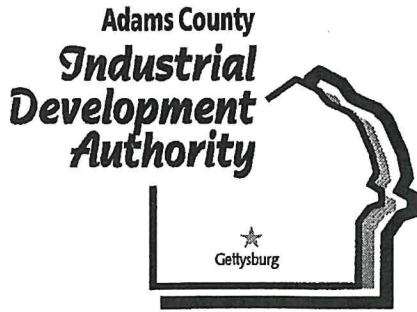
Sincerely,

Stephanie McIlwee
 Executive Director
 Adams County Housing Authority
 Pennsylvania Interfaith Community Programs, Inc.
 717-334-1518 Ext. 229
smcilwee@adamscha.org



This institution is an equal opportunity provider and employer.





February 12, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf [INSERT NAME], I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

1300 ProLine Place • Gettysburg, PA 17325 • (717) 334-0042 • Fax (717) 337-1628
www.acedc.org



Feb. 8, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Adams County Library System I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

Connecting people to opportunities that enrich their lives

GETTYSBURG
TRONE MEMORIAL
CARROLL VALLEY
HARBAUGH-THOMAS
LITTLESTOWN
NEW OXFORD

Adams County Library System
140 Baltimore Street | Gettysburg, PA 17325
adamslibrary.org | 717.334.0163




ADAMS COUNTY
LIBRARY

As one of the core anchor institutions on Baltimore Street, we are always concerned with the safety of our patrons, staff, and volunteers so they can walk, drive, and park in Downtown Gettysburg to visit the library and other nearby businesses. We provide many educational, fun, and important activities throughout the year for both local residents and the over 1 million visitors to Gettysburg each year to enjoy.

We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,



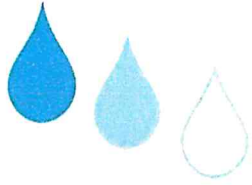
Brandt Ensor

Interim Executive Director

Connecting people to opportunities that enrich their lives

GETTYSBURG
TRONE MEMORIAL
CARROLL VALLEY
HARBAUGH-THOMAS
LITTLESTOWN
NEW OXFORD

Adams County Library System
140 Baltimore Street | Gettysburg, PA 17325
adamslibrary.org | 717.334.0163



GETTYSBURG MUNICIPAL AUTHORITY

Flowing with reliable advancements and service

February 13, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Main Street Gettysburg, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

P.O. BOX 3307 🌊 GETTYSBURG, PA 17325 🌊 717-334-6738 🌊 WWW.GETTYSBURGMA.COM

Pg. 2

February 13, 2024

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,



Mark L. Guise

Utilities Manager

Gettysburg Municipal Authority



February 12, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Gettysburg Area Retail Merchants Association (GARMA), I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for

Gettysburg Area Retail Merchants Association
P.O. Box 4914
Gettysburg, PA 17325

design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

A handwritten signature in black ink that reads "Jennie Dillon". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Jennie Dillon
GARMA President

Gettysburg Area Retail Merchants Association
P.O. Box 4914
Gettysburg, PA 17325



GETTYSBURG AREA SCHOOL DISTRICT

900 Biglerville Road • Gettysburg, Pennsylvania 17325-7897
Telephone 717-334-6254 • FAX 717-334-5220
www.gettysburg.k12.pa.us

December 19, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Gettysburg Area School District, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in black ink, appearing to read 'JP', with a long, sweeping underline that extends to the right.

Dr. Jason Perrin, Superintendent

The Gettysburg Area School District is an Equal Opportunity Employer



December 18, 2023

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Letter of Support

Dear Secretary Buttigieg,

On behalf of the Gettysburg Foundation, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

The Gettysburg Foundation is the philanthropic partner of the Gettysburg National Military Park and Eisenhower National Historic Site. The Foundation owns and operates the Gettysburg Museum and Visitor Center which sees some 500,000 visitors each year. We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in blue ink that reads "Wayne E. Motts".

Wayne E. Motts
President & CEO

OFFICE OF THE PRESIDENT

1195 Baltimore Pike, Gettysburg, Pennsylvania 17325 | Tel. 717-339-2104 | Fax 888-850-1858 | GettysburgFoundation.org



February 5, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Main Street Gettysburg (MSG), I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County.

The infrastructure improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities and will cultivate continued economic development along this important historic and commercial corridor in Gettysburg.

Main Street Gettysburg (MSG) was founded as a non-profit organization in 1984, to unite and lead the Gettysburg community in successful economic and community development projects to enhance the quality of life for Gettysburg and Adams County residents. Our mission is to work with community partners for the historic preservation, economic revitalization, and overall enhancement of Gettysburg. Therefore, MSG is considered the economic arm for the Borough of Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income



Seminary Ridge Historic Preservation Foundation

61 Seminary Ridge, Gettysburg, PA. 17325

February 12, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf Seminary Ridge Historic Preservation Foundation, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along

the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. Miele', with a stylized flourish at the end.

Peter C. Miele
Executive Director, Seminary Ridge Museum and Education Center
President, Seminary Ridge Historic Preservation

2/2/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590



Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Steinwehr Avenue Business Improvement District, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in blue ink that reads "Nathan Mares". The signature is written in a cursive style.

Nathan Mares
Board Chair



2/2/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Best Western Gettysburg Hotel, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

Nathan Mares
General Manager

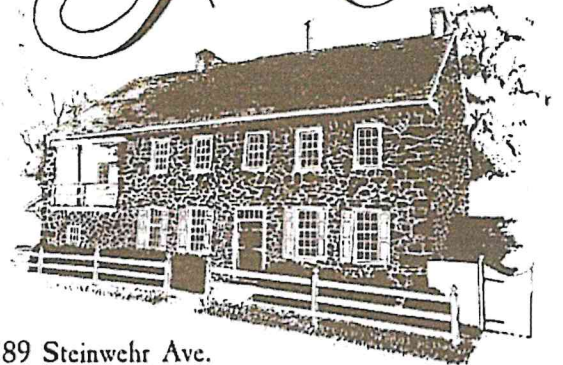
Gettysburg

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*Dobbin House
Tavern*



89 Steinwehr Ave.
Gettysburg, PA 17325 (717) 334-2100

February 12, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

As the owner of the Historic Dobbin House and member of the family that owned Fantasyland Storybook Park, I have 65 years of service and experience in the tourism industry here in Gettysburg, PA. I support and endorse the Gettysburg Gateway Connectivity Project, which is located in Gettysburg, next to the Gettysburg National Military Park. The pedestrian, transit, and streetscape improvements included in this extensive project will bring additional visitors to our historic downtown, bringing with them an increase in jobs and tax revenue to ensure my business's and my community's long-term viability.

For the safety and economic development of our historic community, I ask that you consider RAISE funding for the Gettysburg Gateway Connectivity Project.

I greatly appreciate your consideration of this project and your commitment to improving state and local transportation facilities serving Federal lands.

Sincerely,

Jacqueline D. White
President, Dobbin House Inc.

*The
Alexander Dobbin Dining Rooms*

SPRINGHOUSE
TAVERN

Abigail Adams Ballroom

Gettystown Inn

Country
Curiosity Store

*** Mobile Guide

AAA Recommended

National Register of Historic Places



GETTYSBURG TOURS, INC.

789 Baltimore Street, Suite 101, Gettysburg, PA 17325
717-337-1698 • gettysburgbattlefieldtours.com

2/13/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Gettysburg Tours, Inc., I am writing to express my strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The proposed \$13 million transportation project will construct pedestrian, transit, and streetscape improvements along an important visitor and residential corridor in our historic downtown.

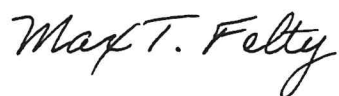
The Borough of Gettysburg is a national tourist destination commemorating the Battle of Gettysburg and the Gettysburg Address. Home to the Gettysburg National Battlefield, David Wills House, and Gettysburg National Military Park, we welcome nearly 4 million visitors annually within our community. Tourism is vital to our economy and, as business owners, we rely on local patrons and tourists alike to ensure our long-term viability. Our business is located on the southern end of Baltimore Street within the scope of the project.

Gettysburg Tours Inc, has been in business for 65 years providing wonderful experiences for visitors to Gettysburg and well-paying jobs for residents. We have had several safety concerns in our area for visitors and employees due to the lack of cross walks and speeding vehicles entering the borough of Gettysburg. This project will go a very long way in alleviating safety concerns on our block and spur property owners to reinvest in their buildings and property along the proposed project route. I recently invested significant funds in building a new Tour Center along Baltimore Street creating a beautiful focal point as visitors enter the borough of Gettysburg. Our project was undertaken with the careful coordination of the plans for the Baltimore Street project and the completion of which would be a significant addition to the streetscape and community.

We ask that you consider the Gettysburg Gateway Connectivity Project for RAISE funding and the project's merit as a safety and economic development initiative for our historic community.

In closing, we greatly appreciate your consideration of this project and commitment to improving state and local transportation facilities serving Federal lands.

Sincerely,

A handwritten signature in black ink that reads "Max T. Felty". The signature is written in a cursive style with a large, prominent 'M' and 'F'.

Max T. Felty
President
Gettysburg Tours, Inc.

Gettysburg Polish Pottery

102 Baltimore Street Gettysburg, PA 17325

2/16/2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Letter of Support

Dear Secretary Buttigieg,

On behalf Gettysburg Polish Pottery, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

Rebecca Woodward

Rebecca Woodward
Owner Gettysburg Polish Pottery



GettysGear
777 Baltimore St.
Gettysburg, PA 17325

February 16, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf GettysGear, I am writing to express my support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. This project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility and the opportunity for economic reinvestment. RAISE grant funding will be utilized for construction resulting in tangible safety and public transit benefits for both residents and tourists that visit these historic and hallowed lands.

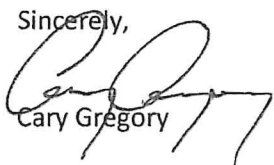
Situated in South Central Pennsylvania, Gettysburg is the County Seat, home to approximately 7,600 residents and a major tourism center for the region. The National Park Service operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, and other important historic treasures. Beyond preservation, the role of the Park Service and Foundation is to provide visitors with an authentic heritage tourism experience supported by the Borough's many small businesses, of which we are one.

The Gettysburg Gateway Connectivity Project will achieve improvements in areas such as transit, sidewalks, lighting enhancements and most importantly safer pedestrian crosswalks, which are in great need. These improvements will better serve local residents and visitors alike. As a prioritized project, improving Baltimore Street is critical to address safety deficiencies that impeded safe pedestrian movement. By investing in historical appropriate streetscapes, safety improvements, and traffic calming, the project will directly expand access and improve heritage tourism for many visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,



Cary Gregory



Gettysburg Presbyterian Church

208 BALTIMORE STREET

GETTYSBURG, PENNSYLVANIA 17325

www.gettysburgpresbyterian.org
info@gettysburgpresbyterian.org

(717) 334-1235
FAX (717) 334-0666

Rev. J. Caleb McClure
Senior Pastor

February 16, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

My name is Caleb, I am the Senior Pastor at Gettysburg Presbyterian Church, a historic church in downtown Gettysburg. I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to addressing safety deficiencies that impede pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

Gathering People in Christ

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. C. McClure", with a long horizontal flourish extending to the right.

Rev. J. Caleb McClure
Gettysburg Presbyterian Church



2/2/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Quality Inn Gettysburg Battlefield, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

Nathan Mares
General Manager

GettysburgQualityInn.Com

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380 Steinwehr Ave.
Gettysburg, PA 17325
717-334-1103

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JOHN R. MARTIN, CPA

RICHARD A. FINKENBINER, JR., CPA

2/12/24

MEMBER

AMERICAN INSTITUTE OF CPA'S

PENNSYLVANIA INSTITUTE OF CPA'S

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf Raffensperger, Martin & Finkenbiner, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

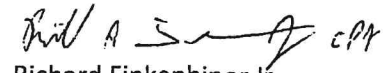
The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

34 West Middle Street, Suite 1 ♦ Gettysburg, PA 17325 ♦ (717)337-1414 ♦ (717)337-2138 (Fax)

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

 CPA
Richard Finkenbinder Jr

CPA

2/12/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590



Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve improvements like calmer traffic, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety concerns that impede pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,


Ben Rice, President
Rice Fruit Company



Waldo's & Co.
"Enjoying Community, Advancing Culture, and Fostering Creativity"
17 Lincoln Square – Basement
Gettysburg, Pa 17325
waldosandcompany@gmail.com
1(714) 400-6966

2-13-24

The Honorable Pete Buttigieg
Secretary

U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Waldo's & Company, a non-profit art space in Gettysburg Pa, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

Christopher Lauer
Creative Director
Waldo's & Company

147 Gettys Street
P.O. Box 3786
Gettysburg, PA 17325-0786
717.334.2121 Tel
www.WellSpan.org



December 22, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of WellSpan Gettysburg Hospital, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

WellSpan Gettysburg Hospital has been the local hospital in our community for more than 100 years.. We are pleased to offer our support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Cogliano".

Michael Cogliano, Sr., MBA, FACHE
WellSpan Health Vice President
WellSpan Gettysburg Hospital President

COLLECTIVE LETTER FROM RESIDENTS OF BALTIMORE STREET

April 11, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

We are writing on behalf of the residents of downtown Gettysburg to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The proposed \$13 million transportation project will construct pedestrian, transit, and streetscape improvements along an important visitor and residential corridor in our historic downtown. By calming traffic, upgrading transit, and improving pedestrian amenities between the Gettysburg National Military Park and our downtown (including the David Wills House), the Gettysburg Gateway Connectivity Project will greatly improve safety in our neighborhood and stimulate economic development for our community.

This project is imperative for local residents! We need better lighting, crosswalks, traffic management, and safe sidewalk mobility for our residents and our nearly 4 million visitors.

Baltimore Street is a phenomenal example of how people from a variety of cultural, ethnic, and racial backgrounds come together in concert for the greater good – to learn about other cultures, understand different perspectives, dispel stereotypes and biases, and live in service to our community.

We respectfully ask that you consider the Gettysburg Gateway Connectivity Project for RAISE funding, as it is a vital safety and economic development initiative for our historic neighborhood.

Sincerely,

*Residents of Historic Gettysburg**

* Attached please find the 2021 Letter of Support from Baltimore Street residents.

* The majority of signatories have been contacted in 2022, indicate continued support for the project, and authorize resubmission of their signatures.

July 9, 2021

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

We are writing on behalf of the residents of downtown Gettysburg to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The proposed \$10.7 million transportation project will construct pedestrian, transit, and streetscape improvements. By calming traffic, upgrading transit, and improving pedestrian amenities along this important residential corridor, this project will greatly improve safety in our neighborhood, as well as stimulate economic development for our community. **This project is imperative for local residents!**

Baltimore Street is the backbone of the Borough of Gettysburg. It's the historic route that President Lincoln traveled to give his famous speech in 1863. Not only does Baltimore Street connect us as a thoroughfare, but it also unites us as a diverse community! Baltimore Street is a true melting pot of peoples and activities. The community has a diverse mix of retired individuals, families, low-income residents, and small businesses. The street is also lined with nonprofit service entities like the library, county seat, schools and several churches, all of which are heavily used by seniors, children, and all income brackets.

Infrastructure – Primarily, buildings house first-floor businesses and museums with upper-level residential apartments, providing a strong balance between commercial and residential spaces alongside an elementary and middle school in the neighborhood. Baltimore Street is the home to many projects, groups, and locations that illustrate its unique character. Our County Library on Baltimore Street served as President Eisenhower's White House Office in 1955. Unity Park is an Eagle Scout project focused on unity, peace, and healing through music. The Healthy Adams Bicycle-Pedestrian Interloop is a growing pathway for the health and wellbeing of residents and visitors alike. Rabbit Transit is a critical piece of our support infrastructure, and RabbitCARES advocates for affordable and convenient mobility solutions. *Waldo's* is a unique nonprofit organization that encourages the arts by bringing together people of all ages to collaborate on creative projects with the goal of enjoying community and advancing culture. Our Farmers' Market is a farm-to-table program whose mission includes inclusiveness and feeding the underserved.

Service – Organizations such as Gettysburg CARES, Gettysburg Community Soup Kitchen, Mission of Mercy, Clothing Closet, and Bountiful Blessings provide services to the hungry, homeless, and underserved in our downtown population. A variety of programs are designed to reach out into the community to take care of others through clothing, food, and supply drives, literacy workshops, and social care. The newly opened Adams County Mercy House provides an opioid clinic for substance abuse recovery services. Also, volunteers sweep and collect trash three seasons of the year to beautify our community.

Churches – Ten churches reside on, or in proximity to, Baltimore Street. Their leadership and congregants regularly bring together volunteers to provide food, medical & dental care, housing, clothing and supplies, and many other outreach services to our community.

Safety – The sidewalks on Baltimore Street are uneven, cracked, not ADA-compliant and generally in terrible disrepair. The lighting is also poor and traffic dangerous. These unsafe conditions impact all citizens, but especially our school age children, the elderly, and persons with disabilities. Our young school children are certainly vulnerable to the current traffic conditions, especially those who walk to and from school. They must cross busy streets during peak traffic times, often without a parent or guardian. While the school district does provide adult crossing guards in the mornings and afternoons, they do not cover early arrival or after school activities. A few years ago, a child was hit by a car while in the crosswalk on Baltimore Street at Breckenridge. Shortened crosswalks would eliminate cars passing on the right of a turning vehicle, which is how this child was injured. The senior population and disabled are also some of our most vulnerable with many on fixed incomes and/or government assistance. The Fahnstock House is located on Baltimore Street and provides low-cost housing for elderly and disabled residents. This project provides for wider ADA compliant sidewalks and streetlights throughout the corridor to improve safety and also quality of life for all ages. Signs and signals would also improve visibility of pedestrians and slow down vehicle traffic for improved safety for everyone. Residents of all ages will benefit from slower traffic and widened sidewalks on their travels to schools, library, churches, businesses, and activities.

Demographics – Based on the 2015 census, Gettysburg’s jurisdiction is now considered a majority of low-moderate income. Nearly 60% of Gettysburg residents are low-moderate income. This underscores the affordable living challenges that residents face with low-paying and seasonal jobs offered in this area. This project will result in attracting more businesses and investors, thus resulting in more jobs and higher wages. It also offers opportunities to reduce and better manage municipal costs, thus minimizing taxes to make it more affordable to live in downtown.

Diversity – Our downtown residents come from a wide variety of racial, identity, political, and cultural backgrounds. The Third Ward includes African American, Latino, and other ethnic minorities in residence. *Manos Unidas* promotes the integration of our growing Latino population, facilitating cross-cultural understanding and appreciation. We have conservatives and liberals living side by side, as well as multigeneration families and newcomers. Events ranging from annual Gay Pride celebrations to holiday festivals are promoted, supported, and well attended by our residents. Interests range from Civil War reenactors to World War II reenactors; all of whom interact to share their knowledge and connect with one another.

Baltimore Street is a phenomenal example of how people from a variety of cultural, ethnic, and racial backgrounds come together in concert for the greater good – to learn about other cultures, understand different perspectives, dispel stereotypes and biases, and live in service to our community.


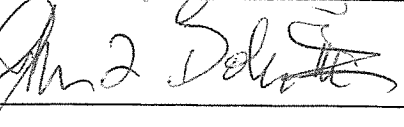
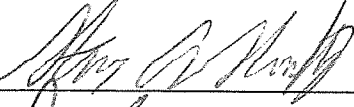

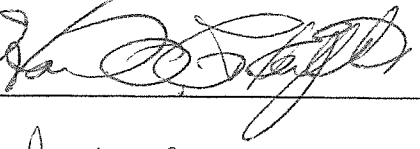
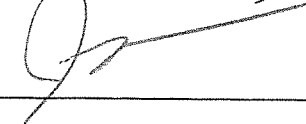
We respectfully ask that you consider the Gettysburg Gateway Connectivity Project for RAISE funding, as it is a vital safety and economic development initiative for our historic neighborhood.

Sincerely,



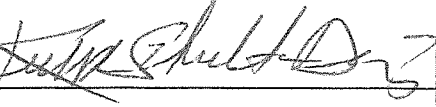


Residents of Historic Gettysburg

(Signature pages attached)

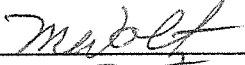


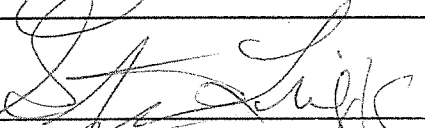
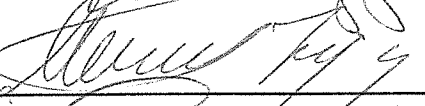



Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Residents

Date	Printed Name	Address	Signature
6/25/21	RICHARD FZELL	334 BALTIMORE ST.	
6/25/21	JOHN L DOBER III	460 BALTIMORE ST.	
6/25/21	REBECCA BROWN	785 BALTIMORE ST.	Rebecca Brown
6/25/21	Patrick Ness	777 Baltimore St.	Patrick Ness
6/25/21	Marcia Brasini Fowler	461 Baltimore st.	Marcia Brasini Fowler
6/25/21	FREDERICK M. FOWLER	461 BALTIMORE ST.	Frederick M. Fowler
6/25/21	Barbara Shultz	433 Baltimore St	Barbara D. Shultz
6/25/21	ERIC MATTLAN	427 BALTIMORE ST.	Eric Mattlan
6/25/21	Steve A. Shultz	431 Baltimore St.	
6/25/21	PETER GALE	437 BALTIMORE ST.	Peter Gale
6/25/21	Patrick Fiedel	438 Baltimore St Apt 2	
6/25/21	Howard Frustensfield	304 Balt. st 9B	
6/25/21	Stan McGee	256 Baltimore St.	S. McGee
6/25/21	Judi McGee	256 Baltimore St	

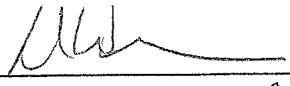


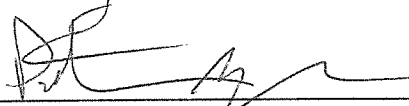
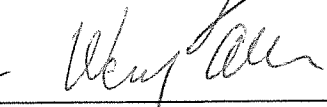
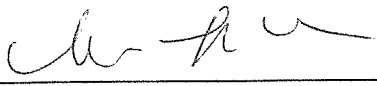

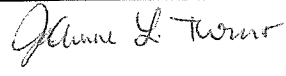

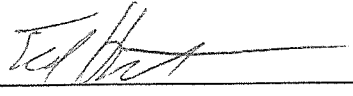


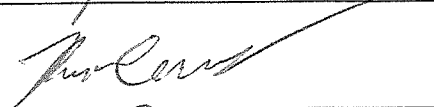
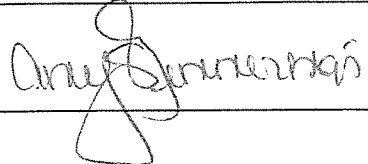
Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Residents

Date	Printed Name	Address	Signature
6/25/21	Shayla Brunick	106 Baltimore St apt 4 Gettysburg PA 17325	
6/25/21	Leah Sieber	100 Baltimore St Apt 6 Gettysburg PA 17325	
6/25/21	PENNY KESSLER	47 BALTIMORE ST APT 106 17325 GETTYSBURG, PA	Penny Kessler
6/25/21	GREGORY BOONE	47 BALTIMORE ST. GETTYSBURG PA.	Greg Boone
6/25/21	Raymond P. Goyle	47 Baltimore St.	REP
6/25/21	Mary Wood	47 Baltimore	marya.wood
6/25/21	Sandra Rynard	47 " "	Sandra Rynard
6/25/21	June Shannah	47 Baltimore St. Apt. 101 6hg.	June Shannah
6/25/21	Kelly R. Schultz-Dalley	141 BALTIMORE ST. 9624	
6/25/21	Corwin Leber	231 Baltimore St. Fl. #12	
6/25/21	Cynthia Hall	253 Baltimore St Apt 1	
6/25/21	RICHARD BAKER	253 BALTIMORE ST #1	Richard Baker
6/25/21	Jeff Colby	253 Baltimore St #3	J. Colby
6/25/21	Carolyn George	262 Baltimore St Apt 3 Gettysburg	Carolyn George

Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Small Businesses

Date	Printed Name / Business Name	Address	Signature
6/25/21	Forevermore Scrapbooks	238 Baltimore St	
6/25/21	Fourcorners Comics + Games	42 Baltimore St	
6/25/21	Redbud House	28 Baltimore St.	Rose Lansing
6/25/21	True Friends Boutique	22 Baltimore St.	Deb Fair
6/25/21	Dirty Billy's Hats	20 Baltimore St.	
6/25/21	Varsity Barber Shop	16 Baltimore St	
6/25/21	Varsity Barber Shop	16 Baltimore St	
6/25/21	Locke Studios	12 Baltimore St	
6/25/21	St W Coins	19 Baltimore St	Orilla Smock
6/25/21	Crystal Wand	232 Baltimore St	Kathleen O'Neil
6/26/21	Wayne and Colleen Stevens The Antique Center of Gettysburg	30 Baltimore St	L. Colleen Stevens
6/26/21	Gettysburg Museum of History	219 Baltimore St.	
6/26/2021	CHESTS OF GETTYSBURG	271 Baltimore St.	
6/24/21	Gettysburg Ghost Exchange	271 Baltimore St.	Paula Barry







Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Residents

Date	Printed Name	Address	Signature
6/26/21	Diana Weston	252 1/2 Baltimore St Gettysburg Pa 17325	
6/26/21	Carla E. Pawlick	245 BALTIMORE ST. GETTYSBURG, PA 17325	
6/26/21	D.R. Galliehan	243 Baltimore St Gettysburg 17325	
6/26/21	Patricia Myers	253 Baltimore St, Apt 2 Gettysburg, PA 17325	
6/26/21	Wendy Allen	329 BALTIMORE ST GETTYSBURG PA 17325	
6/26/21	Hayla Miner	271 Baltimore St Gettysburg, Pa	
6/26/21	Eric Miner	271 Baltimore St Gettysburg, PA	
6/27/21	John L. Turner	250 Baltimore St. Apt. 2 Gettysburg, PA	
6/27/21	William H. Turner	250 Baltimore St Apt. 2 Gettysburg, Pa.	
6/27/21	TED HUNT	241 Baltimore St Gettysburg PA 17325	
6/27/21	Susan Hirt	241 Baltimore St. Gettysburg PA 17325	
7/1/21	John Buchheister	250 Baltimore St Gettysburg, PA 17325	
7/1/21	Rickard M. Czar	34 Baltimore St Gettysburg PA 17325	
7/1/21	Arny Zimmerman	217 Baltimore St. Gettysburg PA 17325	

Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Small Businesses

Date	Printed Name / Business Name	Address	Signature
6/28/21	Farnsworth House Inc	401 Baltimore St Gettysburg, PA 17325	Laurie Miller
6/30/21	Reid's Cider House	400 Baltimore St Gettysburg PA 17325	Laura Linn
6/30/21	Martin's Family Shoes	26 Baltimore St. Gettysburg PA 17325	John Fidd
7/1/21	The Maryland Sutter	250 Baltimore St. Gettysburg PA 17325	J. R. Brubaker
7/1/21	Ploughman Cider Taproom	14 Lincoln Sq Gettysburg PA 17325	Paul Coss
7/1/21	MUMBERT SIGN CO.	137 BALTI. ST.	John Mumbert
7/7/21	Body and Soul Silversmith Gettysburg	461 Baltimore St.	Maria Bunker
7/7/21	BODY AND SOUL SILVERSMITH GETTYSBURG	461 BALTIMORE ST.	Fred Focaccia
7/7/21	Buddy Boy Winery	777 Baltimore St suite 112	Patricia Cypriot

Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Residents

Date	Printed Name	Address	Signature
6/24/21	NANCIE GUDMESTAD	309 BALTIMORE ST. GETTYSBURG, PA	
6/29/21	DEL GUDMESTAD	307 BALTIMORE ST	
6/29/21	Lorin E. Miller	417 Baltimore St. Gettysburg, PA	
7/1/21	Jeffrey M. Zimmerman	217 Baltimore St Gettysburg, PA 17325	
7/3/21	Albert Bachman	APT 1 262 BALTIMORE ST	
7/3/21	Bailey Riley	240 C BALTIMORE ST	

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	1244-FY 2024 RAISE Project In	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	1245-Project Description.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	1246-Project Location File.km	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	1247-Project Budget.pdf	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	1248-Funding Commitments.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	1249-Merit Criteria Narrative	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	1250-Project Readiness.pdf	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	1251-BCA Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	1252-BCA Calculations.xlsx	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	1253-Letters of Support.pdf	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13		Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

The following attachment is not included in this view since it is not a read-only PDF file.

The agency will receive all application forms and attachments without any data loss.

AttachmentForm_1_2-ATT1-1244-FY 2024 RAISE Project Information Form.xlsx

ROBERT P. CASEY, JR.
PENNSYLVANIA

COMMITTEES:
FINANCE

HEALTH, EDUCATION,
LABOR, AND PENSIONS

SELECT COMMITTEE
ON INTELLIGENCE

SPECIAL COMMITTEE ON AGING

United States Senate

WASHINGTON, DC 20510

February 22, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I write in support of the application submitted by the Borough of Gettysburg, Pennsylvania, to the U.S. Department of Transportation for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding for the Gettysburg Gateway Connectivity Project. I urge you to give this application full and fair consideration.

It is my understanding that the requested \$9.1 million in funding will be used to revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands. Under the leadership of the Borough, and the nonprofit organization Main Street Gettysburg, the Gettysburg Gateway Connectivity Project will achieve public right away improvements including traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better accommodate the needs of local residents and visitors alike.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. I understand that improving Baltimore Street is critical to address safety deficiencies that impede pedestrian and bicycle movement between the National Park and downtown Gettysburg and that the project is thus both a local and regional priority. Through investments from historically appropriate streetscapes to traffic calming measures, the project looks to directly expand access to key community amenities and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for various components the project and that the project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program grant for design and engineering. The Borough tells me that RAISE provides a critical opportunity to secure the funding needed to move this project to construction.

Thank you in advance for your thoughtful consideration. Please include this letter in the official record of the application. Consistent with all applicable laws, rules, and regulations, I also respectfully request that you keep me informed of the status of this grant application. Finally, if you have any questions, comments, or concerns, please feel free to contact me or my staff at (202) 224-6851.

Sincerely,



Robert P. Casey, Jr.
United States Senator

JOHN JOYCE, M.D.
13TH DISTRICT, PENNSYLVANIA

152 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2431

JOHNJOYCE.HOUSE.GOV



Congress of the United States
House of Representatives

HOUSE COMMITTEE ON
ENERGY & COMMERCE

SUBCOMMITTEES

ENVIRONMENT, MANUFACTURING,
& CRITICAL MINERALS, VICE CHAIR

HEALTH

COMMUNICATIONS & TECHNOLOGY

HOUSE SELECT SUBCOMMITTEE
ON THE CORONAVIRUS PANDEMIC

December 20, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Re: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

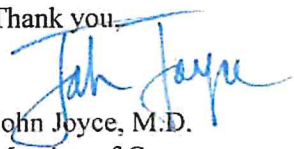
Dear Secretary Buttigieg,

I write in support of the Borough of Gettysburg's application for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

The Borough of Gettysburg will use this funding for the Gettysburg Gateway Connectivity Project. This project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg by improving safety, accessibility, and spurring economic reinvestment. The Gettysburg Gateway Connectivity Project will achieve public right away improvements including traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Military Park and downtown Gettysburg.

Thank you in advance for your thoughtful consideration, as consistent with all applicable laws, rules, and regulations. Please include this letter in the official record of the application. I respectfully request that you keep me informed of the status of this grant application. Finally, if you have any questions, comments, or concerns, please feel free to contact me or my staff at (202) 225-2431.

Thank you.


John Joyce, M.D.
Member of Congress

JJ/jd

ADAMS COUNTY OFFICE
282 WEST KING STREET
ABBOTTSTOWN, PA 17301
(717) 357-6320

ALTOONA OFFICE
5414 6TH AVENUE
ALTOONA, PA 16602
(814) 656-6081

CAMBRIA COUNTY OFFICE
1397 EISENHOWER BOULEVARD, SUITE 302
JOHNSTOWN, PA 15904
(814) 485-6020

CHAMBERSBURG OFFICE
100 LINCOLN WAY EAST, SUITE B
CHAMBERSBURG, PA 17201
(717) 753-6344

JUNIATA VALLEY OFFICE
3 WEST MONUMENT SQUARE, SUITE 201B
LEWISTOWN, PA 17044
(717) 357-6320

PRINTED ON RECYCLED PAPER

critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

KRISTINA HEISTER

Digitally signed by KRISTINA
HEISTER
Date: 2024.02.12 16:07:40 -05'00'

Kristina M. Heister,
Acting Superintendent

cc: Karen Holt, 1554 Sargas St, Columbus, OH 43240

DAN MOUL, MEMBER

91st LEGISLATIVE DISTRICT

PO BOX 202091
G-32 IRVIS OFFICE BUILDING
HARRISBURG, PA 17120-2091
717-783-5217

30 WEST MIDDLE STREET
GETTYSBURG, PA 17325
717-334-3010
TOLL-FREE: 1-866-646-4915

WWW.REPMOUL.COM



House of Representatives
Commonwealth of Pennsylvania
Harrisburg

COMMITTEES

AGRICULTURE & RURAL AFFAIRS,
CHAIRMAN

TOURISM & RECREATIONAL
DEVELOPMENT

LOCAL GOVERNMENT COMMISSION,
BOARD MEMBER

CENTER FOR RURAL PENNSYLVANIA,
BOARD MEMBER

January 4, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Dear Secretary Buttigieg,

I am writing in support of the Borough of Gettysburg's application to the federal RAISE Grant to advance the Gettysburg Gateway Connectivity Project, a \$13 million transportation improvement project for Baltimore Street in Gettysburg, Adams County. On behalf of my constituents in the 91st District of Pennsylvania, I respectfully request your favorable consideration of this project which will transform historic Baltimore Street into a multimodal connector for visitors and area residents.

For over 150 years, Gettysburg has served as a cultural and historical destination in South Central Pennsylvania drawing more than 1 million visitors to the Gettysburg National Military Park each year. Recent economic impact studies document that the Military Park and Eisenhower National Historic Site generate \$64 million alone in spending in the community each year, supporting 812 local jobs and providing a cumulative benefit to the local economy of \$87.5 million. In Gettysburg, this economic impact is embodied by the hundreds of small local businesses that provide shopping, dining, and lodging for visitors.

To support continued economic growth through heritage tourism, the Borough advanced a 2018 Master Plan for Baltimore Street, a 0.82-mile corridor that connects the Military Park with downtown Gettysburg including the historic David Wills House and Gettysburg Train Station. Despite its importance as a gateway connection between the Military Park and downtown, Baltimore Street lacks pedestrian improvements, has insufficient transit amenities, and contends with safety challenges that inhibit safe access for visitors and residents. The proposed project will achieve public right of way improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades,

and roadway improvements to encourage walkability, public transit, and local shopping along the corridor.

In 2010, a similar project was completed on neighboring Steinwehr Avenue which has resulted in the addition of 29 new businesses and has generated over \$5 million in new private investment. The success of Steinwehr Avenue has served as an impetus for the Gettysburg Gateway Connectivity Project to continue the momentum forward of transforming Gettysburg Borough into a walkable destination.

On behalf of my constituents in the 91st District, I'm pleased to offer my full support for this project and respectfully ask your thoughtful consideration of the Gettysburg Borough's RAISE grant request.

Sincerely,

A handwritten signature in black ink that reads "Dan Moul". The signature is fluid and cursive, with the first name "Dan" being larger and more prominent than the last name "Moul".

Dan Moul
State Representative
91st Legislative District

DPM/cak

Copy: Charles Gable, Manager, Borough of Gettysburg
Jill Sellers, President and CEO, Main Street Gettysburg, Inc.



Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 1, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Pennsylvania State Historic Preservation Office, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

Pennsylvania's State Historic Preservation Office is committed to the preservation of historic downtowns and ensuring that these places are inclusive, accessible, and functional for all who choose to enjoy our Commonwealth. Implementation of multi-modal transportation and pedestrian oriented infrastructure would enhance the cultural and emotional experiences for visitors of historic Gettysburg and its hallowed grounds. We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding.

Commonwealth Keystone Building | 400 North Street | 2nd Floor | Harrisburg, PA 17120 | 717.783.8947

Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrea L. MacDonald". The signature is fluid and cursive, with the first name "Andrea" and last name "MacDonald" clearly distinguishable.

Andrea L. MacDonald, Director



Susquehanna Regional Transportation Authority

Serving Adams, Columbia, Cumberland, Dauphin, Franklin, Harrisburg City, Montour, Northumberland, Perry, Snyder, Union and York

February 7, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf the Susquehanna Regional Transportation Authority (dba rabbittransit), I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

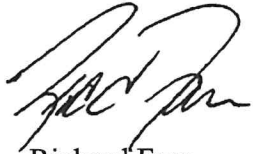
I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access

901 N. Cameron Street, Harrisburg PA 17101 ■ T: 1-800-632-9063 ■ F: 717-848-4853 ■ rabbittransit.org

Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Regards,

A handwritten signature in black ink, appearing to read 'Richard Farr', written in a cursive style.

Richard Farr
Executive Director



Gettysburg

HISTORIC CROSSROADS

Borough of Gettysburg
Adams County, Pennsylvania
59 East High Street
Gettysburg, PA 17325

Rita C. Frealing - Mayor
J. Matthew Moon – Council President
Judith Butterfield – Council Vice President

Charles R. Gable, MPA – Borough Manager/Treasurer
Sara L. Stull – Borough Secretary/RTK Officer
Harold A. Eastman, Jr. – Borough Solicitor

Telephone: (717) 334-1160
FAX: (717) 334-7258
www.GettysburgPA.gov

13 February 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Gettysburg Borough Council, I am writing to express Gettysburg Borough's strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, storm water and potable water infrastructure, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands in and around Gettysburg Borough.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by Gettysburg Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right-of-way improvements entailing traffic calming, improved sidewalks and crosswalks, storm water and potable water infrastructure replacement, lighting enhancements, transit upgrades (to include EV charging stations), and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impede pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

In addition to Gettysburg Borough providing local matching funds, the Pennsylvania Department of Transportation (PennDOT) is also providing matching funds for design, engineering, and

construction of the project. PennDOT's involvement demonstrates the notable public transit infrastructure improvements planned in the construction phase of the project. Additional local match funding will be provided by the Gettysburg Borough Storm Water Authority (GBSWA) and the Gettysburg Municipal Authority (GMA) – replacing and improving needed potable water and sewer services and also helping Gettysburg Borough achieve its federal MS4 mandates. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

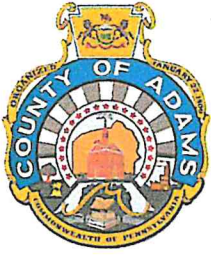
This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,



Charles R. Gable, *MPA*
Borough Manager

cc: Borough Council



Office of the Adams County Commissioners

117 Baltimore St., Room 201, Gettysburg, PA 17325-2391

PHONE (717) 337-9820 · FAX (717) 334-2091

Commissioners: Randy L. Phiel, James E. Martin, Marty Karsteter Qually

Chief Clerk: Paula V. Neiman | County Administrator: Steven A. Nevada

Solicitor: Molly R. Mudd, Esquire

January 16, 2024

The Honorable Pete Buttigieg, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg:

We understand the Borough of Gettysburg is submitting a federal RAISE grant application to advance the Gettysburg Gateway Connectivity Project, a \$13 million transportation improvement project for Baltimore Street in Gettysburg, Adams County. On behalf of Adams County, I am writing to urge your favorable consideration of this project which will transform historic Baltimore Street for visitors and local residents.

For more than 150 years, Gettysburg has served as a cultural and historical destination in South Central Pennsylvania drawing more than 4 million visitors to Gettysburg and Adams County each year. Recent economic impact studies document that the Military Park and Eisenhower National Historic Site generate \$64 million alone in spending in the community each year, supporting 812 local jobs and providing a cumulative benefit to the local economy of \$87.5 million. In Gettysburg, this economic impact is embodied by the hundreds of small local businesses that provide shopping, dining, and lodging for visitors.


To support continued economic growth, the Borough of Gettysburg advanced a 2018 Master Plan for Baltimore Street, a 0.82-mile corridor that connects the Military Park with downtown Gettysburg – the county seat of Adams County and home to our historic 1858 courthouse. Despite its importance to visitors and residents alike, Baltimore Street lacks pedestrian improvements and contends with safety challenges that inhibit safe access.


In 2010, a similar project was completed on neighboring Steinwehr Avenue which has resulted in the addition of 29 new businesses and has generated over \$5 million in new private investment. The success of Steinwehr Avenue has served as an impetus for the Gettysburg Gateway Connectivity Project.

On behalf of Adams County, we are pleased to offer our full support of this project and ask for your thoughtful consideration of the Borough's RAISE grant request.

Sincerely,

ADAMS COUNTY COMMISSIONERS


Randy L. Phiel
Chairman


James E. Martin
Vice-Chairman


Marty Karsteter Qually
Commissioner



December 27, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Adams County Community Foundation, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in Gettysburg, Pennsylvania.

The Gettysburg Gateway Connectivity Project continues two successfully projects: Steinwehr Avenue Streetscape and Revitalization project and the Baltimore Street Historic Pathway Revitalization Master Plan. The Master Plan resulted in economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with Gettysburg's Steinwehr Avenue business district and its main square.

Other letters of support will extol the project's many benefits. This letter agrees with those assessments. We also believe in the powerful collaboration between the Borough of Gettysburg, the Gettysburg National Military Park and Main Street Gettysburg. You've got the right organizations and people involved.

The Adams County Community Foundation is working to build a charitable endowment to care for the community supported and surrounded by this project. Our community has a keen interest in its success. We are pleased to offer our overwhelming support for the project and Gettysburg's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ralph M. Serpe", is written over a faint, larger version of the same signature.

Ralph M. Serpe
President & CEO

Adams County
FARMERS MARKET

Adams County Farmers Market
P.O. Box 3224
Gettysburg, PA 17325
www.acfarmersmarkets.org

February 1, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support**

Dear Secretary Buttigieg,

On behalf of the Adams County Farmers Market, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and

pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

In particular, the Adams County Farmers Market is a community-driven nonprofit organization dedicated to fostering economic growth for small business and local farms while addressing serious hunger-related issues in our community with a variety of food assistance programs. The proposed Gettysburg Gateway Connectivity Project will help make our market more accessible for all, including many lower-income families facing hunger, while also boosting foot traffic and generating revenue for small food makers and agribusiness startups.

For these reasons, we are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,



Reza A. Djalal

Market Manager / Program Director

Adams County Farmers Market

(223) 278-4422



**ADAMS COUNTY
HISTORICAL SOCIETY**

GETTYSBURG, PA

Adams County Historical Society
625 Biglerville Road, Gettysburg, PA 17325
(717) 334-4723 • info@achs-pa.org
www.achs-pa.org

December 18, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary,

On behalf of the Adams County Historical Society, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough.

Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

Located in historic Gettysburg, Pennsylvania, the Adams County Historical Society (ACHS) preserves over three centuries of remarkable history. With over one million historic items in its care, ACHS inspires people of all ages to discover the fascinating story of one of America's most famous communities, Gettysburg. We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Dalton', with a long, sweeping horizontal line extending to the right.

Andrew Dalton
Executive Director



Adams County Housing Authority
Pennsylvania Interfaith Community Programs
 40 E. High Street, Gettysburg, PA 17325
 Phone (717) 334-1518 Fax (717) 334-8326
 TDD/TTY Relay Service: 1-800-654-5984
www.adamscha.org



January 3, 2024

The Honorable Pete Buttigieg
 Secretary
 U.S. Department of Transportation
 1200 New Jersey Avenue, SE
 Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 Letter of Support

Greetings Secretary Buttigieg,

On behalf of both Pennsylvania Interfaith Community Programs, Inc., and the Adams County Housing Authority, I am writing to express the agencies' staunch support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

Pennsylvania Interfaith Community Programs, Inc. and the Adams County Housing Authority are local agencies that provide safe affordable housing to income eligible individuals and families, including serving seniors, veterans, as well as those with mental and physical challenges. Three of our properties are located in downtown Gettysburg. The Gettysburg Gateway Connectivity Project greatly improves transportation options and enhances the of our tenants, many of whom are wheelchair-bound or face other challenges.

We are incredibly happy to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

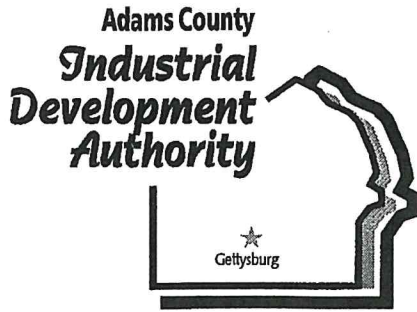
Sincerely,

Stephanie McIlwee
 Executive Director
 Adams County Housing Authority
 Pennsylvania Interfaith Community Programs, Inc.
 717-334-1518 Ext. 229
smcilwee@adamscha.org



This institution is an equal opportunity provider and employer.





February 12, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf [INSERT NAME], I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

1300 ProLine Place • Gettysburg, PA 17325 • (717) 334-0042 • Fax (717) 337-1628
www.acedc.org



Feb. 8, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Adams County Library System I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

Connecting people to opportunities that enrich their lives

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TRONE MEMORIAL
CARROLL VALLEY
HARBAUGH-THOMAS
LITTLESTOWN
NEW OXFORD

Adams County Library System
140 Baltimore Street | Gettysburg, PA 17325
adamslibrary.org | 717.334.0163



ADAMS COUNTY
LIBRARY

As one of the core anchor institutions on Baltimore Street, we are always concerned with the safety of our patrons, staff, and volunteers so they can walk, drive, and park in Downtown Gettysburg to visit the library and other nearby businesses. We provide many educational, fun, and important activities throughout the year for both local residents and the over 1 million visitors to Gettysburg each year to enjoy.

We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,



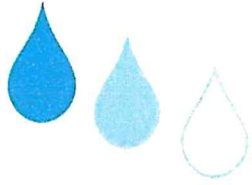
Brandt Ensor

Interim Executive Director

Connecting people to opportunities that enrich their lives

GETTYSBURG
TRONE MEMORIAL
CARROLL VALLEY
HARBAUGH-THOMAS
LITTLESTOWN
NEW OXFORD

Adams County Library System
140 Baltimore Street | Gettysburg, PA 17325
adamslibrary.org | 717.334.0163



GETTYSBURG MUNICIPAL AUTHORITY

Flowing with reliable advancements and service

February 13, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Main Street Gettysburg, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

P.O. BOX 3307 🌊 GETTYSBURG, PA 17325 🌊 717-334-6738 🌊 WWW.GETTYSBURGMA.COM

Pg. 2

February 13, 2024

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,



Mark L. Guise

Utilities Manager

Gettysburg Municipal Authority



February 12, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Gettysburg Area Retail Merchants Association (GARMA), I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for

Gettysburg Area Retail Merchants Association
P.O. Box 4914
Gettysburg, PA 17325

design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

A handwritten signature in black ink that reads "Jennie Dillon". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Jennie Dillon
GARMA President

Gettysburg Area Retail Merchants Association
P.O. Box 4914
Gettysburg, PA 17325



GETTYSBURG AREA SCHOOL DISTRICT

900 Biglerville Road • Gettysburg, Pennsylvania 17325-7897
Telephone 717-334-6254 • FAX 717-334-5220
www.gettysburg.k12.pa.us

December 19, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of the Gettysburg Area School District, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in black ink, appearing to read 'JP', with a long, sweeping underline that extends to the right and loops back down.

Dr. Jason Perrin, Superintendent

The Gettysburg Area School District is an Equal Opportunity Employer



December 18, 2023

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Letter of Support

Dear Secretary Buttigieg,

On behalf of the Gettysburg Foundation, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

The Gettysburg Foundation is the philanthropic partner of the Gettysburg National Military Park and Eisenhower National Historic Site. The Foundation owns and operates the Gettysburg Museum and Visitor Center which sees some 500,000 visitors each year. We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in blue ink that reads "Wayne E. Motts".

Wayne E. Motts
President & CEO

OFFICE OF THE PRESIDENT

1195 Baltimore Pike, Gettysburg, Pennsylvania 17325 | Tel. 717-339-2104 | Fax 888-850-1858 | GettysburgFoundation.org



February 5, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Main Street Gettysburg (MSG), I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County.

The infrastructure improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities and will cultivate continued economic development along this important historic and commercial corridor in Gettysburg.

Main Street Gettysburg (MSG) was founded as a non-profit organization in 1984, to unite and lead the Gettysburg community in successful economic and community development projects to enhance the quality of life for Gettysburg and Adams County residents. Our mission is to work with community partners for the historic preservation, economic revitalization, and overall enhancement of Gettysburg. Therefore, MSG is considered the economic arm for the Borough of Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income



Seminary Ridge Historic Preservation Foundation

61 Seminary Ridge, Gettysburg, PA. 17325

February 12, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf Seminary Ridge Historic Preservation Foundation, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along

the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. Miele', with a stylized flourish at the end.

Peter C. Miele
Executive Director, Seminary Ridge Museum and Education Center
President, Seminary Ridge Historic Preservation

2/2/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590



Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Steinwehr Avenue Business Improvement District, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in blue ink that reads "Nathan Mares". The signature is stylized and cursive.

Nathan Mares
Board Chair



2/2/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Best Western Gettysburg Hotel, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

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We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

Nathan Mares
General Manager

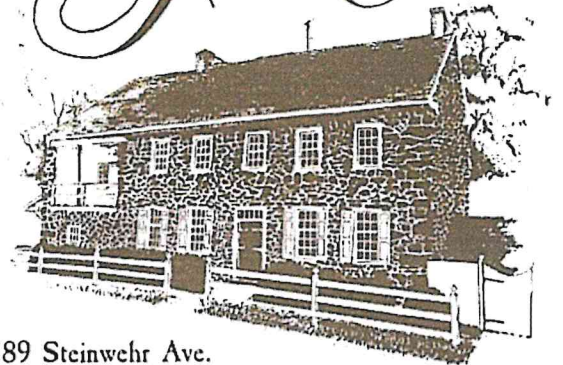
Gettysburg

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Tavern*



89 Steinwehr Ave.
Gettysburg, PA 17325 (717) 334-2100

February 12, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

As the owner of the Historic Dobbin House and member of the family that owned Fantasyland Storybook Park, I have 65 years of service and experience in the tourism industry here in Gettysburg, PA. I support and endorse the Gettysburg Gateway Connectivity Project, which is located in Gettysburg, next to the Gettysburg National Military Park. The pedestrian, transit, and streetscape improvements included in this extensive project will bring additional visitors to our historic downtown, bringing with them an increase in jobs and tax revenue to ensure my business's and my community's long-term viability.

For the safety and economic development of our historic community, I ask that you consider RAISE funding for the Gettysburg Gateway Connectivity Project.

I greatly appreciate your consideration of this project and your commitment to improving state and local transportation facilities serving Federal lands.

Sincerely,

Jacqueline D. White
President, Dobbin House Inc.

*The
Alexander Dobbin Dining Rooms*

SPRINGHOUSE
TAVERN

Abigail Adams Ballroom

Gettystown Inn

*Country
Curiosity Store*

*** Mobile Guide

AAA Recommended

National Register of Historic Places



GETTYSBURG TOURS, INC.

789 Baltimore Street, Suite 101, Gettysburg, PA 17325
717-337-1698 • gettysburgbattlefieldtours.com

2/13/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Gettysburg Tours, Inc., I am writing to express my strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The proposed \$13 million transportation project will construct pedestrian, transit, and streetscape improvements along an important visitor and residential corridor in our historic downtown.

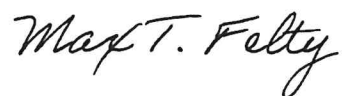
The Borough of Gettysburg is a national tourist destination commemorating the Battle of Gettysburg and the Gettysburg Address. Home to the Gettysburg National Battlefield, David Wills House, and Gettysburg National Military Park, we welcome nearly 4 million visitors annually within our community. Tourism is vital to our economy and, as business owners, we rely on local patrons and tourists alike to ensure our long-term viability. Our business is located on the southern end of Baltimore Street within the scope of the project.

Gettysburg Tours Inc, has been in business for 65 years providing wonderful experiences for visitors to Gettysburg and well-paying jobs for residents. We have had several safety concerns in our area for visitors and employees due to the lack of cross walks and speeding vehicles entering the borough of Gettysburg. This project will go a very long way in alleviating safety concerns on our block and spur property owners to reinvest in their buildings and property along the proposed project route. I recently invested significant funds in building a new Tour Center along Baltimore Street creating a beautiful focal point as visitors enter the borough of Gettysburg. Our project was undertaken with the careful coordination of the plans for the Baltimore Street project and the completion of which would be a significant addition to the streetscape and community.

We ask that you consider the Gettysburg Gateway Connectivity Project for RAISE funding and the project's merit as a safety and economic development initiative for our historic community.

In closing, we greatly appreciate your consideration of this project and commitment to improving state and local transportation facilities serving Federal lands.

Sincerely,

A handwritten signature in black ink that reads "Max T. Felty". The signature is written in a cursive style with a large, prominent 'M' and 'F'.

Max T. Felty
President
Gettysburg Tours, Inc.

Gettysburg Polish Pottery

102 Baltimore Street Gettysburg, PA 17325

2/16/2021

The Honorable Pete Buttigieg
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Letter of Support

Dear Secretary Buttigieg,

On behalf Gettysburg Polish Pottery, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

Rebecca Woodward

Rebecca Woodward
Owner Gettysburg Polish Pottery



GettysGear
777 Baltimore St.
Gettysburg, PA 17325

February 16, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf GettysGear, I am writing to express my support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. This project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility and the opportunity for economic reinvestment. RAISE grant funding will be utilized for construction resulting in tangible safety and public transit benefits for both residents and tourists that visit these historic and hallowed lands.

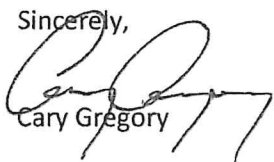
Situated in South Central Pennsylvania, Gettysburg is the County Seat, home to approximately 7,600 residents and a major tourism center for the region. The National Park Service operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, and other important historic treasures. Beyond preservation, the role of the Park Service and Foundation is to provide visitors with an authentic heritage tourism experience supported by the Borough's many small businesses, of which we are one.

The Gettysburg Gateway Connectivity Project will achieve improvements in areas such as transit, sidewalks, lighting enhancements and most importantly safer pedestrian crosswalks, which are in great need. These improvements will better serve local residents and visitors alike. As a prioritized project, improving Baltimore Street is critical to address safety deficiencies that impeded safe pedestrian movement. By investing in historical appropriate streetscapes, safety improvements, and traffic calming, the project will directly expand access and improve heritage tourism for many visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,



Cary Gregory



Gettysburg Presbyterian Church

208 BALTIMORE STREET

GETTYSBURG, PENNSYLVANIA 17325

www.gettysburgpresbyterian.org
info@gettysburgpresbyterian.org

(717) 334-1235
FAX (717) 334-0666

Rev. J. Caleb McClure
Senior Pastor

February 16, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

My name is Caleb, I am the Senior Pastor at Gettysburg Presbyterian Church, a historic church in downtown Gettysburg. I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to addressing safety deficiencies that impede pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

Gathering People in Christ

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. C. McClure", written over the printed name.

Rev. J. Caleb McClure
Gettysburg Presbyterian Church



2/2/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Quality Inn Gettysburg Battlefield, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

We are pleased to offer our overwhelming support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

Nathan Mares
General Manager

GettysburgQualityInn.Com

GET YOUR MONEY'S WORTH™

Quality Inn Gettysburg Battlefield
380 Steinwehr Ave.
Gettysburg, PA 17325
717-334-1103

RAFFENSPERGER, MARTIN & FINKENBINER, LLC

CERTIFIED PUBLIC ACCOUNTANTS

34 WEST MIDDLE STREET ♦ SUITE 1 ♦ GETTYSBURG, PA 17325

www.nmfcpa.com

PHONE (717) 337-1414 FAX (717) 337-2138

JOHN R. MARTIN, CPA

RICHARD A. FINKENBINER, JR., CPA

2/12/24

MEMBER

AMERICAN INSTITUTE OF CPA'S

PENNSYLVANIA INSTITUTE OF CPA'S

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf Raffensperger, Martin & Finkenbiner, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

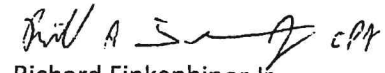
The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

34 West Middle Street, Suite 1 ♦ Gettysburg, PA 17325 ♦ (717)337-1414 ♦ (717)337-2138 (Fax)

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,


Richard Finkenbiner Jr

CPA

2/12/2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590



Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve improvements like calmer traffic, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety concerns that impede pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,


Ben Rice, President
Rice Fruit Company



Waldo's & Co.
"Enjoying Community, Advancing Culture, and Fostering Creativity"
17 Lincoln Square – Basement
Gettysburg, Pa 17325
waldosandcompany@gmail.com
1(714) 400-6966

2-13-24

The Honorable Pete Buttigieg
Secretary

U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of Waldo's & Company, a non-profit art space in Gettysburg Pa, I am writing to express my strong support for the Gettysburg Gateway Connectivity Project located in Adams County, Pennsylvania. The \$13 million project will revitalize the historic Baltimore Street corridor in the Borough of Gettysburg for improved safety, accessibility, and economic reinvestment. Under the leadership of the Borough and the nonprofit organization Main Street Gettysburg, RAISE grant funding will be utilized for construction and will result in tangible economic, safety, and public transit benefits for Gettysburg's predominately low- and moderate-income households and the millions of tourists that visit the historic federal lands.

The Borough of Gettysburg serves as the County Seat of Adams County and is home to approximately 7,600 residents. Situated in South Central Pennsylvania, Gettysburg is also a major tourism center for the region and draws an estimated 4 million visitors each year. The National Park Service owns and operates the Gettysburg National Military Park and the David Wills House, and partners with the Gettysburg Foundation to preserve the battlefields, historic farmsteads, monuments, museums, and many other important historic treasures. Beyond preservation, the role of the National Park Service and Gettysburg Foundation is to provide visitors with an authentic heritage tourism experience that is supported by the Borough's many small businesses.

The Gettysburg Gateway Connectivity Project will achieve public right away improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, transit upgrades, and roadway improvements to better serve local residents and visitors alike. As a prioritized project locally and regionally, improving Baltimore Street is critical to address safety deficiencies that impeded pedestrian and bicycle movement between the National Park and downtown Gettysburg. By investing in historical appropriate streetscapes, multimodal improvements, and traffic calming, the project will directly expand access and improve heritage tourism for millions of visitors each year.

I understand the Borough and the Pennsylvania Department of Transportation (PennDOT) are providing matching funds for design, engineering, and construction of the project. The project has also been awarded an Eastern Federal Lands Highway Division Federal Land Access Program (FLAP) grant for design and engineering. RAISE is the next critical funding component to move this project to construction.

This project is of tremendous importance to the Borough of Gettysburg, Adams County, the Commonwealth of Pennsylvania, the National Park Service, and the many small businesses located along the Baltimore Street corridor. I urge your favorable consideration of the RAISE grant request and thank you for your leadership in improving access to our national treasures.

Sincerely,

Christopher Lauer
Creative Director
Waldo's & Company

147 Gettys Street
P.O. Box 3786
Gettysburg, PA 17325-0786
717.334.2121 Tel
www.WellSpan.org



December 22, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

On behalf of WellSpan Gettysburg Hospital, I am writing to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The streetscape improvement project will significantly enhance resident and visitor access to both National Park Service attractions and public facilities, and will cultivate continued economic development along this important commercial corridor in historic Gettysburg.

The purpose and need for the Gettysburg Gateway Connectivity Project was originally identified as a continuation of the successfully completed Steinwehr Avenue Streetscape and Revitalization project and further defined by the 2018 Baltimore Street Historic Pathway Revitalization Master Plan, completed by the non-profit organization Main Street Gettysburg in conjunction with the Borough, local residents, business owners, and a host of community funding partners and stakeholders. The Master Plan has resulted in a shared vision for improved safety, accessibility, connectivity, transit access, and economic reinvestment along Baltimore Street, which connects the Gettysburg National Military Park with the Borough's Steinwehr Avenue business district and the Borough's main square.

In addition to supporting and growing the Borough's tourism economy, comprised of small businesses that offer goods and services to an estimated 4 million visitors each year, the project is also critical to improve safety and upgrade transit connectivity for local residents and visitors, including low to moderate income households that live in the Borough. Baltimore Street is a major activity node for pedestrians and is lined with public service entities including the library, county courthouse, the local elementary and middle school, and several churches heavily used by seniors, children, and all income brackets. The project's provision for traffic calming, improved ADA accessibility, transit upgrades, and pedestrian and bicycle improvements will spark tourism-based economic investment throughout the corridor while concurrently improving the walkability and livability for Borough residents.

WellSpan Gettysburg Hospital has been the local hospital in our community for more than 100 years. We are pleased to offer our support for the project and the Borough's request for RAISE grant funding. Thank you for your consideration and your commitment to improving transportation facilities that serve Federal lands.

Sincerely,

A handwritten signature in black ink that reads "M. Cogliano".

Michael Cogliano, Sr., MBA, FACHE
WellSpan Health Vice President
WellSpan Gettysburg Hospital President

COLLECTIVE LETTER FROM RESIDENTS OF BALTIMORE STREET

April 11, 2022

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

We are writing on behalf of the residents of downtown Gettysburg to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The proposed \$13 million transportation project will construct pedestrian, transit, and streetscape improvements along an important visitor and residential corridor in our historic downtown. By calming traffic, upgrading transit, and improving pedestrian amenities between the Gettysburg National Military Park and our downtown (including the David Wills House), the Gettysburg Gateway Connectivity Project will greatly improve safety in our neighborhood and stimulate economic development for our community.

This project is imperative for local residents! We need better lighting, crosswalks, traffic management, and safe sidewalk mobility for our residents and our nearly 4 million visitors.

Baltimore Street is a phenomenal example of how people from a variety of cultural, ethnic, and racial backgrounds come together in concert for the greater good – to learn about other cultures, understand different perspectives, dispel stereotypes and biases, and live in service to our community.

We respectfully ask that you consider the Gettysburg Gateway Connectivity Project for RAISE funding, as it is a vital safety and economic development initiative for our historic neighborhood.

Sincerely,

*Residents of Historic Gettysburg**

* Attached please find the 2021 Letter of Support from Baltimore Street residents.

* The majority of signatories have been contacted in 2022, indicate continued support for the project, and authorize resubmission of their signatures.

July 9, 2021

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support

Dear Secretary Buttigieg,

We are writing on behalf of the residents of downtown Gettysburg to express our strong support for the Gettysburg Gateway Connectivity Project in the Borough of Gettysburg, Adams County. The proposed \$10.7 million transportation project will construct pedestrian, transit, and streetscape improvements. By calming traffic, upgrading transit, and improving pedestrian amenities along this important residential corridor, this project will greatly improve safety in our neighborhood, as well as stimulate economic development for our community. **This project is imperative for local residents!**

Baltimore Street is the backbone of the Borough of Gettysburg. It's the historic route that President Lincoln traveled to give his famous speech in 1863. Not only does Baltimore Street connect us as a thoroughfare, but it also unites us as a diverse community! Baltimore Street is a true melting pot of peoples and activities. The community has a diverse mix of retired individuals, families, low-income residents, and small businesses. The street is also lined with nonprofit service entities like the library, county seat, schools and several churches, all of which are heavily used by seniors, children, and all income brackets.

Infrastructure – Primarily, buildings house first-floor businesses and museums with upper-level residential apartments, providing a strong balance between commercial and residential spaces alongside an elementary and middle school in the neighborhood. Baltimore Street is the home to many projects, groups, and locations that illustrate its unique character. Our County Library on Baltimore Street served as President Eisenhower's White House Office in 1955. Unity Park is an Eagle Scout project focused on unity, peace, and healing through music. The Healthy Adams Bicycle-Pedestrian Interloop is a growing pathway for the health and wellbeing of residents and visitors alike. Rabbit Transit is a critical piece of our support infrastructure, and RabbitCARES advocates for affordable and convenient mobility solutions. *Waldo's* is a unique nonprofit organization that encourages the arts by bringing together people of all ages to collaborate on creative projects with the goal of enjoying community and advancing culture. Our Farmers' Market is a farm-to-table program whose mission includes inclusiveness and feeding the underserved.

Service – Organizations such as Gettysburg CARES, Gettysburg Community Soup Kitchen, Mission of Mercy, Clothing Closet, and Bountiful Blessings provide services to the hungry, homeless, and underserved in our downtown population. A variety of programs are designed to reach out into the community to take care of others through clothing, food, and supply drives, literacy workshops, and social care. The newly opened Adams County Mercy House provides an opioid clinic for substance abuse recovery services. Also, volunteers sweep and collect trash three seasons of the year to beautify our community.

Churches – Ten churches reside on, or in proximity to, Baltimore Street. Their leadership and congregants regularly bring together volunteers to provide food, medical & dental care, housing, clothing and supplies, and many other outreach services to our community.

Safety – The sidewalks on Baltimore Street are uneven, cracked, not ADA-compliant and generally in terrible disrepair. The lighting is also poor and traffic dangerous. These unsafe conditions impact all citizens, but especially our school age children, the elderly, and persons with disabilities. Our young school children are certainly vulnerable to the current traffic conditions, especially those who walk to and from school. They must cross busy streets during peak traffic times, often without a parent or guardian. While the school district does provide adult crossing guards in the mornings and afternoons, they do not cover early arrival or after school activities. A few years ago, a child was hit by a car while in the crosswalk on Baltimore Street at Breckenridge. Shortened crosswalks would eliminate cars passing on the right of a turning vehicle, which is how this child was injured. The senior population and disabled are also some of our most vulnerable with many on fixed incomes and/or government assistance. The Fahnstock House is located on Baltimore Street and provides low-cost housing for elderly and disabled residents. This project provides for wider ADA compliant sidewalks and streetlights throughout the corridor to improve safety and also quality of life for all ages. Signs and signals would also improve visibility of pedestrians and slow down vehicle traffic for improved safety for everyone. Residents of all ages will benefit from slower traffic and widened sidewalks on their travels to schools, library, churches, businesses, and activities.

Demographics – Based on the 2015 census, Gettysburg’s jurisdiction is now considered a majority of low-moderate income. Nearly 60% of Gettysburg residents are low-moderate income. This underscores the affordable living challenges that residents face with low-paying and seasonal jobs offered in this area. This project will result in attracting more businesses and investors, thus resulting in more jobs and higher wages. It also offers opportunities to reduce and better manage municipal costs, thus minimizing taxes to make it more affordable to live in downtown.

Diversity – Our downtown residents come from a wide variety of racial, identity, political, and cultural backgrounds. The Third Ward includes African American, Latino, and other ethnic minorities in residence. *Manos Unidas* promotes the integration of our growing Latino population, facilitating cross-cultural understanding and appreciation. We have conservatives and liberals living side by side, as well as multigeneration families and newcomers. Events ranging from annual Gay Pride celebrations to holiday festivals are promoted, supported, and well attended by our residents. Interests range from Civil War reenactors to World War II reenactors; all of whom interact to share their knowledge and connect with one another.

Baltimore Street is a phenomenal example of how people from a variety of cultural, ethnic, and racial backgrounds come together in concert for the greater good – to learn about other cultures, understand different perspectives, dispel stereotypes and biases, and live in service to our community.


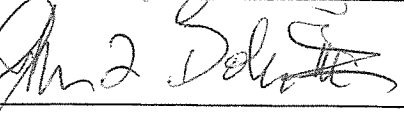
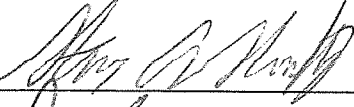

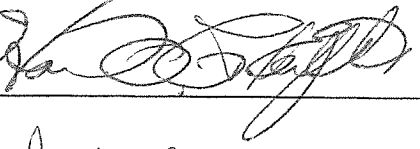
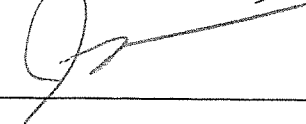
We respectfully ask that you consider the Gettysburg Gateway Connectivity Project for RAISE funding, as it is a vital safety and economic development initiative for our historic neighborhood.

Sincerely,



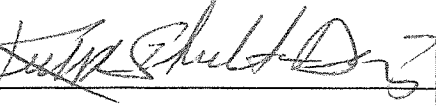


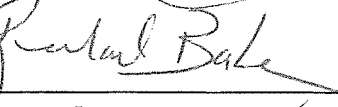

Residents of Historic Gettysburg

(Signature pages attached)

Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Residents

Date	Printed Name	Address	Signature
6/25/21	RICHARD FZELL	334 BALTIMORE ST.	
6/25/21	JOHN L DOBER III	460 BALTIMORE ST.	
6/25/21	REBECCA BROWN	785 BALTIMORE ST.	Rebecca Brown
6/25/21	Patrick Ness	777 Baltimore St.	Patrick Ness
6/25/21	Marcia Brasini Fowler	461 Baltimore st.	Marcia Brasini Fowler
6/25/21	FREDERICK M. FOWLER	461 BALTIMORE ST.	Frederick M. Fowler
6/25/21	Barbara Shultz	433 Baltimore St	Barbara D. Shultz
6/25/21	ERIC MATTLAN	427 BALTIMORE ST.	Eric Mattlan
6/25/21	Steve A. Shultz	431 Baltimore St.	
6/25/21	PETER GALE	437 BALTIMORE ST	Peter Gale
6/25/21	Patrick Fiedel	438 Baltimore St Apt 2	
6/25/21	Howard Frustensfeld	304 Balt. rd ST 9B	
6/25/21	Stan McGee	256 Baltimore St.	S. McGee
6/25/21	Judi McGee	256 Baltimore St	

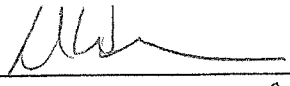


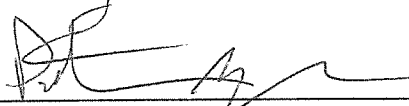
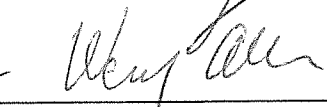
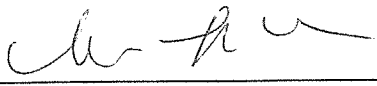

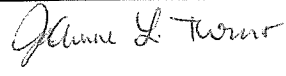

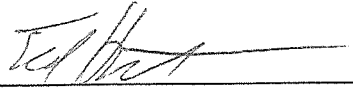


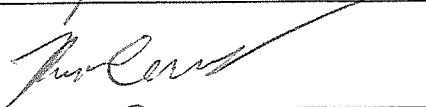
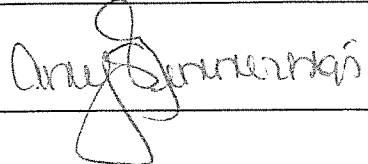
Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Residents

Date	Printed Name	Address	Signature
6/25/21	Shayla Brunick	106 Baltimore St apt 4 Gettysburg PA 17325	
6/25/21	Leah Sieber	100 Baltimore St Apt 6 Gettysburg PA 17325	
6/25/21	PENNY KESSLER	47 BALTIMORE ST APT 106 17325 GETTYSBURG, PA	Penny Kessler
6/25/21	GREGORY BOONE	47 BALTIMORE ST. GETTYSBURG PA.	Greg Boone
6/25/21	Raymond P. Goyle	47 Baltimore St.	REP
6/25/21	Mary Wood	47 Baltimore	marya.wood
6/25/21	Sandra Rynard	47 " "	Sandra Rynard
6/25/21	June Shannah	47 Baltimore St. Apt. 101 6hg.	June Shannah
6/25/21	Kelly R. Schultz-Dalley	141 BALTIMORE ST. 9 BURY	
6/25/21	Corwin Leber	231 Baltimore St. Fl. #12	
6/25/21	Cynthia Hall	253 Baltimore St Apt 1	
6/25/21	RICHARD BAKER	253 BALTIMORE ST #1	
6/25/21	Jeff Colby	253 Baltimore St #3	
6/25/21	Carolyn George	262 Baltimore St Apt 3 Gettysburg	Carolyn George





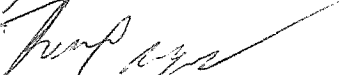

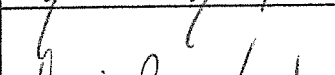

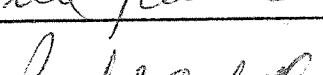
Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Small Businesses

Date	Printed Name / Business Name	Address	Signature
6/25/21	Forevermore Scrapbooks	238 Baltimore St	Mabel
6/25/21	Fourcorners Comics + Games	42 Baltimore St	Heather
6/25/21	Redbud House	28 Baltimore St.	Rose Lansing
6/25/21	True Friends Boutique	22 Baltimore St.	Deb Fair
6/25/21	Dirty Billy's Hats	20 Baltimore St.	Bob
6/25/21	Varsity Barber Shop	16 Baltimore St	Steve Lids
6/25/21	Varsity Barber Shop	16 Baltimore St	Steve Lids
6/25/21	Locke Studios	12 Baltimore St	Jose
6/25/21	St W Coins	19 Baltimore St	Orville Smitty
6/25/21	Crystal Wand	232 Baltimore St	Kathleen O'Neil
6/26/21	Wayne and Colleen Stevens The Antique Center of Gettysburg	30 Baltimore St	Colleen Stevens
6/26/21	Gettysburg Museum of History	219 Baltimore St.	John
6/26/2021	CHESTS OF GETTYSBURG	271 Baltimore St.	Paul
6/24/21	Gettysburg Ghost Exchange	271 Baltimore St.	Paul Barry







Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Residents

Date	Printed Name	Address	Signature
6/26/21	Diana Weston	252 1/2 Baltimore St Gettysburg Pa 17325	
6/26/21	Carla E. Pawlick	245 BALTIMORE ST. GETTYSBURG, PA 17325	
6/26/21	D.R. Galliehan	243 Baltimore St Gettysburg 17325	
6/26/21	Patricia Myers	253 Baltimore St, Apt 2 Gettysburg, PA 17325	
6/26/21	Wendy Allen	329 BALTIMORE ST GETTYSBURG PA 17325	
6/26/21	Hayla Miner	271 Baltimore St Gettysburg, Pa	
6/26/21	Eric Miner	271 Baltimore St Gettysburg, PA	
6/27/21	John L. Turner	250 Baltimore St. Apt. 2 Gettysburg, PA	
6/27/21	William H. Turner	250 Baltimore St Apt. 2 Gettysburg, Pa.	
6/27/21	TED HUNT	241 Baltimore St Gettysburg PA 17325	
6/27/21	Susan Hirt	241 Baltimore St. Gettysburg PA 17325	
7/1/21	John Buchheister	250 Baltimore St Gettysburg, PA 17325	
7/1/21	Rickard M. Czar	34 Baltimore St Gettysburg PA 17325	
7/1/21	Arny Zimmerman	217 Baltimore St. Gettysburg PA 17325	

Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Small Businesses

Date	Printed Name / Business Name	Address	Signature
6/28/21	Farnsworth House Inc	401 Baltimore St Gettysburg, PA 17325	
6/30/21	Reid's Cider House	400 Baltimore St Gettysburg PA 17325	
6/30/21	Martin's Family Shoes	26 Baltimore St. Gettysburg PA 17325	
7/1/21	The Maryland Sutter	250 Baltimore St. Gettysburg PA 17325	
7/1/21	Ploughman Cider Taproom	14 Lincoln Sq Gettysburg PA 17325	
7/1/21	MUMBERT SIGN CO.	137 BALTI. ST.	
7/7/21	Body and Soul Silversmith Gettysburg	461 Baltimore st.	
7/7/21	BODY AND SOUL SILVERSMITH GETTYSBURG	461 BALTIMORE ST.	
7/7/21	Buddy Boy Winery	777 Baltimore St suite 112	

Gettysburg Gateway Connectivity Project
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Letter of Support from Borough of Gettysburg Residents

Date	Printed Name	Address	Signature
6/24/21	NANCIE GUDMESTAD	309 BALTIMORE ST. GETTYSBURG, PA	
6/29/21	DEL GUDMESTAD	307 BALTIMORE ST	
6/29/21	Lorin E. Miller	417 Baltimore St. Gettysburg, PA	
7/1/21	Jeffrey M. Zimmerman	217 Baltimore St Gettysburg, PA 17325	
7/3/21	Albert Bachman	APT 1 262 BALTIMORE ST	
7/3/21	Bailey Riley	240 C BALTIMORE ST	

RAISE 2024

PROJECT DESCRIPTION

Overview

The Borough of Gettysburg in Adams County, Pennsylvania is advancing the Gettysburg Gateway Connectivity Project; a \$14.1 million Complete Street project for Baltimore Street in historic downtown Gettysburg. Baltimore Street serves as a tourist corridor linking the Gettysburg National Military Park and the Gettysburg National Cemetery with downtown Gettysburg, including the Military Park's historic David Wills House and the historic Gettysburg Train Station. The Complete Street improvements will follow President Lincoln's footsteps along Baltimore Street to deliver his Gettysburg Address and will: 1) improve bicyclist and pedestrian safety, 2) provide multimodal connectivity to Federal lands, and 3) support heritage tourism for this Area of Persistent Poverty.



The project purpose and need were identified by residents and small business owners expressing a dire need for more lighting, safer sidewalks and crosswalks, slower traffic, and a more pedestrian-friendly street to serve the millions of visitors to the Borough's historical attractions every year. Baltimore Street is also a major activity node for local pedestrians due to the high-density of land uses as a traditional main street community and county seat.

As proposed, the Gettysburg Gateway Connectivity Project will achieve public right of way improvements entailing traffic calming, improved sidewalks and crosswalks, lighting enhancements, and roadway improvements to improve safety, multimodal access, and economic development through tourism. The Borough is requesting \$10,096,944 in RAISE grant funding, the last piece of funding needed to advance the project to construction.

Statement of Work

The project will remove an underutilized parking lane to accommodate Complete Street improvements as bulleted below. Concept Plans for the project, prepared as part of the 2018 Master Plan, are enclosed and labeled "Concept Plans". They are also linked [here](#).

Wider and ADA-compliant sidewalks: 6,800 linear feet (1.28 miles) of brick sidewalk and the construction of ADA curb ramps. The existing sidewalk footprint will be widened/expanded by one foot and up to eight feet in certain places. The sidewalk network will also be extended at the southern terminus of the project limits.

Traffic calming and road diet measures: New curb bump outs in nine areas, narrower travel lanes (reduced from 14 feet to 13 feet), and three new signalized crosswalks (two mid-block crossings and one intersection location at Breckenridge). An additional five intersections will be improved

RAISE 2024

with crosswalk line painting and two new traffic signals will be installed at Lefever and South Streets to provide safer regulation of traffic flow.

Multimodal connectivity improvements: Sharrow markings will be added in the travel lanes, and five new bus shelters will be installed (none currently exist on Baltimore Street). Additionally, two dedicated charter bus stops will be installed to remove the unregulated loading/unloading of tourists along the corridor.

Heritage Inspired Streetscapes: All streetscapes will be heritage in design to restore the corridor's historical integrity and its importance in American history. The project will also directly contribute to the protection of historic resources, including dozens of Civil War era buildings, structures, and other resources. On Baltimore Street, there are 40 buildings that are registered as contributing resources to the Gettysburg Battlefield Historical District. Streetscapes will include:

- Brick sidewalks.
- 46 new street trees.
- 108 new LED streetlights.
- 12 pedestrian benches and new bicycle racks.
- Trash receptacles and related improvements.
- The remaining lane of on-street parking will be improved by replacing the existing individual meters with parking kiosks. The use of meter kiosks will declutter the sidewalk while also potentially saving the Borough staff time in maintaining individual meters.

Roadway improvements: Baltimore Street will include up to 16,000 square yards in milling and overlay to repair the corridor within the project limits. Depending on the construction let date, the milling and overlay totals may be reduced if Baltimore Street is repaved by PennDOT in the interim as part of routine maintenance.

Stormwater management: Other improvements will include street drainage and stormwater management. This includes three rain gardens as part of the proposed curb bump-outs and a new collection and conveyance system throughout the corridor. Currently, Baltimore Street has limited drainage, with no existing drains between Evergreen Cemetery and Steinwehr Avenue, Steinwehr Avenue to Lefever Street on the east side, Pfeffer Alley to Middle Street, and Railroad Street and Stevens Run.

Electric Vehicle (EV) infrastructure: The Borough of Gettysburg recognizes the rising demand for EV infrastructure. Plans are being explored to include charging infrastructure throughout the Baltimore Street project.

Project History

Federal Lands at Gettysburg

For more than 160 years, Gettysburg has served as a cultural and historical destination in South Central Pennsylvania drawing visitors from across the nation and internationally. On average, Destination Gettysburg reports that 3.8 million visitors converge on the Borough each year to experience the Gettysburg Battlefield and learn about the Civil War by visiting the Gettysburg

RAISE 2024

National Military Park, David Wills House, and Soldiers’ National Cemetery. The economic impact of tourism locally and regionally is significant, with the NPS reporting the Military Park and Eisenhower National Historic Site generate \$64 million in spending in the community each year, support 812 local jobs, and provide a cumulative benefit to the local economy of \$87.5 million.¹ In Gettysburg, this economic impact is embodied by the small local businesses that provide shopping, dining, and lodging for visitors.

Complete Street improvements on Baltimore Street will create a safer, more accessible, and more memorable experiences for visitors by creating a direct, walkable, and transit-accessible linkage between the Gettysburg National Military Park and the historic David Wills House in the downtown. The project will also improve accessibility to community facilities for local residents, including two schools located adjacent to Baltimore Street. Currently, 170 children walk to school in the Borough as reported by the School District.

GETTYSBURG ADDRESS

The Battle of Gettysburg was a turning point in the American Civil War in July 1863, where General Robert E. Lee’s second and most ambitious invasion of the North was halted by a Union victory. It was also one of the deadliest battles, with an estimated 40,000-50,000 casualties over the three-day battle.

In November of that year, a dedication ceremony was held for the new Soldier’s National Cemetery, where scattered soldier graves throughout the battlefield were relocated for proper burial. More than 15,000 people attended the event on November 19, 1863, and President Abraham Lincoln’s Gettysburg Address has become one of the most impactful and well-known speeches in American history. The Gettysburg Gateway Connectivity Project follows President Lincoln’s footsteps along Baltimore Street on his way to deliver his legendary speech; from the Gettysburg Transit Center to the David Wills House, and, ultimately, to the Cemetery where he delivered the Gettysburg Address.

Figure 1: Project Photo Before and After Rendering



¹ <https://www.nps.gov/gett/learn/news/tourism-benefits-2018.htm>



RAISE 2024

PROJECT LOCATION

Geographic Description

The project is located in the Borough of Gettysburg in Adams County, Pennsylvania. The project limits span two census tracts, 315.01 and 315.02. Geographically, the project limits begin at the historic Gettysburg Lincoln Railroad Station on Carlisle Street (located just north of the main square) and travel due south through Lincoln Square past the David Wills House, down Baltimore Street past Soldiers’ National Cemetery, and ultimately to the Gettysburg National Military Park at the historic Evergreen Cemetery. In total, the proposed project spans ~0.82 linear miles and touches 142 parcels in the southern portion of Gettysburg’s historic downtown.

Environmental Justice and NOFO Designations

Designations in Accordance with NOFO

- Area of Persistent Poverty** The project **is in an Area of Persistent Poverty** where both census tracts of the project meet the definition of an Area of Persistent Poverty.

- Historically Disadvantaged Community** The project is not in a Historically Disadvantaged Community.

- Rural Project** The project is not located in a census-designated urbanized area and, therefore, **is a rural project**.

Local Overview

The Borough of Gettysburg in Adams County is situated in South Central Pennsylvania, located 50 miles southwest of the City of Harrisburg and 85 miles north of Washington, D.C. The county is a predominately rural community featuring agricultural land uses and State Forest. As the county seat, Borough of Gettysburg is the cultural, economic, and community facilities core of the county while also being a major, national tourist destination.

Gettysburg is home to 7,423 residents and is a low-income community and Area of Persistent Poverty. The U.S. Census Bureau states that the nationwide poverty rate for a four-person household, two children and two adults, in 2022 is about \$30,000. In the Gettysburg Borough, Census Tract 315.01, and Census Tract 315.02, 33.1%, 29.9%, and 34% of households have incomes below the poverty level, respectively, and all have median and mean household incomes below the state averages.

Table 1: Household Income

Household Income	Pennsylvania	Adams County	Gettysburg Borough	Census Tract 315.01	Census Tract 315.02
<i>Total Households</i>	5,228,956	39,986	2,304	521	1,783
Median household income	\$68,957	\$72,985	\$47,609	\$60,750	\$43,175
Mean household income	\$93,835	\$91,397	\$69,996	\$79,121	\$67,329

ACS 5-Year Estimates, 2021-2025 (In 2021 Inflation-Adjusted Dollars)

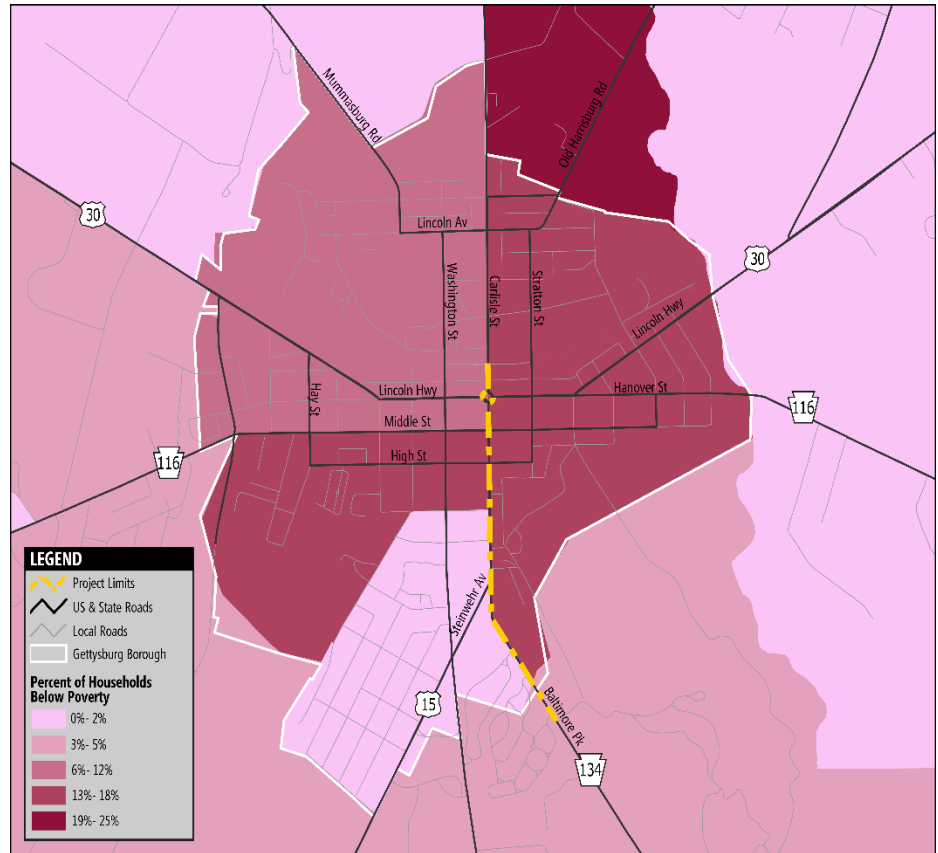




RAISE 2024

The 2021 American Community Survey (ACS) five-year summary estimates from the U.S. Census Bureau was used to determine the presence or absence of minority populations within the vicinity of the project. Census Tract 315.01 has approximately 17% of the population consisting of minorities (white alone non-Hispanics), which is below the state average; however, the percentage of the population identifying as Hispanic exceed the state average. Census Tract 315.02 has approximately 24% of the population consisting of minorities, which is at the state average; however, the percentage of the population identifying as American Indian/Alaska Native, some other race, and Hispanic exceed the state averages.

Figure 2: Percentage of Households Living in Poverty, 2021



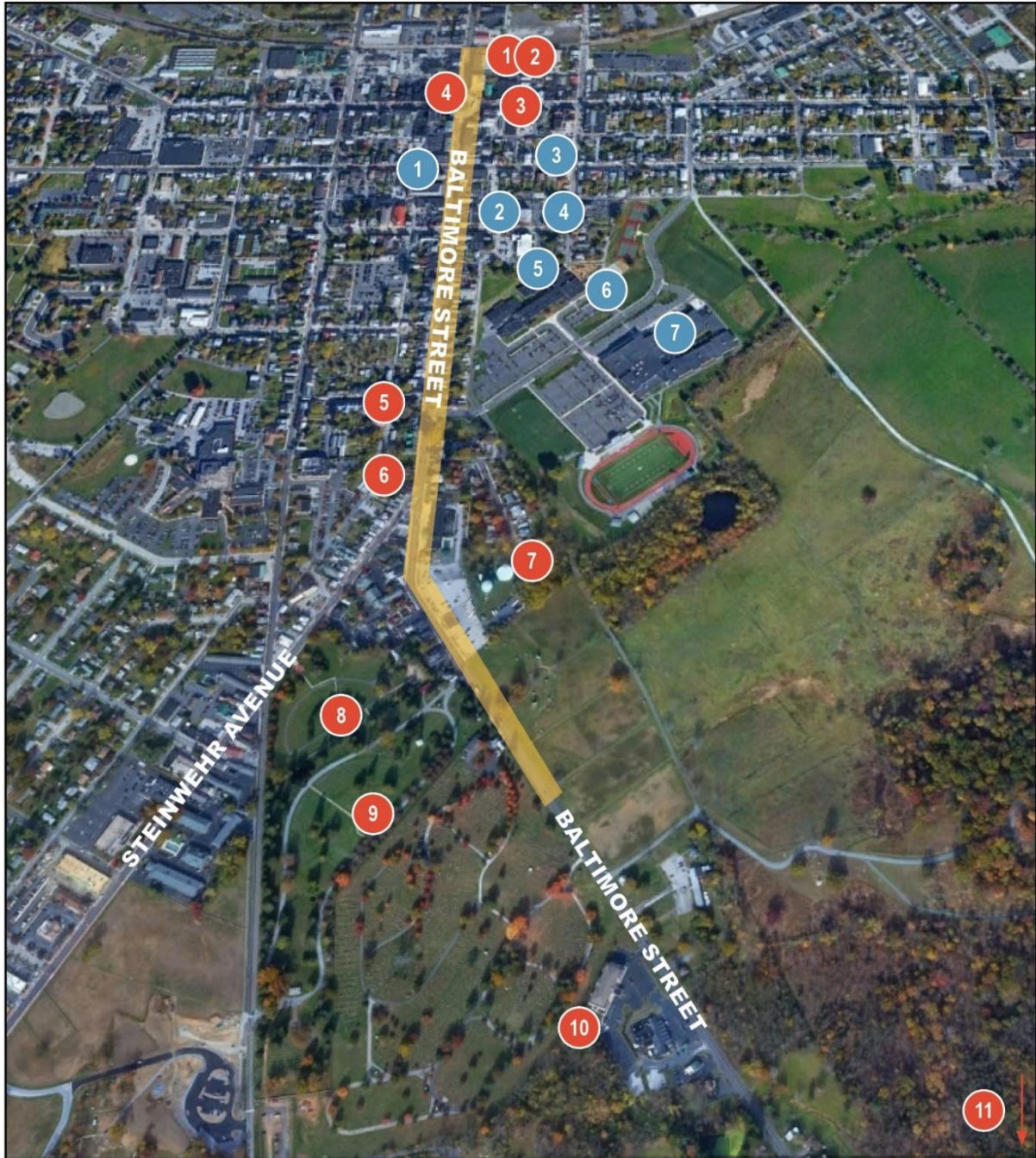
ACS 5-Year Estimates, 2021-2025

Table 2: Population by Ethnicity

Population	PA	Adams County	Gettysburg Borough	Census Tract 315.01	Census Tract 315.02
Total Population	12,964,056	104,127	7,423	3,483	3,940
Hispanic or Latino (of any race)	8%	7%	16%	10%	20%
Not Hispanic or Latino (of any race)	92%	93%	84%	90%	80%
Minority (both non-white and non-Hispanic)	24%	11%	21%	17%	24%

ACS 5-Year Estimates, 2021-2025





HISTORICAL LOCATIONS

- | | |
|---|--|
| 1. Gettysburg Transfer Station (rabbitransit) | 7. Jennie Wade House |
| 2. Gettysburg Train Station | 8. Gettysburg National Cemetery |
| 3. David Wills House | 9. Soldiers National Monument |
| 4. Lincoln Square | 10. Evergreen Cemetery (Cemetery Hill) |
| 5. Gettysburg Museum of History | 11. Gettysburg National Military Park |
| 6. Shriver House | |

PUBLIC LOCATIONS

1. Adams County Courthouse
2. Adams County Public Library
3. Adams County District Justice
4. Adams County Housing Authority
5. Gettysburg Municipal Building
6. Lincoln Elementary School
7. Gettysburg Area Middle school

Project Schedule
Gettysburg Gateway Connectivity
Last Revised: February 25, 2024

DESIGN PHASE

- Scoping March 2024 – August 2024
- Field Survey & Basemap May 2024 – July 2024
- Historic and Environmental Reviews July 2024 – September 2024
- Preliminary Design August 2024 – August 2025
- Safety Review Meeting w/ PennDOT February 2025
- Permit Submissions (DEP, ACCD, CSX) February 2025
- Preliminary Plans Specs and Estimates (PS&E) March 2025 – July 2025
- Design Field View August 2025
- Begin Final Design September 2025
- ROW Exhibit & Agreement Preparation September 2025 – October 2025
- Obtain Permit Approvals & Utility Clearances October 2025
- ROW Negotiations (if required) October 2025 – February 2026
- Final PS&E March 2026 – May 2026

RAISE GRANT OBLIGATION

- Grant Agreement Deadline May 2026

BIDDING PHASE

- Bidding and Contract Development June 2026 – December 2026

CONSTRUCTION PHASE

- Shop Drawing Reviews / Material Procurement January 2027 – March 2027
- Break Ground April 2027
- Utility Relocations April 2027 – October 2027
- Storm Sewer Infrastructure Improvements June 2027 – October 2027
- Street Lighting & Electrical Improvements September 2027 - January 2028
- Traffic Signal Improvements January 2028 – March 2028
- Sidewalks & Curbs Replacements April 2028 – December 2028
- Construction Contingency January 2029 – March 2029
- Landscaping & Appurtenances April 2029 – June 2029
- Roadway Paving & Markings April 2029 – June 2029
- Construction Complete By July 4th 2029
- Project Finalization & Contract Closeout July 2029 - September 2029

The following attachment is not included in this view since it is not a read-only PDF file.

The agency will receive all application forms and attachments without any data loss.

AttachmentForm_1_2-ATT3-1246-Project Location File.kmz



GRANT FUNDS, SOURCES, AND USES OF ALL PROJECT FUNDING

Project Costs

The Borough of Gettysburg is filing this RAISE 2024 grant application and will serve as the grantee for RAISE grant funding. The RAISE scope of work is estimated to cost \$12,621,180 and is limited to construction of the project. A detailed cost estimate for the RAISE scope of work is enclosed and labeled “Cost Estimate.” The attached cost estimate was created in February 2024 by C.S. Davidson, Inc. (The Borough of Gettysburg’s Engineer). A summary of the construction cost estimate is shown in Table 1.

Table 1: Summary Cost Estimate for Construction (RAISE Scope of Work)

Construction Category	Cost
Pedestrian Streetscapes	\$6,646,480
Traffic Calming	\$1,661,480
Multimodal Improvements	\$352,900
Roadway Improvements	\$916,000
Drainage and Other Improvements	\$3,044,320
RAISE Scope of Work	\$12,621,180

Sources and Uses of Funds

The sources and uses for the overall project are outlined in Tables 2-4, including: 1) design/engineering (overall project but not part of the FY 24 RAISE scope of work); and 2) Construction (FY 24 RAISE scope of work). Design and engineering expenses will be incurred between time of award and obligation. All funds for the design and engineering phase have been secured and are not a component of the RAISE scope of work. The design phase of the project is about 5% complete at time of submission of this application.

Table 2: Sources and Uses of Funds for Overall Project

Sources and Uses	Funding Amount
Engineering and Design (not included in FY 24 RAISE Scope)	\$1,567,397
U.S. DOT – Federal Lands Access Program (secured)	\$800,000
Borough of Gettysburg – Local Funds (secured)	\$313,480
PennDOT – State Funds (secured)	\$453,917
Construction (FY 24 RAISE scope of work)	\$12,621,180
U.S. DOT – RAISE (grant request)	\$10,096,944
Borough of Gettysburg – Local Funds (committed)	\$2,524,236
Total Project Cost	\$14,188,577





RAISE 2024

Table 3: Federal, RAISE, and Other Federal Funds for Overall Project

Funding Source	Funding Amount	Funding Percent
Non-Federal	\$3,291,633	23.50%
RAISE	\$10,096,944	70.34%
Other Federal	\$800,000	6.16%
Total Project Cost (Design/Engineering and Construction)	\$14,188,577	

Table 4: Federal, RAISE, and Other Federal Funds for FY24 RAISE Scope of Work

Funding Source	Funding Amount	Funding Percent
Non-Federal	\$2,524,236	20.0%
RAISE	\$10,096,944	80.0%
Other Federal	\$0.00	0.0%
Total Project Cost (Construction Only)	\$12,621,180	

Demonstration of Secured Match

The non-federal matching funds for the FY24 RAISE, in the amount of \$2,524,236, are committed at this time and will be formally obligated upon notification of a RAISE award. A letter of commitment from the Borough of Gettysburg is enclosed in the funding commitment section of the application. A resolution will be adopted by the Gettysburg Borough Council in March 2024.

Proof of secured funding for design and engineering (non-RAISE scope of work) are enclosed and labeled “FLAP Borough Funding Commitment” and “FLAP Grant Award”.

Additional Tables

Table 5a: Project Costs per 2020 Census Tracts

2020 Census Tract(s)	Project Costs per Census Tract
315.01	\$200,000
315.02	\$12,421,180
Total Project Cost	\$12,621,180

Table 5b: Project Costs per 2010 Census Tracts

2010 Census Tract(s)	Project Costs per Census Tract
315.01	\$200,000
315.02	\$12,421,180
Total Project Cost	\$12,621,180





RAISE 2024

Table 5c: Project Costs per Census Designated Urban Areas

Urban/Rural	Cost
Urban (2020 Census-designated urban areas with a population greater than 200,000)	\$0
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	\$12,621,180
Total Project Cost	\$12,621,180



PROJECT SUMMARY COSTS

TOTAL OF PEDESTRIAN STREETSAPES:	\$6,646,480
TOTAL TRAFFIC CALMING IMPROVEMENTS:	\$1,661,480
TOTAL MULTIMODAL CONNECTIVITY IMPROVEMENTS:	\$352,900
TOTAL ROADWAY IMPROVEMENTS:	\$916,000
TOTAL ADDITIONAL IMPROVEMENTS:	<u>\$3,044,320</u>
ESTIMATED GRAND TOTAL CONSTRUCTION COST:	\$12,621,180

MAJOR PROJECT COMPONENTS	UNITS	TOTAL UNITS	UNIT COST	TOTAL COST
PEDESTRIAN STREETSAPES (<i>encourage walkability & improve safety</i>)				
Sidewalk (Including: Brick, Stamped, Colored, Engraved)	SF	107,045	\$28	\$2,997,260
ADA Curb Ramps	SF	3,865	\$21	\$81,165
Concrete Sidewalk 4" Thick	SF	1,350	\$14	\$18,900
Reinforced Concrete 6-8" thick	SF	20,280	\$21	\$425,880
Detectable Warning Domes	SF	560	\$58	\$32,480
Install Street Trees	EA	55	\$525	\$28,875
Tree Grates	EA	68	\$1,840	\$125,120
Street Lights	EA	108	\$6,325	\$683,100
Clearing and Grubbing , Tree Removal	LS	1	\$26,450	\$26,450
Benches	EA	16	\$2,300	\$36,800
Trash Receptacle - Double Unit	EA	9	\$3,450	\$31,050
Trash Receptacle - Big Belly Unit	EA	3	\$13,800	\$41,400
Electrical (Includes wire, junction box, conduit)	LS	1	\$394,000	\$394,000
Temporary Right-of-Way Acquisitions for Construction	LS	1	\$30,000	\$30,000
Overhead Utility Relocations	LS	1	\$550,000	\$550,000
Maintenance and Protection of Traffic	LS	1	\$349,000	\$349,000
Mobilization, Field Office, Misc.	LS	1	\$204,000	\$204,000
Construction Management	LS	1	\$100,000	\$100,000
Construction Inspection	LS	1	\$399,000	\$399,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$92,000	\$92,000
TOTAL OF PEDESTRIAN STREETSAPES:				\$6,646,480

TRAFFIC CALMING IMPROVEMENTS				
Curb (With Street Restoration)	LF	10,040	\$87	\$873,480
Curb (Paver Restraints & Driveways)	LF	2,600	\$46	\$119,600
Traffic Signal	LS	1	\$230,000	\$230,000
Signalized Crosswalks	EA	6	\$6,900	\$41,400
Signage & Pavement Markings	LS	1	\$110,000	\$110,000
Maintenance and Protection of Traffic	LS	1	\$88,000	\$88,000
Mobilization, Field Office, Misc.	LS	1	\$51,000	\$51,000
Construction Management	LS	1	\$25,000	\$25,000
Construction Inspection	LS	1	\$100,000	\$100,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$23,000	\$23,000
TOTAL TRAFFIC CALMING IMPROVEMENTS:				\$1,661,480

MAJOR PROJECT COMPONENTS	UNITS	TOTAL UNITS	UNIT COST	TOTAL COST
MULTIMODAL CONNECTIVITY IMPROVEMENTS				
Permeable Paver	SF	1,750	\$18	\$31,500
Multi-Space Parking Kiosk	EA	19	\$9,200	\$174,800
Sharrow Pavement Markings	LS	1	\$17,100	\$17,100
Bus Shelters	EA	5	\$10,000	\$50,000
Bicycle Racks	LS	1	\$7,500	\$7,500
Maintenance and Protection of Traffic	LS	1	\$19,000	\$19,000
Mobilization, Field Office, Misc.	LS	1	\$11,000	\$11,000
Construction Management	LS	1	\$10,000	\$10,000
Construction Inspection	LS	1	\$22,000	\$22,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$10,000	\$10,000
TOTAL MULTIMODAL CONNECTIVITY IMPROVEMENTS:				\$352,900

ROADWAY IMPROVEMENTS				
Street Paving	LS	1	\$755,000	\$755,000
Maintenance and Protection of Traffic	LS	1	\$49,000	\$49,000
Mobilization, Field Office, Misc.	LS	1	\$29,000	\$29,000
Construction Management	LS	1	\$14,000	\$14,000
Construction Inspection	LS	1	\$56,000	\$56,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$13,000	\$13,000
TOTAL ROADWAY IMPROVEMENTS:				\$916,000

ADDITIONAL IMPROVEMENTS				
Stormsewer Pipe	LF	5,000	\$155	\$775,000
12" Square Catch Basin	EA	70	\$460	\$32,200
Trench Drain Stormsewer Pipe	LF	210	\$30	\$6,300
Type C Inlet	EA	31	\$2,300	\$71,300
Type C Modified Inlet	EA	13	\$4,370	\$56,810
Roof Drain Connections	LF	1,300	\$23	\$29,900
Waterline Relocation (50% of complete replacement estimate from GMA)	LS	1	\$1,000,000	\$1,000,000
Storm Manhole	EA	13	\$3,795	\$49,335
Trench Drain	LF	205	\$345	\$70,725
Stormwater Management Control Structures	LS	1	\$100,000	\$100,000
Landscaping	LS	1	\$34,500	\$34,500
Gateway / Entrance Feature	LS	1	\$150,000	\$150,000
Center Square Feature	LS	1	\$125,000	\$125,000
Grade Adjustment of Existing Manholes	EA	15	\$1,150	\$17,250
Erosion and Sediment Control	LS	1	\$30,000	\$30,000
Maintenance and Protection of Traffic	LS	1	\$145,000	\$145,000
Mobilization, Field Office, Misc.	LS	1	\$84,000	\$84,000
Construction Management	LS	1	\$46,000	\$46,000
Construction Inspection	LS	1	\$183,000	\$183,000
Contract Drawings, Bidding Specifications, Let Administration	LS	1	\$38,000	\$38,000
TOTAL ADDITIONAL IMPROVEMENTS:				\$3,044,320



Gettysburg
HISTORIC CROSSROADS

Borough of Gettysburg
Adams County, Pennsylvania
59 East High Street
Gettysburg, PA 17325

Rita C. Frealing - Mayor
J. Matthew Moon – Council President
Judith Butterfield – Council Vice President

Charles R. Gable, *MPA* – Borough Manager/Treasurer
Sara L. Stull – Borough Secretary/RTK Officer
Harold A. Eastman, Jr. – Borough Solicitor

Telephone: (717) 334-1160
FAX: (717) 334-7258
www.GettysburgPA.gov

27 February 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**RE: Gettysburg Gateway Connectivity Project
2024 RAISE Grant Application
Funding Commitment of Local Match Dollars**

Dear Secretary Buttigieg,

On behalf of the Gettysburg Borough Council and the Borough of Gettysburg, I am submitting this letter as demonstration of the Borough’s strong financial support for the Borough of Gettysburg’s Gateway Connectivity Project. **Gettysburg Borough is requesting \$10,096,944 in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding to advance construction for a complete streets project in the historic downtown of Gettysburg Borough.** The total cost of the RAISE scope of work (construction) is \$12,621,180. Gettysburg Borough is committed to the RAISE 20% local match requirement in the amount of \$2,524,236.

The Borough of Gettysburg, Adams County, Pennsylvania is advancing the Gettysburg Gateway Connectivity Project, a \$13.9 million¹ transportation infrastructure and streetscape improvement project along Baltimore Street. Baltimore Street serves as a critical corridor linking the Gettysburg National Military Park and the Soldiers’ National Cemetery with downtown Gettysburg, including the historic David Wills House and the Gettysburg Train Station. Traversing six blocks, the project includes the installation of five new bus shelters and significant traffic calming measures to improve multimodal options for the 3.8 million visitors that converge on this small town in South Central Pennsylvania every year. As a designated area of Persistent Poverty, the project also improves safety and accessibility for Adams County residents who utilize Baltimore Street to access critical community facilities, including the County Court House, elementary and middle schools, the public library, and hospital.

Thank you for your consideration and please do not hesitate to contact me directly if you have any questions regarding the project or the Borough’s financial commitment to it.

Sincerely,

Charles R. Gable, *MPA*
Borough Manager

cc: Borough Council

¹ Inclusive of both engineering costs (Funded via FLAP Grant plus local match) and construction costs.



Gettysburg
HISTORIC CROSSROADS

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Susan Naugle - Council President
Jacob Schindel - Council Vice President

Charles R. Gable, MPA - Borough Manager
Sara L. Stull - Borough Secretary
Harold A. Eastman, Jr. - Borough Solicitor

12 August 2019

Monique R. Evans, P.E., SES
Division Director, Eastern Federal Lands Highway Division
U.S. Dept. of Transportation, Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

**Subject: Gettysburg Gateway Connectivity Project
Federal Lands Access Program
Borough of Gettysburg Letter of Funding Commitment**

Dear Ms. Evans,

On behalf of Gettysburg Borough, I am submitting this letter as demonstration of Gettysburg's commitment to provide matching funds for the Borough's Gettysburg Gateway Connectivity Project. We are requesting \$1,253,917 in Federal Lands Access Program (FLAP) grant funding to advance design and engineering for a comprehensive transportation infrastructure and streetscape improvement project in the Borough's historic downtown. The total cost of the FLAP scope of work is \$1,567,397.

Baltimore Street (PA Route 94) connects the heart of Gettysburg Borough with the Gettysburg National Military Park (GNMP) and the David Wills House - another National Park Service asset. Both are important tourism and historical assets in the community that draw, according to the local Tourism Promotion Agency (Destination Gettysburg), nearly 4 million visitors each year. The Gettysburg Gateway Connectivity Project spans six-blocks and serves as an important residential, business, and commercial corridor. To improve safety, the overall \$10.7 million project will provide traffic calming, improved sidewalks and crosswalks that are ADA compliant, lighting enhancements, and roadway improvements to better position the corridor to serve visitors, businesses, and residents alike.

At this time, the Borough has committed to a 20% match totaling \$313,480 in local funds for the project. This local match is being programmed/secured in the Borough's municipal operating budget for 2020 and is being funded through the use of Capital Reserve Funds, surplus money in a Borough-managed Revolving Loan Fund, and money collected via private fundraising efforts orchestrated and managed through the non-profit organization Main Street Gettysburg. Preliminary discussions have also begun regarding the incorporation of a Neighborhood Improvement District (NID), which could provide additional funding opportunities in the coming years. In addition, there are discussions concerning the Borough securing a Pennsylvania Infrastructure Bank (PIB) loan. All these efforts demonstrate strong and committed community support for the project from local residents, business owners, and the elected governing body. Accordingly, please accept this letter as proof that the FLAP local match is secured and programmed for the project at this time.

Thank you and please do not hesitate to contact me directly if you have any questions related to our FLAP match contribution.

Sincerely,

Charles R. Gable, MPA
Borough Manager

RESOLUTION NO. 021323-1

WHEREAS, in relation to the Gettysburg Gateway Connectivity Project, and on behalf of Main Street Gettysburg, Inc., the Borough of Gettysburg (hereinafter referred to as the “Borough”) applied for grant funding under the Federal Lands Access Program (hereinafter referred to as the “FLAP grant”) and serves as the project sponsor; and

WHEREAS, in order to facilitate the FLAP grant for the Gettysburg Gateway Connectivity Project, the Borough is required to enter into a FLAP grant cooperative funding agreement with the Susquehanna Regional Transportation Authority, doing business as RabbitTransit, and the Pennsylvania Department of Transportation, relative to funding of the construction of the Gettysburg Gateway Connectivity Project.

WHEREFORE, BE IT RESOLVED, that the Borough Council of the Borough of Gettysburg, Adams County, Pennsylvania, is hereby authorized to enter into a Federal Lands Access Program (FLAP) grant cooperative funding agreement with the Susquehanna Regional Transportation Authority, doing business as RabbitTransit, and the Pennsylvania Department of Transportation, relative to the funding of the construction of the Gettysburg Gateway Connectivity Project; and

WHEREFORE, BE IT FURTHER RESOLVED, that Wesley K. Heyser, President of Borough Council, and Sara L. Stull, Borough Secretary, are hereby authorized to sign, attest and deliver the Federal Lands Access Program (FLAP) grant cooperative funding agreement on behalf of the Borough of Gettysburg.

THIS RESOLUTION DULY ADOPTED according to law on this 13th day of February, 2023 at a duly advertised general monthly business meeting of the Borough Council of the Borough of Gettysburg, Adams County, Pennsylvania.

BOROUGH OF GETTYSBURG

By: Wesley K. Heyser
Wesley K. Heyser, President

Attest:

Sara L. Stull

Sara L. Stull, Secretary



Eastern Federal Lands
Highway Division

21400 Ridgetop Circle
Sterling, VA 20166-6511

SENT VIA ELECTRONIC CORRESPONDENCE

FEB 10 2020

In Reply Refer to: HFPP-15 FLAP - PA

Subject: Federal Lands Access Program – State of Pennsylvania
Federal Fiscal Year (FY) 2020-2022 FLAP Call for Projects Results

To Whom It May Concern:

The Programming Decisions Committee (PDC) responsible for the Pennsylvania Federal Lands Access Program (FLAP) has concluded the FY 2020-2022 Call for Projects. The projects identified for programming for the Pennsylvania FLAP are listed below by application number.

Application Number	Project / Facility Name	Project Type	Federal Land Accessed	Applicant	Fiscal Year*
PA 31	Croasdale Bridge	Bridge Replacement	FWS- Cherry Valley National Wildlife Refuge	Stroud Township	2021
PA 32	Gettysburg Gateway Connectivity	Bicycle/Pedestrian Improvements	NPS – Gettysburg National Military Park	PennDOT	2021
PA 34	Cordorus Creekside Trail	Multi-Use Trail	USACE- Cordorus Creek Project	York County Redevelopment Authority	2022

* Fiscal Year Programmed/Project Schedule is subject to change

All final project approvals will be contingent upon the availability of funds. Funding beyond FY2020 is dependent on reauthorization of the Access Program by Congress. Please note that FLAP funds programmed by the PDC for the projects listed in the above table may not equal the FLAP funds requested in the application. The programmed amounts will be shared in a separate selection letter to be sent to the successful applicants.

Ms. Jacinda Russell, Access Program Manager, or another member of the Eastern Federal Lands Programs team will work with the successful applicants on the next steps. To begin this process, please complete the attached FLAP agreement worksheet and submit by email to EFLAccessProgram@dot.gov within 20 business days following the receipt of this letter.

If you have any questions, please feel free to contact Ms. Jacinda Russell at 571-434-1543 or Jacinda.Russell@dot.gov.

Sincerely yours,

A handwritten signature in black ink that reads "Holly E. Bell". The signature is written in a cursive style with a large initial "H" and "B".

Holly E. Bell
Planning & Programs Manager

Enclosure: FLAP Agreement Worksheet

FLAP Agreement Worksheet

Please provide FHWA with the following information in order to expedite the agreement process.

- AUTHORITY** This Agreement is being entered into by the parties pursuant to the federal and state statutory authority provided in 23 U.S.C. § 204, 71 P.S. § 511, 71 P.S. § 512, 8 Pa.C.S.A. § 1202, and 8 Pa.C.S.A. § 1401.
Example: EFLHD’s authority is 23 U.S.C. 204

2. PROJECT SUMMARY:

The project is located in the Borough of Gettysburg, Adams County, PA

The project scope consists of safety improvement for pedestrians and bicyclists including through traffic calming, improved sidewalks and crosswalks, lighting enhancements, roadway improvement to improve access, safety, and leverage economic development.

3. PROJECT LOCATION:

	Begin	End
Termini Mile Post or Landmark	Baltimore Street SR 2035 Segment 0050 offset 0000 (Borough line just south of Evergreen Cemetery)	Carlisle Street SR 3001 segment 0200 offset 0000 (Square) to offset 1081 (intersection of Water Street)
Termini Latitude (example: 35.000000°)	39°49'14.0"	39°50'01.9"
Termini Longitude (example: - 82.000000°)	N 77°13'44.1"W	N 77°13'52.1"W

4. ROLES AND RESPONSIBILITIES – SCHEDULE

Responsible Lead	Product/Service/Role	Schedule Start-Finish
C.S. Davidson, Inc.	NEPA Document	3 months
C.S. Davidson, Inc.	Final Design	18 months
N/A	Advertisement	N/A
N/A	Construction Engineering	N/A
N/A	Construction	N/A
N/A	Contract Closeout	N/A

FLAP Agreement Worksheet

5. PROJECT BUDGET

Please fill in budget estimate as applicable.

Item	Estimate (\$)	Comments
Preliminary Engineering	\$1,567,397.00	
Construction Engineering	N/A	
Construction Cost	N/A	
Right-of-way	N/A	
Other Costs (Please Identify)	N/A	

6. PROPOSED DESIGN STANDARDS

Final design standards will be determined through the NEPA process.

Criteria		Comments
Standard	<ul style="list-style-type: none"> • A policy on Geometric design of Highways and Street, 2011 AASHTO Publication "AASHTO Green book" • Guide for the development of Bicycle Facilities, 4th edition 2012 • Penn DOT Design Manual Part 2, Penn DOT Design Manual Part 3 • Federal Highway Administration - Manual on Uniform Traffic Control Devices (MUTCD), latest edition • Highway Capacity Manual, Transportation Research Board • U.S. Access Board, "Draft Public Right-of-Way Accessibility Guidelines" (PROWAG)) 	
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Surface Type	Asphalt, Concrete, Brick	
Design Volume	5600	

FLAP Agreement Worksheet

7. RIGHT-OF-WAY

Right-of-Way: *There are No known Permanent right-of-way conflicts. It is anticipated that the project can be completed without the need for any new permanent right-of-way. It is anticipated that temporary construction easements will be needed. Construction easements will be obtained before the advertisement of the project.*

8. UTILITIES

Utilities: *Utility conflicts are anticipated. Utility agreements will be finalized before the advertisement of the project.*

9. POINT OF CONTACT (min 2 contacts)

Name & Title	Agency	Phone & Email
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Shamberg, Vanessa

From: Yigezu, Meseret (FHWA) <Meseret.Yigezu@dot.gov>
Sent: Thursday, June 10, 2021 3:12 PM
To: Charles R. Gable
Cc: Russell, Jacinda (FHWA); Shamberg, Vanessa; cmc@csdavidson.com
Subject: EXTERNAL: RE: Thank You & FLAP Grant Confirmation - PA 32

Good afternoon Charles,

Thank you so much, I am also very glad everyone meet and able to move forward with your project.

You are correct, **PA 32** - Gettysburg Gateway Connectivity - this project is partially funded and the total FLAP programmed amount for PE is - \$800,000.00 for Phase 1 and 2B.

Please don't hesitate to let us know if you have any questions.

Thanks again,

Meseret (Mezi) Yigezu | Program Planning Specialist | Federal Highway Administration | Eastern Federal Lands Highway Division | meseret.yigezu@dot.gov | 703-948-1417 |

From: Charles R. Gable [mailto:cgable@gettysburgpa.gov]
Sent: Thursday, June 10, 2021 2:45 PM
To: Yigezu, Meseret (FHWA) <Meseret.Yigezu@dot.gov>
Cc: Shamberg, Vanessa <Vanessa.Shamberg@mbakerintl.com>; cmc@csdavidson.com
Subject: Thank You & FLAP Grant Confirmation

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All the very best,



Charles R. Gable, MPA

Borough Manager

Borough of Gettysburg

59 East High Street

Gettysburg, PA 17325

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www.GettysburgPA.gov

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Eastern Federal Lands
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Charles R. Gable, MPA

Borough Manager

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SELECTION CRITERIA

The Gettysburg Gateway Connectivity Project advances 8 of 8 selection criteria as defined by the Notice of Funding Opportunity (NOFO). Five (5) of the criteria are substantiated with clear, direct, data-driving, and significant benefits, including:

1. Safety
2. Environmental Sustainability
3. Mobility and Community Connectivity
4. Economic Competitiveness and Opportunity
5. State of Good Repair

Safety

Protecting nonmotorized travelers and communities from health and safety risks; Reducing fatalities and/or serious injuries for underserved, overburdened, or disadvantaged communities

Based on reportable and non-reportable crash data, the project corridor has had 77 crash incidents over the most recent five-year period, or approximately one incident every three weeks.¹ There have been 31 crashes involving pedestrians since 2001 resulting in two fatalities and three suspected serious injuries. Only two other crash types were higher than pedestrian crashes (angle and rear end). Between 2016 and 2020, there were seven pedestrian crashes, including one fatality at the intersection with Railroad Street in 2018. This is significant and underscores the existing safety challenges of the corridor.

Table 1: Reportable Crash Data, 2001-2020

Crash Type	Total Crashes (2001-2020)	Crash Rate per Year	Crash Severity						
			Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Unknown Severity	Unknown if Injured	Property Damage Only
Angle	47	2.35	0	0	2	12	3	1	29
Backing	1	0.05	0	0	1	0	0	0	0
Head On	3	0.15	0	0	0	1	0	0	2
Hit Fixed Object	28	1.4	1	0	1	4	0	0	22
Non-Collision	4	0.2	0	1	1	0	1	0	1
Opposite Direction Sideswipe	5	0.25	0	0	0	3	1	0	1
Pedestrian	31	1.55	2	3	5	13	8	0	0
Rear End	32	1.6	0	1	4	9	3	0	15
Same Direction Sideswipe	11	0.55	0	0	0	2	3	1	5
Unknown	1	0.05	0	0	0	0	1	0	0
Total	163	8.15	3	5	14	44	20	2	75

PennDOT Reportable Crash Data, 2001-2020

¹ PennDOT and Borough Police



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Using 2001-2020 reportable crash data and applying crash reduction factors associated with the Gettysburg Gateway Connectivity Project, the benefit-cost analysis indicates **the project will provide a 68% reduction in crashes**. The project safety improvements will be achieved through installation of roadway design and transportation enhancement features proven to improve safety and reduce vehicle conflicts for motorists, bicyclists, and pedestrians:²

As an example of the safety improvements, PennDOT Publication 13M (DM-2) for General Design recommends a maximum travel lane width of 12 feet for roadways in Urban Core communities. Currently, Baltimore Street's two travel lanes are 14 feet. They will be reduced to 13 feet and narrowed further in several areas with nine new curb bump outs to calm traffic. There are no curb bump outs along Baltimore Street today. Studies performed by the FHWA show that road diets can reduce the number of crashes by up to 47%.³

To support access for all pedestrians, 1.2 linear miles of improved, ADA-compliant sidewalk will be installed along Baltimore Street including approximately 55 curb ramps that will be installed, improved, or replaced. Three new crosswalks are proposed that will allow safe pedestrian crossings along the corridor improving mobility and access. An additional five intersections will be improved with crosswalk line painting and two new traffic signals will be installed at Lefever and South Streets to provide safer regulation of traffic flow. New street lighting will also improve pedestrian safety. According to the FHWA, high-visibility crosswalk markings can reduce pedestrian crashes by up to 48%.⁴

Environmental Sustainability

Reduce transportation related air pollution and greenhouse gas emissions from uncoordinated land use decisions; Reduce vehicle miles traveled

Even as a small community with limited financial resources, the Borough of Gettysburg is committed to environmental sustainability and addressing climate change. The Borough is a [Certified Gold Community](#) under the Sustainable Pennsylvania Community Certification Program. A mode-shift from vehicles to active transportation is a priority outcome of the Gettysburg Gateway Connectivity Project, as is the corresponding reduction in Vehicle Miles Traveled (VMT) and emission pollutants. VMT and emission savings were analyzed in two parts, local residents and visitors:

Part 1 Local Residents: A mode shift analysis based on the methodology tools and data from the U.S. DOT Pedestrian and Bicycle Information Center estimates that the project **will increase local resident multimodal walking and bicycling along Baltimore Street by 45%**, or an increase in the number of active transportation users from 1,134 to 1,747 in non-peak season (net increase of 613 walkers and bicyclists each day, or 223,745 each year).

² FHWA-SA-08-011 Desktop Reference for Crash Reduction Factors

³ Proven Safety Countermeasures – Road Diets (Roadway Configuration). U.S. Department of Transportation Federal Highway Administration. 2017. https://safety.fhwa.dot.gov/provencountermeasures/road_diets/

⁴ Safe Transportation for Every Pedestrian. U.S. Department of Transportation Federal Highway Administration. https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/step2.cfm

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- With this projected growth in active transportation, forecasted VMT will be reduced by 99,726 annually (a reduction of 273 in VMT daily).
- This will result in estimated reductions in key emission pollutants (VOCs, NOx, CO2 equivalent and PM 2.5) in total of 38,080 kg/year.
- Note: These estimates are based on off-season counts for pedestrian/bicyclist activity on Baltimore Street (base counts from a weekday in March 2022; no tourist visitors assumed).

Part 2 Visitors: While Gettysburg enjoys the economic benefits of tourism, it is also adversely impacted by visitor vehicle emissions. Research indicates that of the 3.8 million tourists that visit Adams County and Gettysburg annually, 81.7% report Federal lands at Gettysburg as the primary destination of their trip.⁵ Tourists currently rely on personal vehicles and charter buses to visit historical attractions, contributing to the release of greenhouse gases in the borough; an Area of Persistent Poverty. The same mode shift analysis was completed for visitors, but **assumes a conservative 5% increase in visitors using multimodal walking and bicycling to access tourist destinations along Baltimore Street**, or an increase in the number of active transportation users from 0 to 127,288 in peak season (net increase of 127,288 annually).

- With this projected growth in active transportation, forecasted VMT will be reduced by 74,875 annually.⁶
- This will result in estimated reductions in key emission pollutants (VOCs, NOx, CO2 equivalent and PM 2.5) in total of 28,642 kg/year.

As described by The Greenlining Institute's Mobility Equity Framework,⁷ limited access to multimodal transportation, VMT, and greenhouse gases, among nine other indicators, contribute to disproportionate health and economic impacts for low-income communities. By reducing VMT and the corresponding emissions from both local resident activity and tourist activity, the project will provide mobility and health equity benefits for Gettysburg. The project also aligns with the Pennsylvania Climate Action Plan and Pennsylvania EV Mobility Plan by reducing VMT and inclusion of potential EV charging infrastructure to encourage electrical vehicle usage in the corridor.

Gettysburg Borough is a mandated MS4 community and through this project will be adding stormwater infrastructure to the Baltimore Street corridor. Baltimore Street currently lacks stormwater infrastructure. Trees will also be planted in the corridor to assist with natural stormwater control.

⁵ Destination Gettysburg.

⁶ The VMT reduction analysis utilizes FHWA occupancy rate of 1.7 for all vehicles to convert the projected 45% bike/ped increase to the equivalent number of vehicles.

⁷ Mobility Equity Framework. The Greenlining Institute.

https://greenlining.org/wp-content/uploads/2019/01/MobilityEquityFramework_8.5x11_v_GLI_Print_Endnotes-march-2018.pdf

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Quality of Life

Increase accessibility for travelers specifically for underserved, overburdened, or disadvantaged communities.

The Borough is prioritizing equitable access to transportation through this project by improving pedestrian, bicycle, and transit connections for low-income residents.

- The Borough of Gettysburg is home to 7,423 residents and is designated as an Area of Persistent Poverty. In 2021, 33.1% of Borough households earned less than \$35,000.
- In portions of the Borough, up to 25% of households have no vehicle access.⁸
- More than 1,000 Borough residents walk to work and 170 students walk to school,⁹ many which must walk along and/or cross Baltimore Street to access transit, employment, community facilities, and the elementary and middle schools.
- Based on March 2022 counts, approximately 1,400 local pedestrians utilize Baltimore Street daily in non-peak season.¹⁰

Complete Street improvements will add critical safety upgrades at crosswalks and bring all sidewalks into compliance with ADA accessibility requirements. The improvements are projected to increase biking and walking along the corridor by more than 45%, increasing the average number of pedestrians and bicyclists from 1,134 to 1,747 while reducing future forecasted VMT. By providing local residents with safe and accessible connections to destinations and public transit, the project will reduce reliance on personal vehicles and provide increased mobility options to access jobs, public services, transit, and shopping destinations.

Mobility and Community Connectivity

Increase the accessibility for all users of a project, particularly nonmotorized travelers (those walking, cycling, rolling, or using transit).

The Gettysburg Gateway Connectivity Project is a Complete Street project that will provide enhanced transportation choices and safe mobility for all users including bicyclists, pedestrians, transit users, and tourists. As mentioned, current conditions along the corridor cater to motor vehicles and heavy truck traffic with wide travel lanes (14 feet), limited crosswalks, and narrow, non-ADA sidewalks that terminate at the southern end before reaching the Gettysburg National cemetery and Evergreen Cemetery; these conditions impede the use of active transportation and transit options. The project improvements are projected to increase bike and walking along the corridor for local residents by more than 45% (1,134 to 1,747 active transportation users in non-peak season). Along the project corridor, the Census tracts 315.01 and 315.02 respectively have the median ages of 20 years and 38 years, therefore benefitting college students, families, and local residents that walk or bike to commute to work. During peak season, the project is estimated to increase in the number of active transportation visitors/tourists from 0 to 127,288. The Environmental Sustainability section above contains additional data to support the mode shift.

⁸ U.S. Census Bureau, 2015-2019 ACS 5-Year Estimates for Block Group 1, Census Tract 315.02, Adams County PA

⁹ Gettysburg Area School District, 2022

¹⁰ Michael Baker International Bike/Ped Count Study, 2022

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Per the Statement of Work, the project focuses on additional multimodal transportation improvements such as adding sharrow markings, five bus shelters (none currently exist), and two dedicated charter bus stops. Please see the Statement of Work in the project narrative section of this application for a detailed discussion.

Economic Competitiveness

Increase transportation options and system connectivity to revitalize underserved, overburdened, or disadvantaged communities, increase access to jobs and location efficient affordable housing, or facilitate tourism opportunities.

In 2010, the Borough of Gettysburg, Main Street Gettysburg, and the Steinwehr Avenue Business Improvement District (BID) completed a similar \$7.5 million Complete Street project on the adjacent Steinwehr Avenue tourist corridor to improve safety and stimulate economic development through heritage tourism. The project has been successful, attracting 29 new businesses in less than 10 years and \$5 million in private investments as reported by the BID.

Baltimore Street is estimated to attract a similar level of private sector investment with the completion of the Gettysburg Gateway Connectivity Project, which will support economic competitiveness in the form of private sector investment and increased spending on tourism in the form of food, lodging, parking, and retail spending. As described above, the project is estimated to mode shift 74,875 VMT with a combined occupancy of 127,288 to active transportation users that will traverse the 0.82 miles of Baltimore Street by foot, bike, or transit. Encouraging visitors to use active transportation will create a new market for heritage tourism along the corridor, resulting in the creation of new businesses much like Steinwehr Avenue as a case study. In this way, the project will facilitate new tourism opportunities in the Borough of Gettysburg. **Based on the benefit-cost analysis, increased tourism spending on Baltimore Street is estimated to total \$78,782,515 over 20 years.** In Year 1, the Borough will realize \$411,863 in increased visitor spending leveraged by the project; by Year 20, the Borough will realize \$5.1 million in visitor spending. The geographic proximity of Baltimore Street and Steinwehr Avenue (local case study demonstrating the economic impact of Complete Street improvements for the heritage tourism industry) are depicted in Figure 1.

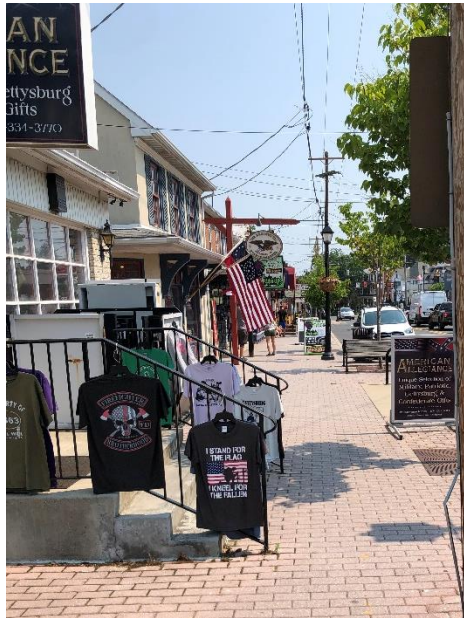
The Borough of Gettysburg is currently working to promote greater public and private investments in land-use productivity through a Borough wide zoning update. This update will allow for locally driven density decisions that support equitable commercial and mixed-income residential development.

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Figure 1: Proximity to Steinwehr Avenue (Case Study for Economic Development through Complete Streets Improvements)



Figure 2: Photos of Adjacent Steinwehr Avenue Tourism after Similar Streetscape Improvement Project



State of Good Repair

The project will address deferred maintenance associated with sidewalk conditions that do not meet ADA requirements and are ad hoc in nature, the lack of sufficient stormwater drainage along the corridor, and repaving. The new concrete bricks are more durable and less prone to deterioration, therefore having a long Useful Life Benchmark (ULB). Between 2011 and 2022, seven lawsuit claims, with a payment total of \$62,155.71, were made due to the sidewalk and

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ADA ramps being defective. Upon completion, the full ~0.82 linear mile corridor will be restored to a new, state of good repair condition. Cost savings associated with reduced lawsuit claims and payments and maintenance of the sidewalks will benefit the Borough, while the Commonwealth of Pennsylvania will benefit from the reduced maintenance of the state-owned road.

The Borough of Gettysburg is currently exploring an updated ordinance to improve sidewalk maintenance. The ordinance could allow the Borough to have a bigger role in sidewalk maintenance. The Borough and Main Street Gettysburg currently have a zero-interest loan program for property owners to maintain their properties. This loan is applicable to sidewalks as well.

There are other key stakeholders that will contribute to maintenance of the project including rabbitranist (transit provider for the corridor) and Gettysburg Borough Storm Water Authority (stormwater improvements that will be made to the corridor). Another recent change to assist with maintenance throughout the corridor is the movement of the code enforcement department to be housed within the Borough.

State of good repair data for this project was solely based on per mile costs to maintain the roadway within the project area. In total, state of good repair monetary saves are estimated at \$688,479 over a 20 year period. Road repair frequencies were based on 5-year cycles of milling and resurfacing by the Commonwealth of Pennsylvania, along with sidewalk replacement occurring every 20 years by the Borough. For more information, please refer to the benefit-cost analysis.

The design of the project accounts for details that will lessen the need for maintenance such as context sensitive trees and tree root barriers installed to protect the investment.

Partnerships and Collaborations

The project purpose and need were initiated and identified by the residents and small business owners of Baltimore Street who expressed a dire need for more lighting, safer sidewalks and crosswalks, slower traffic, and a more pedestrian-friendly street to serve 3.8 million visitors each year. Based on this grassroots advocacy to improve the corridor, residents and business owners were joined by the Borough, County, and the region's tourism and economic development agencies to prepare a formal Master Plan for Baltimore Street through extensive public involvement. In total, more than 80 organizations and community representatives worked on the *2018 Baltimore Street Historic Pathway Revitalization Master Plan (2018 Master Plan)* to outline the conceptual design for the project. The *2018 Master Plan* is available on the Borough's website, linked [here](#).

In addition to the local partnership between the Borough, economic development organizations, and residents that made the Master Plan and overall vision for the project possible, the project enjoys a strong partnership with the National Park Service. The National Park Service has had a seat at the table since the inception of the project and was paramount to advancing a Federal

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Lands Access Program (FLAP) grant application through the U.S Department of Transportation (U.S. DOT), Federal Highway Administration (FHWA), Office of Eastern Federal Lands Highway Division (EFL). In 2020, the Borough was awarded \$800,000 in FLAP grant funding to partially fund design and engineering for the project. As another demonstration of partnership and collaboration, both PennDOT and the Borough have committed funds to complete design/engineering and construction.

Innovation

Green infrastructure is an innovative approach to stormwater management and the Borough of Gettysburg is committed to integrating green infrastructure elements as a way to help reduce the quantity and improve the water quality of stormwater runoff. The project provides for several rain gardens through the curb bump outs to serve this purpose. Additionally, 46 street trees will be planted to expand the tree canopy, encourage active transportation, and address climate change. The National Agroforestry Center in the U.S. Department of Agriculture identifies the use of tree coverage to increase water quality and assist in watershed management. Tree coverage is known for reducing flooding and flood damage, improving aquatic habitats, and filtering contaminants.¹¹

Currently, Baltimore Street has limited drainage, with no existing drains between Evergreen Cemetery and Steinwehr Avenue (both sides), Steinwehr Avenue to Lefever Street on the east side, Pfeffer Alley to Middle Street, and Railroad Street and Stevens Run. The result is increased flooding along the corridor and water pollutants entering the storm drain system.

Three curb side rain gardens are proposed to improve the quality and reduce the quantity of stormwater runoff. In addition, new storm sewer pipe and inlets will be installed to account for runoff being blocked by curb bump outs and to eliminate roof leader discharge onto the sidewalks which creates a safety hazard to pedestrians, especially during the winter months. These improvements will significantly improve drainage along the corridor to reduce flooding and water pollutants entering the storm drain system. Additionally, planting new trees along the corridor will help better manage stormwater runoff and water quality.

Traffic management infrastructure will also be addressed in this project including technology upgrades at intersections to help traffic move more efficiently through the area. Traffic signal systems will also be used to enhance and handle special event traffic. LED street lighting will also be implemented for visibility and safety. The planned improvements also will benefit the transit users in the area by providing better infrastructure. Electric Vehicle (EV) infrastructure is also being explored for inclusion in the updates. The Borough of Gettysburg recognizes the shift in needs for EV charging facilities.

In addition, the existing coin parking meters will be replaced with state-of-the-art electronic parking payment kiosks. Currently, the coin collection process involves two employees collecting

¹¹ Agroforestry: Working Trees for Water Quality. 2012. U.S. Department of Agriculture – National Agroforestry Center.
<https://www.fs.usda.gov/nac/assets/documents/workingtrees/brochures/wtwq.pdf>
<https://archive.encycinitasca.gov/WebLink/DocView.aspx?id=735600>

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and delivering the coins to the bank twice a week. Annually, this costs the Borough \$57,854 and 1,040 hours of labor per employee.

INNOVATIVE FUNDRAISING

Main Street Gettysburg is a nonprofit organization whose mission is economic development in the historic district of Gettysburg. Main Street Gettysburg organizes and partners to deliver a variety of events downtown, many of which function as fundraisers. The three projects below illustrate the momentum of community involvement and the fiscal impact of special fundraising events that utilize the downtown road infrastructure.

BALTIMORE STREET BINGO

In 2018, Main Street Gettysburg began hosting a series of fundraisers called *Steppin' Out for Bingo* to raise funds for the Baltimore Street Revitalization Project. The initial event in 2018 grew into multiple events in 2018 and 2019, with local business sponsoring each. Ticket sales, prizes, raffles, other incentives, and food and drink sales promoted donations to support this fundraiser for Baltimore Street. Each event was sold out and prompted additional events, raising over \$20,000 in restricted funds for local match for grant applications.

The success and overwhelming attendance of the bingo events created the impetus for subsequent, and more elaborate fundraising events.

LONG LONG LONG LONG DINNER

The Long, Long, Long, Long Dinner Party is a bold concept for a fundraising event. This event supports revitalization efforts in Gettysburg, notably the current project to revitalize the Baltimore Street Historic Pathway.

The inaugural event occurred on October 4, 2019, when a long table stretched down the middle of a closed-Baltimore Street from Lincoln Square to South Street — four blocks. Guests purchased their meals from a variety of food trucks and area restaurants; or brought their own potluck dinners. A spirits tent was also available on Lincoln Square. This was a first-of-its-kind, open-air fundraising party, which included entertainment and surprises. The event was well attended by local residents, public officials, businesses, and neighbors. The fundraising premise was the sale of reserved seats at the long table. Tickets were made affordable to encourage maximum participation.

This event illustrates the return on investment when events are accessible and staged in the heart of the community. The Long Dinner in 2019 raised over \$10,600 for the Baltimore Street Revitalization Project.

A GETTYSBURG CHRISTMAS FESTIVAL

Main Street Gettysburg and a team of generous sponsors, participants, and volunteers orchestrate "A Gettysburg Christmas Festival." Partners and sponsors deliver events, activities, entertainment, and experiences at multiple locations throughout historic downtown.

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The Christmas Festival is an annual event that stimulates the local economy in the fourth quarter, which benefits downtown businesses and organizations, as well as securing donations for future festivals. This event extended the tourism season into December.

The festival draws residents and visitors to downtown Gettysburg for a unique holiday experience for families and people of all ages. Festival visitation most recently reached 12,000 attendees (2023) and includes local residents, as well as regional and long-distance travelers from 25-100+ miles. Free parking, shuttles, activities, and entertainment allow visitors to patronize our local businesses. This approach aligns with our mission to stimulate the local economy. In 2023, 48% of businesses had an increase in sales compared to the previous year. Beyond boosting numbers, it represents community collaboration through partnerships and volunteers to showcase Gettysburg during the holiday season.

Focus areas include road closures, primarily on Baltimore Street and Lincoln Square. These dedicated areas allow for Main Street Gettysburg to create specialized fundraising opportunities, i.e., sale of festival merchandise and use of a special occasion permit under PLCB as fundraisers during the event.

Focusing the festival on Baltimore Street and Lincoln Square also provides additional exposure for the Historic Brick Pathways Program, wherein engraved bricks are sold as a donation to Main Street Gettysburg. This major fundraising program began in 1993, contains over 7,500 personalized bricks, and is a key infrastructure element of Lincoln Square.

Main Street Gettysburg relies heavily on its ability to host and leverage fundraisers downtown. These events help to maintain funds for economic development and accumulate restricted funds for grant match. Events in the heart of the historic district are critical to Main Street Gettysburg's mission. Open engagement with the community provides visibility for projects, encourages ideas, fosters communication, and creates grassroots support from volunteers and donations.

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Transportation Challenges to Be Addressed by Project

Vehicular and pedestrian user conflicts correlated with injurious and fatal collisions.

Based on reportable and non-reportable crash data, the project corridor has had 77 crash incidents over the most recent five-year period, or approximately one incident every three weeks. There have been 31 crashes involving pedestrians since 2001 resulting in two fatalities and three suspected serious injuries. A child walking to school was struck by a vehicle in recent years at Baltimore and Breckenridge Streets. In March 2021, a vehicle crashed into the Blue and Gray Gift Shop on Baltimore Street resulting in one fatality and the explosion of the building:

Figure 1: March 2021 Vehicle Crash into Heritage Tourism Shop and Private Residential Apartments



three emergency responders were injured, six residents in four apartments were permanently displaced from their homes as a result of this crash, and one historic property was a total loss requiring immediate demolition.

Baltimore Street vehicular crashes are due to excessive speeding along the corridor, and the high number of user conflicts between vehicular traffic (11,000-13,000) and pedestrians (1,451 daily based on March 2022 counts).

High percentage of heavy vehicles.

Based on PennDOT TIRe information for Gettysburg, the heavy vehicle percentage along Baltimore Street ranges from 4.1% to 6.2%. With daily traffic volumes of 11,000-13,000, this calculates to 451 to 806 heavy vehicles traveling through the heart of historic downtown Gettysburg each day. Heavy vehicles conflict with 1,451 pedestrians that use crosswalks on off-season weekdays based on March 2022 pedestrian counts for a 24-hour period. Pedestrian counts in the peak summer season are estimated to be much higher.

A total of seven crashes over the most recent 20-year period involved tractor trailers, of which four were rear-end crashes, one same direction sideswipe crash, one pedestrian crash, and one angle crash. The pedestrian crash took place at the traffic circle and was a suspected serious injury crash.

Non-ADA Compliant sidewalks and no bicyclist facilities.

Baltimore Street experiences sustainable pedestrian traffic, generated by both local residents in this Area of Persistent Poverty and from the 3.8 million annual tourists who visit Federal lands at

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Gettysburg. Baltimore Street's existing sidewalk network is crumbling, narrow, and not ADA compliant. Sidewalk elements which are not ADA compliant include: non-compliant cross slope, non-compliant curb ramps and detectable warning devices, non-compliant landings and wheelchair turning spaces, improper drainage areas defined as wet conditions, improper clear width, and most notably non-compliant change in level (primarily due to heaving sidewalks). There are also no facilities for bicyclist to use along Baltimore Street.

Figure 2: Baltimore Street Sidewalk Deficiencies, Lack of Street Lights, and Commercial Through Traffic



Federal lands visitors using vehicles to complete short trips instead of multimodal options.

The Borough of Gettysburg and Destination Gettysburg report that most visitors to Federal lands are utilizing personal vehicles and charter buses to travel between National Park Service sites. The sites are located within 0.82 mile of one another and accessible via a direct walk north and south along Baltimore Street. The unsafe and unattractive sidewalk and limited crosswalk network deters visitors from exploring the Borough and historical sites by foot, bicycle, or public transit.

Limited and unsafe access to public bus transportation.

There are five existing bus stop locations along Baltimore Street. However, the limited number of designated crosswalks and non-ADA compliant sidewalks limit accessibility to these five stops. Additionally, there are no bus shelters to provide a safe and sheltered waiting area for transit users in this Area of Persistent Poverty.

Unsafe charter bus loading and unloading.

An estimated 400 tourist charter buses frequent the Shriver House and Museum (located on Baltimore Street) each year, an indicator that at least 400 charter buses, likely hundreds more, frequent the corridor each year. Currently, there are no designated pull-offs for these charter buses. The Borough observes charter buses frequently using metered parking spaces along the corridor to load and unload tourists, creating unsafe user conflicts.



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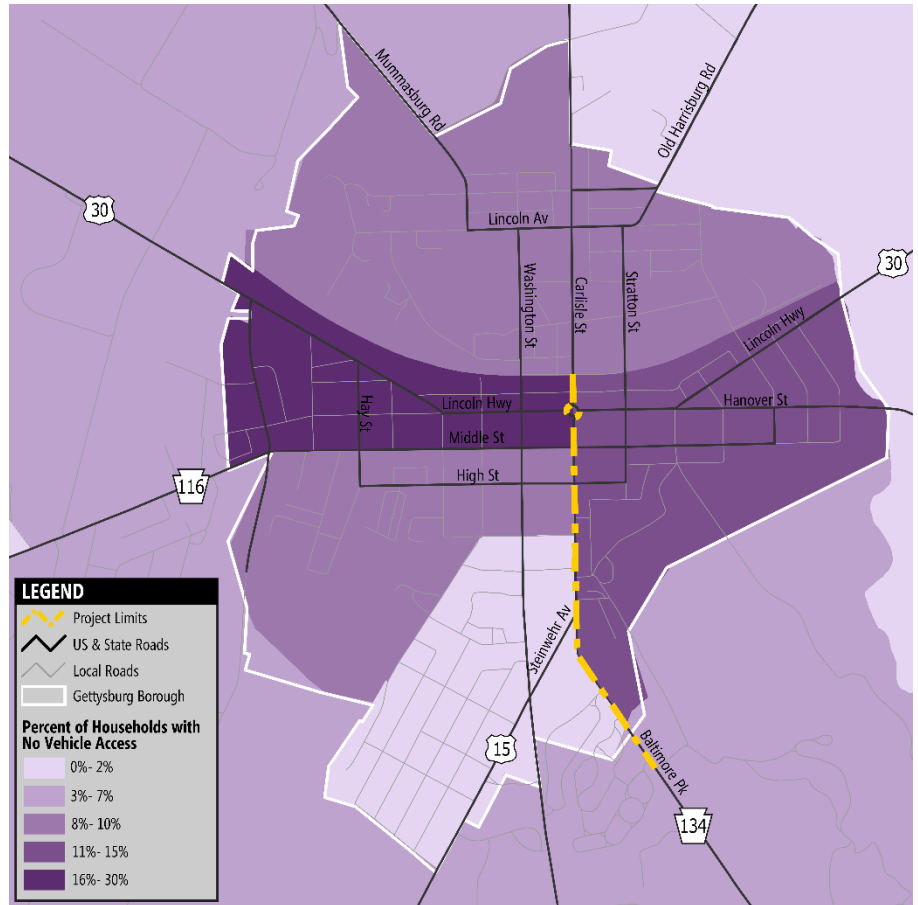
Additional Project Information

Roadway Connections and Commuting Patterns

Baltimore Street is part of the state-owned roadway and, within the project limits, includes PA State Routes 3001, 0030, 0116, 3001, and 2035. It is functionally classified as both a principal arterial highway and minor arterial. It experiences daily traffic volumes of 11,000-13,000, including 4.1% to 6.2% heavy vehicle traffic which conflicts with local motorists and pedestrians.

In Adams County, 1,735 individuals indicate they commute to work by walking. Of the 1,735 individuals countywide, 68% of these individuals are residents of the Borough of Gettysburg. Additionally, half of all transit users (for commuting) are Borough residents. Figure 5 visually depicts the Borough’s households with no vehicle access.

Figure 5: Percentage of Households with No Vehicle Access, 2021



ACS 5-Year Estimates, 2021-2025

Transit Connections

Public transportation in the Borough of Gettysburg is provided by rabbitransit, with services including both local circulators and regional commuter routes. The local circulators operate as Freedom Transit, which began operation in the Gettysburg area in 2009. There are four local bus routes (Lincoln Line [Lines 1 and 2], Blue Line, Gray Line, and Gold Line) which provide residents and tourists access to local attractions, hotels, and shopping venues as well as daily travel to major employers, medical facilities, human services, civic services, and transportation hubs. Two other bus routes (the Gettysburg-Hanover Connector and Route 15N to Harrisburg) provide daytime weekday service between Gettysburg and other major destinations in the South Central region of Pennsylvania.

Five of the six bus routes in Gettysburg converge on the Gettysburg Transfer Center (within project limits) at the historic Gettysburg Lincoln Railroad Station on Carlisle Street. There are an additional four stops on the Lincoln and Blue Lines along the project corridor, none of which currently offer wayfinding signage or shelters for waiting passengers.





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Despite a national decline in transit ridership in the past decade, bus ridership in Adams County, PA has remained stable at approximately 100,000 riders per year. The local circulators, like the Lincoln and Blue Lines, see more than twice as many passengers in the summer months as tourism increases. A map showing existing and proposed bus stop locations is enclosed and labeled, "Proposed Bus Stops". The final number and placement of bus stops will be determined during design. The project includes the installation of five bus shelters (none currently exist along the project corridor).



ENVIRONMENTAL RISK

Project Schedule

Construction will begin January 2027 and will take 30 months to complete. A project schedule is enclosed and labeled "Schedule". The Borough of Gettysburg understands the RAISE grant funds must be obligated by September 30, 2028. Based on the project schedule, the Borough believes it will meet all pre-construction requirements for obligation no later than May 2026, the date of which final Plans, Specifications, and Estimates will be complete and ready for competitive bidding.

Design and Engineering

In 2020, the Borough was awarded \$800,000 in FLAP grant funding to partially fund design and engineering for the project. The Borough and the Pennsylvania Department of Transportation (PennDOT) have committed non-federal matching funds to complete the funding package for design and engineering, which is estimated to cost \$1.5 million and will commence in 2024 with the scoping field view.

The Borough, grantee of the FLAP grant award, is coordinating with FHWA EFL and PennDOT to receive an executed grant agreement for the FLAP funds. The Borough was approved for local project delivery; accordingly, once the grant agreement is in place, the Borough will execute the design contract with its municipal engineer. C.S. Davidson, who has been the engineer on record for the Borough since 1993, is aware that the funding for design and engineering is in place and is anticipating the executed contract for design services with notice to proceed in March 2024. Design and engineering will take 24 months to complete (March 2024-May 2026). Email correspondence with FHWA EFL is enclosed in the attachment labeled, "FLAP Grant Award". The Borough has been in regular communication (email and conference calls) with FHWA EFL and PennDOT to advance formal obligation of the FLAP funds.

Construction

With design and engineering funded, the Borough is proactively working to obtain funding for construction. The Borough has committed to funding 20% of construction demonstrating the strong local support for this project. A RAISE grant in the amount of \$10,096,944 will complete the funding package.

Required Approvals

Transportation Improvement Program

The Borough has been working collaboratively with the Adams County Metropolitan Planning Organization (Adams County MPO) to program the project on the Transportation Improvement Plan (TIP). While the Adams County MPO remains strongly supportive of the project, funding through the TIP has not been programmed at this time. The TIP proposes where projected transportation funding sources will be spent over the next four (4) years in all of Adams County.

Adams County saw an 18% reduction in funding allocation between the 2019 and 2021 TIP's due to changes to the Statewide Financial Guidance. As a result, funding capacity remains very

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limited for new projects in the near term. In total, nine projects from the 2019 TIP and had to be delayed to complete carryover projects that are already under design. The project is listed on the 2040 TIP under Bicycle, Pedestrian, and Non-Monetarized Projects (shown as Baltimore Street Improvements). Adams County MPO will amend the TIP to include the project once funds are obligated for design and engineering, and again once funds are obligated for construction. There are no concerns at this time that the TIP process will delay the project in any way.

Wetland Delineation

Wetlands will be identified and delineated in accordance with Title 25 Chapter 105.17 of the PA Code, PennDOT Publication 325, and the United States Army Corps of Engineers (USACE) Wetlands Delineation Manual Eastern Mountains and Piedmont Regional Supplement.

Threatened and Endangered Species

The potential presence of threatened, endangered, and/or special concern species and resources in the project vicinity will be evaluated by querying the Pennsylvania Natural Heritage Program's (PNHP) Pennsylvania Natural Diversity Inventory (PNDI). If potential impacts are indicated, then the requisite materials, such as project narrative, mapping, photographs, and wetland information will be uploaded into the PNHP's online system for review by the agency(ies) with jurisdiction over the potentially impacted species and/or resources.

NEPA Environmental Clearance

It is likely that the scoping process will recommend documenting the environmental impacts of the project within a National Environmental Policy Act (NEPA) Categorical Exclusion Evaluation (CEE). In support of the Scoping Document and/or CEE, the following will be required:

- Wetland investigation (described above).
- Threatened and endangered species evaluation (described above).
- Coordination with the Pennsylvania Department of Conservation and Natural Resources (DCNR) regarding the presence and project impacts to any Section 6(f), Project 70, Project 500, and other recreational grant resources in the vicinity of the project area.
- Completion of Section 4(f) form(s) for public recreational sites and National Register-listed or eligible resources in or near the project area.
- Completion of FHWA Traffic Noise Model noise analyses to determine potential noise impacts.
- Completion of a qualitative analysis for air quality to determine potential impacts from the project.
- A survey of historic resources and coordination with the Pennsylvania State Historic Preservation Office (PA SHPO) to satisfy Section 106 requirements. A letter of support from PA SHPO is included in this grant submission.
- Completion of public involvement tasks to determine any public controversy on environmental grounds.



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Chapter 105/Section 404 Waterway Permit Application

Preparation of a Pennsylvania Department of Environmental Protection (PADEP) Chapter 105/USACE Section 404 waterway permit application will be required for unavoidable impacts to the site’s aquatic resources in accordance with both Title 25 Chapter 105 of the PA Code and the requirements of the federal Clean Water Act (CWA), as amended, for projects which include discharge of dredged or fill materials into waters of the United States.

NPDES General Permit and Erosion & Sedimentation Pollution Control Plans

In Pennsylvania, projects disturbing one or more acres of ground must obtain a general NPDES permit to discharge stormwater from the project site. The permit is administered by the Adams County Conservation District and authorized by the PADEP. The permit sets forth requirements for implementing stormwater management controls during construction and installing permanent stormwater management controls to treat a portion of the increased runoff resulting from the change in impervious areas.

Assessment of Project Risks and Mitigation Strategies

Table 1: Risk and Mitigation Strategies

Risk Category	Risk Description	Probability	Cost Impact	Schedule Impact	Mitigation Strategy
Environmental & Permitting	Unanticipated delays in the NEPA review process and other permitting/approvals.	Low	Low	Moderate	The Borough will continue to work closely with any outside agency granting project approval to identify potential issues early. A NEPA CEE is anticipated.
Right-of-Way	Unanticipated delays in temporary easement right-of-way approval that must be acquired before construction.	Low	Low	Moderate	The project does not require ROW acquisition, which reduces the potential impact of this item. However, temporary easement ROW will be required. The Borough will seek these approvals early in the process to minimize impacts on the construction schedule.
Contracting	Delays in contractor procurement, and/or challenges with contractor prioritization or quality.	Low	Low	Moderate	The Borough will employ a construction manager to ensure project delivery schedule and costs are safeguarded.
Construction	Traffic congestion resulting from the construction of the project.	High	Low	Low	The Borough conducted a similar project on an adjacent street, Steinwehr Avenue, several years ago and will employ lessons learned to reduce traffic congestion. There will be no road closure;

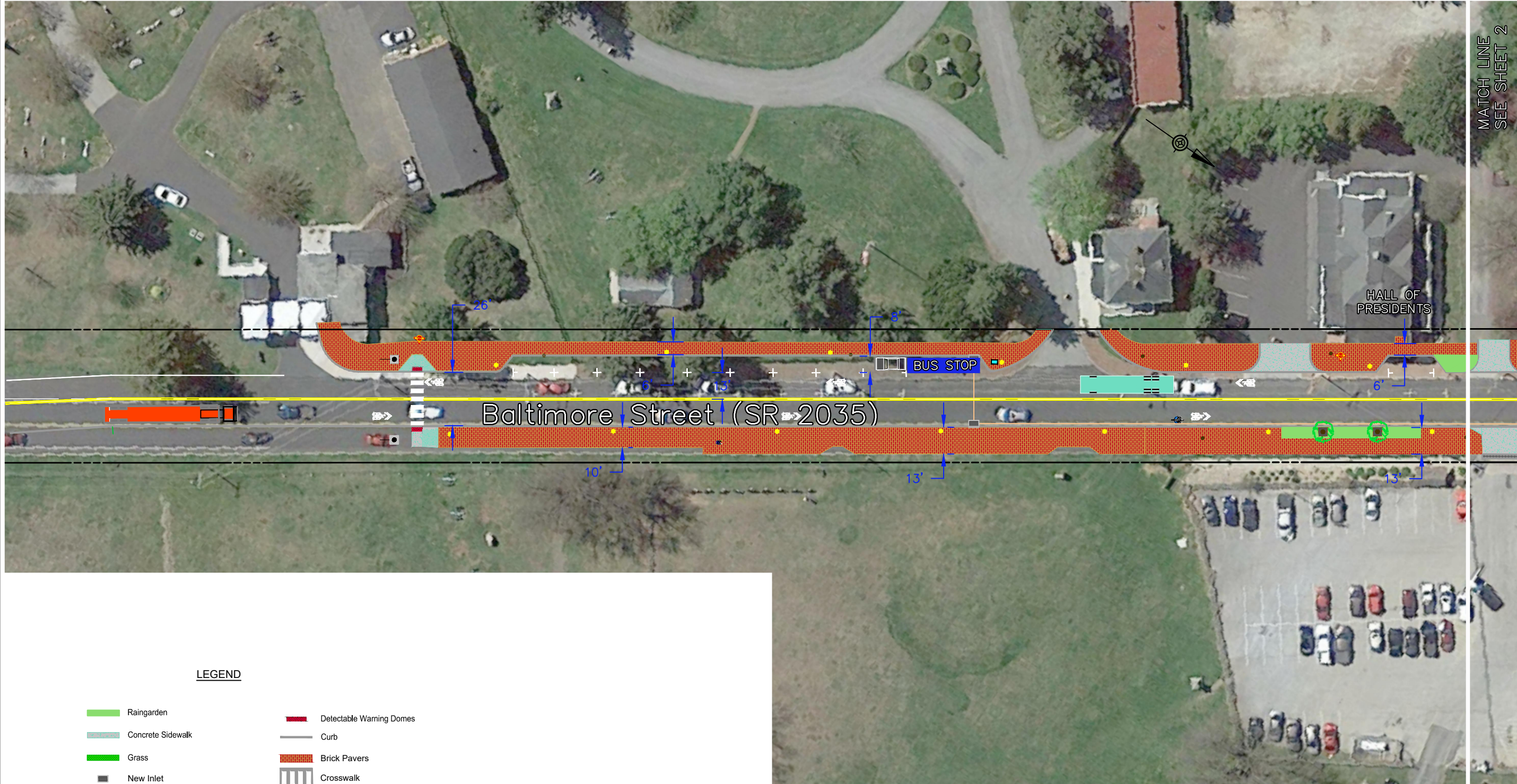




RAISE 2024

					at least one lane will remain open at all times.
Coordination with CSX to obtain ROW for stormwater improvements.	Challenges with obtaining temporary ROW approvals from CSX railroad to replace a storm drain located at Carlisle Street.	High	Low	Moderate	The Borough will seek CSX approval as early as possible. A buffer in the project schedule will be used to ensure approval does not impact the critical path.
Potential NEPA CE requirement for archaeological dig.	As a historic corridor and battlefield, the Borough may be required to complete an archaeological dig with a moderate possibility of uncovering artifacts or human remains.	Moderate	Moderate	High	The project corridor is a disturbed built area, which limits the potential for finding artifacts or human remains. However, the possibility remains.
Construction	Existing businesses in the project area are impacted by construction.	Medium	Low	Low	The Borough will limit construction activities that impact businesses in peak tourism months, such as sidewalk reconstruction, and will halt construction during holiday weekends. A short-term parking strategy will also be mapped out and heavily advertised to ensure patrons are directed to temporary parking. When sidewalks are replaced, contractors will provide temporary access to all businesses and buildings.





MATCH LINE
SEE SHEET 2

LEGEND

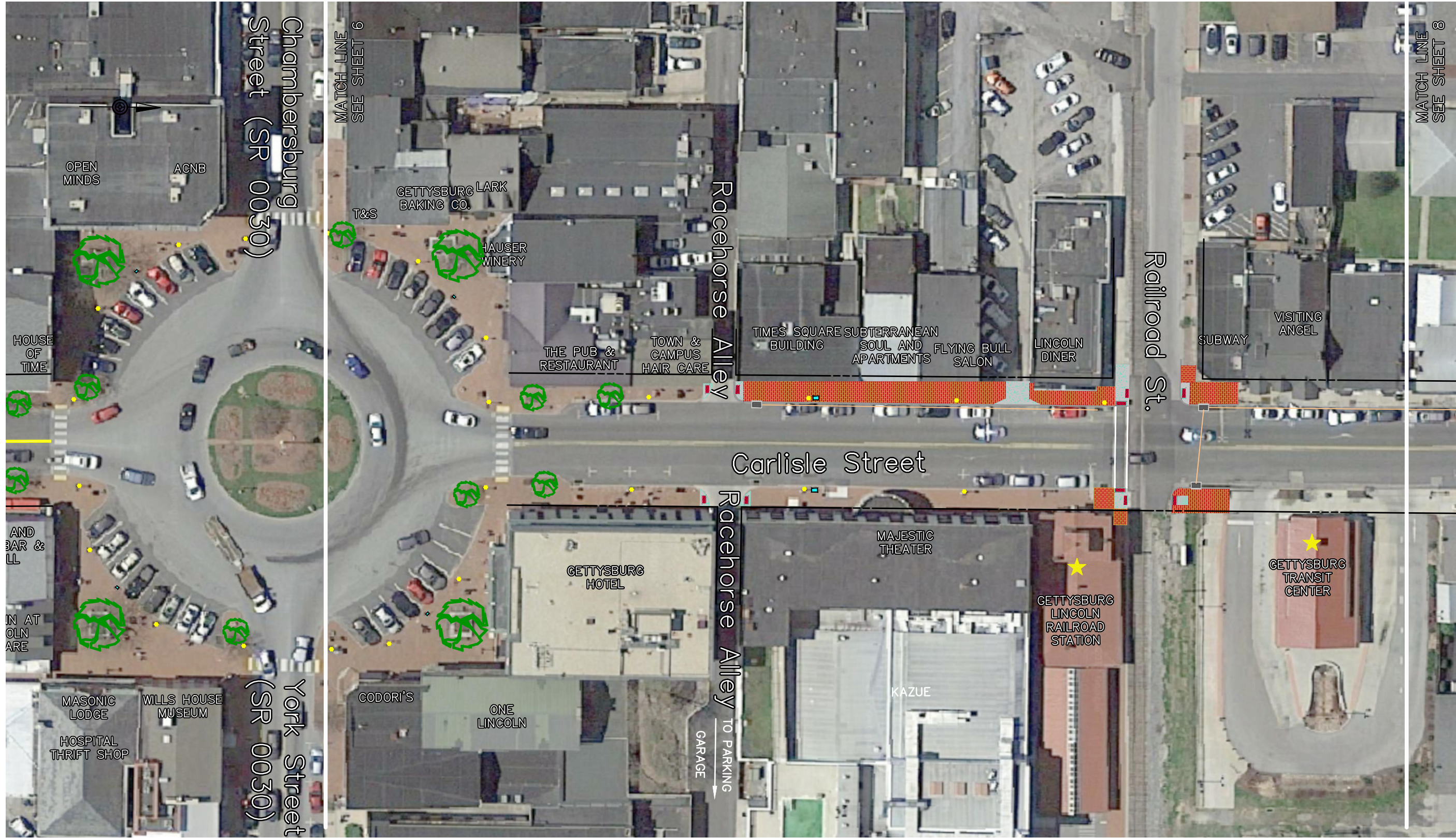
- Raingarden
- Concrete Sidewalk
- Grass
- New Inlet
- Parking Kiosk
- Proposed Tree
- Existing Tree
- Detectable Warning Domes
- Curb
- Brick Pavers
- Crosswalk
- Light
- Existing Fire Hydrant
- Bicycle Sharrow
- Storm sewer
- New Trench Drain
- Bus Shelter

Main Street Gettysburg
 PHASE 2B
 BOROUGH LINE TO GETTYSBURG TOUR CENTER
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

C.S. Davidson, Inc.
Excellence in Civil Engineering
 38 NORTH DUKE STREET, YORK, PA • PHONE (717) 846-4855 • FAX (717) 846-5811
 50 WEST MIDDLE STREET, GETTYSBURG, PA • PHONE (717) 337-3021 • FAX (717) 337-0782
 315 W. JAMES STREET, SUITE 102, LANCASTER, PA • PHONE (717) 481-2981 • FAX (717) 481-9600
 WWW.CSDAVIDSON.COM

NO.	DATE	DESCRIPTION

DRAWN BY: CJM
 CHECKED BY:
 SCALE: 1" = 50'
 DATE: 2/6/2017
 DWG. NO. 619110100_Master Plan
 FILE NO. 6191.1.01.00
 SHEET NO. 1 OF 8



MATCH LINE
SEE SHEET 6

MATCH LINE
SEE SHEET 8

LEGEND

- Raingarden

Concrete Sidewalk

Grass

New Inlet
- Detectable Warning Domes

Curb

Brick Pavers

Crosswalk
- Proposed Tree

Existing Tree

Existing Fire Hydrant
- Parking Kiosk

Light

New Trench Drain

Bicycle Sharrow

Storm sewer
- Bus Shelter

Main Street Gettysburg
 PHASE 2A
 YORK STREET TO GETTYSBURG TRANSIT CENTER
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

C.S. Davidson, Inc.
Excellence in Civil Engineering
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 DWG. NO. 619110100_Master Plan
 FILE NO. 6191.1.01.00
 SHEET NO. 7 OF 8



LEGEND

- | | | | | |
|-------------------|--------------------------|-----------------------|------------------|-------------|
| Raingarden | Detectable Warning Domes | Proposed Tree | Parking Kiosk | Bus Shelter |
| Concrete Sidewalk | Curb | Existing Tree | Light | |
| Grass | Brick Pavers | Existing Fire Hydrant | New Trench Drain | |
| New Inlet | Crosswalk | | Bicycle Sharrow | |
| | | | Storm sewer | |

Main Street Gettysburg
 PHASE 2A
 GETTYSBURG TRANSIT CENTER TO STEVENS RUN
 GETTYSBURG BOROUGH
 ADAMS COUNTY, PENNSYLVANIA
 BALTIMORE MASTER PLAN

C.S. Davidson, Inc.
Excellence in Civil Engineering
 38 NORTH DUKE STREET, YORK, PA • PHONE (717) 846-4855 • FAX (717) 846-5811
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 SHEET NO. 8 OF 8

PHOTOS

Baltimore Street Existing Conditions

Sidewalks do not meet ADA compliance in many areas, have broken areas and obstructions, and terminate at the southern gateway.



RAISE 2022

Community Facilities

Adams County Public Library (top) Adams County Court House (bottom)



Borough of Gettysburg, Adams County, PA | 2

RAISE 2022

Lincoln Elementary School (top), Gettysburg Area Middle School (bottom), and Gettysburg Municipal Building



Borough of Gettysburg, Adams County, PA | 3

RAISE 2022

National Park Service and Historical Attractions

Gettysburg National Military Park and Gettysburg National Cemetery



Borough of Gettysburg, Adams County, PA | 4

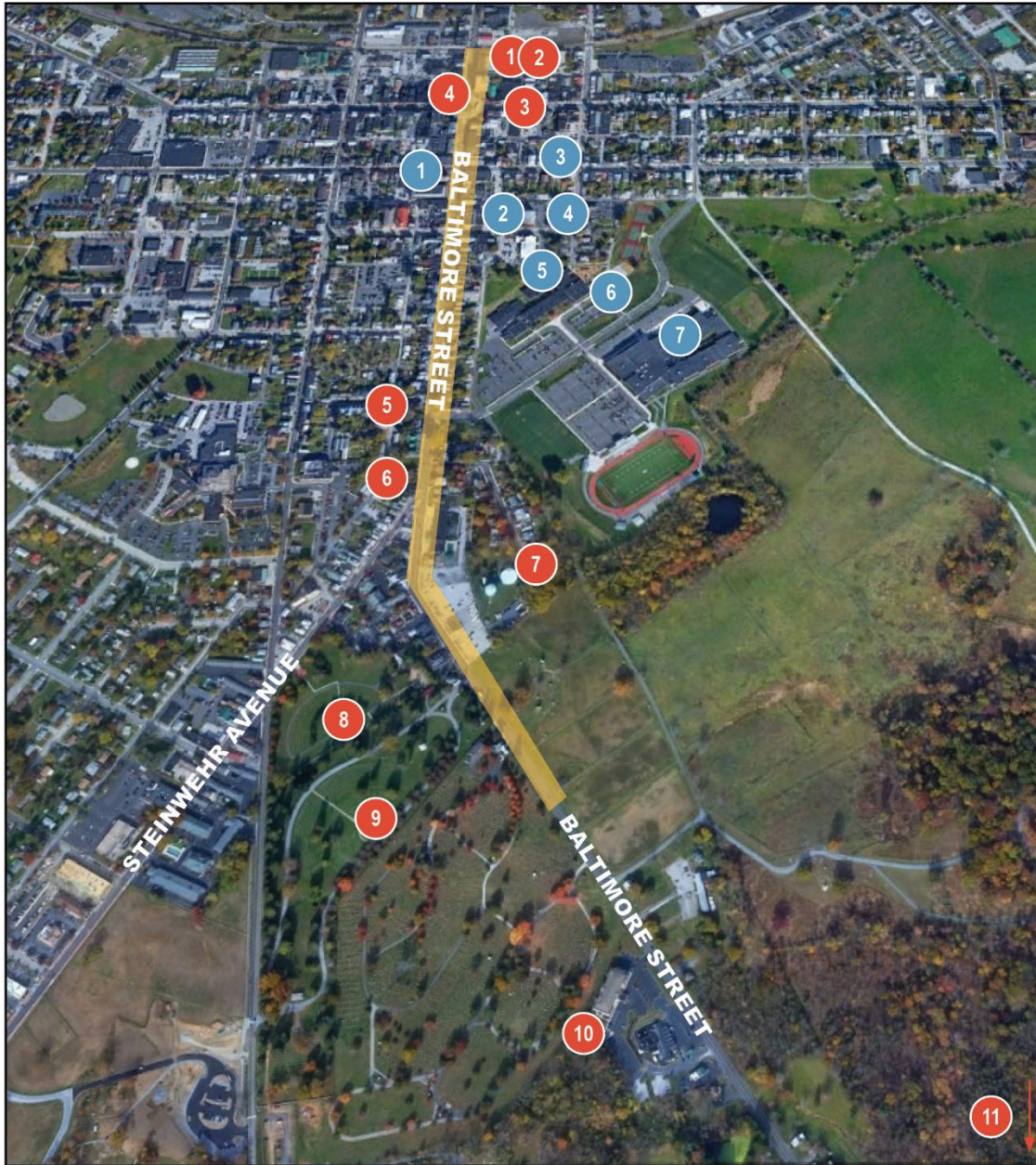
RAISE 2022

Jeannie Wade House, historic Gettysburg Lincoln Railroad Station, and David Wills House



MAP

Baltimore Street proximity to historical attractions and community facilities



HISTORICAL LOCATIONS

- | | |
|---|--|
| 1. Gettysburg Transfer Station (rabbitransit) | 7. Jennie Wade House |
| 2. Gettysburg Train Station | 8. Gettysburg National Cemetery |
| 3. David Wills House | 9. Soldiers National Monument |
| 4. Lincoln Square | 10. Evergreen Cemetery (Cemetery Hill) |
| 5. Gettysburg Museum of History | 11. Gettysburg National Military Park |
| 6. Shriver House | |

PUBLIC LOCATIONS

1. Adams County Courthouse
2. Adams County Public Library
3. Adams County District Justice
4. Adams County Housing Authority
5. Gettysburg Municipal Building
6. Lincoln Elementary School
7. Gettysburg Area Middle school

BENEFIT-COST ANALYSIS

BCA Findings

This benefit-cost analysis (BCA) summary provides an overview of the BCA findings. An excel workbook which contains the details of the BCA is enclosed and labeled “Benefit-Cost Analysis”. The BCA follows the project schedule using 2022 as the base year, a project opening year of 2027, and a horizon of twenty years (2047). The results are conservative and methodologically sound. All value amounts are noted in 2022 dollars.

The Gettysburg Gateway Connectivity Project will provide a benefit-to-cost ratio of 8.6 at a discount rate of 7% and 3.3 at a rate of 3%. The primary benefits are:

- **Safety**
 - Reduced fatalities, injuries, and crashes from safety improvements including traffic calming, signalized crosswalks, two new traffic signals, curb bump outs, improved sidewalks, new bus shelters, sharrows, and lighting enhancements.
- **Environmental Sustainability**
 - Increased mode shift from vehicles to active transportation (walking, biking, and transit) for both local residents and visitors. **(Note: mode shift meets the Mobility and Community Connectivity merit criterion).**
 - A reduction in VMT due to mode shift and a correlated reduction in key emission pollutants.
 - Health benefits realized from the reduction in key emission pollutants.
 - Vehicle operation and fuel cost savings.
- **Economic Development**
 - Increased tourism spending due to visitors walking and bicycling through the project in the form of food and lodging, parking, and retail spending.
- **State of Good Repair**
 - State of good repair benefits resulting from replaced assets restoring them from their current state of deterioration to new.

The BCA findings are presented in Table 1.



RAISE 2024

Table 1: BCA Summary Table

Horizon Year	BCA Period	Discounted Benefits @ 7%	Discounted Costs @ 7%	Benefit / Cost Ratio @ 7%	Net Present Value @ 7%	Year NPV is Positive @ 7%
2047	20 years after opening	\$87,429,019	\$10,195,435	8.6	\$75,217,410	2027

Horizon Year	BCA Period	Discounted Benefits @ 3%	Discounted Costs @ 3%	Benefit / Cost Ratio @ 3%	Net Present Value @ 3%	Year NPV is Positive @ 3%
2047	20 years after opening	\$51,526,649	\$15,514,610	3.3	\$36,012,039	2027

Assumptions

Base Case

The baseline for the purpose of this BCA would be a “no build” case or to assume that the construction of this corridor would not be completed, and the Borough would leave the corridor as is and concentrate only on maintenance. This maintenance would include water, sewer, and storm sewer main repairs, manhole repairs, asphalt mill and overlay, storm sewer catch basin repair or replacement, and curb and gutter repair. The no-build scenario maintains the following:

- A lack of separation of bicycles from motor vehicles,
- A sidewalk network with ADA and other deficiencies, and overall perceived as poor and unsafe by residents and visitors,
- A corridor which poses considerable risk to pedestrians and motorists which has resulted in three fatalities and at least five serious personal injuries during the period of analysis, and
- A lower than expected modal split of bicycle, transit, and pedestrian commuters for both local residents and the 3.8 million visitors to federal lands at Gettysburg.

Safety

- a. Accident data was retrieved directly from the PennDOT Crash Information Tool (PCIT).
- b. Crash reductions were calculated using the FHWA-SA-08-011 Desktop Reference for Crash Reduction Factors. FHWA crash mitigation factors (CMF) were utilized to calculate crash reduction. CMF in this analysis included add roundabouts (48), improve lighting (25), resurface pavement (10), upgrade curbing (50), signal coordination (15), painted sharrows (15), and painted crosswalks (15).
- c. Roadway improvements are anticipated to result in a 67% reduction in crashes.





RAISE 2024

- d. The specific reduction factors include upgrade curbing and bump outs, improve lighting, painted sharrows, new signals and signal coordination, resurface pavement, painted crosswalks and crosswalk signalization.
- e. Forecasted total average traffic volume would increase 1-2% each year in the four years following the project completion due to advertising and the overall appeal of the new heritage streetscaping. Following that period, traffic returns to a modest growth of less than 1% annually.
- f. Value of a statistical life was obtained from the PCIT.

Environmental Sustainability

Local Residents Impacts

- a. Bike/ped base counts were taken in March 2022 and seasonal factors were applied to calculate an annual count; it represents local traffic throughout the year. [The tool is available here.](#)
- b. Bike/ped tool from NCHRP 552 was used to analyze the projected increase in local bike/ped activity based on the Complete Street improvements. The input assumptions were as follows:
 - a. Analysis was done for small town category for PA.
 - b. Analysis type being on-street bike lane without parking facility
 - c. Project corridor length of 1319.66 meters (~0.82mile).
 - d. Default bicycle commute share [C] of 0.25% for a small town in PA was determined by the tool.
 - e. The tool establishes the number of residents within 800, 1,600, and 2,400 meter buffers of the facility by multiplying the area of each buffer by a user-supplied population density. 4,650 people per square mile as of 2022 was used for Gettysburg by inputting 4000, 600 and 50 respectively for the equation below where R is the number of residents in each buffer , and C is the bicycle commute share value.

$$Daily\ existing\ bicycle\ commuters = R \times C \times 0.4$$

- f. The tool uses readily available Census commute shares to extrapolate total adult bicycling rates (T) as below -

$$T_{high} = 0.6 + 3C$$

$$T_{moderate} = 0.4 + 1.2C$$

$$T_{low} = C$$

- g. In brief, the tool estimates number of new commuter by multiplying existing commuter with a likelihood multiplier for each buffer as follow –
 New Commuters = R [number of residents in each buffer] x Ti [Total Adult Bicycling rates] x 0.8 [80% resident are adults] x L [Likelihood multiplier]

Where:

$$L_{800m} = 0.51$$

$$L_{1600m} = 0.44$$

$$L_{2400m} = 0.15$$



RAISE 2024

- h. Over 40% increase were estimated for three buffers on-street bike lane without parking facility/improvement and sidewalk/crosswalk improvements.
- i. In general, all vehicles and bike/peds were increased using annual population growth rate for 2010-2020 from Census, which is 1%.
- c. Vehicle annual average daily traffic (AADT) was retrieved from Pennsylvania Department of Transportation's Traffic Information Repository (TIRe).

Visitor Impacts

- a. Visitor data was retrieved from the 2019 Visitor Intercept Study, conducted by the Tourism Research Center at California University of Pennsylvania, on behalf of Destination Gettysburg. The study demonstrates that of the 3.8 million visitors to Adams County, 81.7% report Gettysburg as their primary destination.
- b. The analysis assumes a conservative 5% increase in bike/ped was assumed for Gettysburg visitors.
- c. $VMT\ Change = 3.8\text{million} [\# \text{ annual visitors}] \times 81.7\% [\text{ number of visitors interacting with Gettysburg downtown}] \times 5\% [\text{assumed increase in bike/ped}] \times 0.82 \text{ miles} [\text{length of corridor}] / 1.7 [\text{assumed occupancy}] = \text{reduction in VMT annually.}$
- d. FHWA average occupancy rate of 1.7 for all vehicles was used to convert the increase in bike/ped users to a reduction in vehicle miles traveled (VMT) within the project limits.

Combined Local and Visitor Environmental and Health Benefits

- a. Emission reduction analyzed using PennDOT's Pennsylvania Air Quality Off-Network Estimation (PAQONE) tool assumes vehicle type percentages and vehicle distribution percentages from the March traffic count.
- b. Health benefit cost per Tonne (=1000Kg) was retrieved from VTPI Transportation Cost and Benefit Analysis II – Air Pollution Costs document. They were later converted to cost per Kg to use PAQONE's emission values in Kg. Health Benefits cost = emission amount [from PAQONE] x 2021 cost per Kg [from VTPI].
- c. Delay data were retrieved from INRIX (as obtained through the Pennsylvania Department of Transportation), for 2021 to calculate the delay cost per VMT. Delay cost savings per year = delay cost per VMT [from INRIX] x Annual reduced VMT per year
- d. Vehicle operation and fuel cost per mile was retrieved from Your Driving Cost 2021 by AAA. Vehicle operation and fuel cost = vehicle operation and fuel cost per mile [from AAA] x Annual reduced VMT per year x 20 [service year].

Tourism

- a. Baseline tourism data was obtained from the 2019 American Communities Survey. Initial values for food and lodging and retail sales for the entire Borough were used. It was assumed 20% of those values could be attributed to businesses in the vicinity of the project area, which is one of two primary tourism corridors and retail nodes in the Borough. Parking revenue data was obtained directly from the Borough and consists of data from parking along the project corridor.
- b. In the No Build scenario, it was assumed sales would grow by 2% annually throughout the period of analysis.

RAISE 2024

- c. In the Build scenario, it was assumed sales would grow from 2.5% to 3.2% in the six years following project completion. This increase reflects additional sales from increased pedestrian and bicycle traffic through the project area.

State of Good Repair

- a. State of good repair data for this project was solely based on per mile costs to maintain the roadway within the project area. The No Build maintenance expenditures reflect annualized roadway maintenance expenses. The Build maintenance expenditures reflect annualized roadway maintenance expenses following the restoration of the roadway to a state of good repair.
- b. State of good repair service frequencies were based on 5-year cycles of mill and resurface, and sidewalk replacement every 20 years.
- c. The build maintenance expenditures reflect assumed cost savings from roadway improvements from installation of bus shelters at bus stops.
- d. These state of good repair savings are only captured once as they are omitted from the operations and maintenance costs.
- e. The operating and maintenance costs reflect a slight decrease in the year following project completion but then increase modestly annually to reflect inflation.

The following attachment is not included in this view since it is not a read-only PDF file.

The agency will receive all application forms and attachments without any data loss.

AttachmentForm_1_2-ATT9-1252-BCA Calculations.xlsx