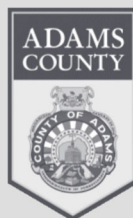




2025 - 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ADAMS COUNTY MPO



Adams County Transportation
Planning Organization (ACTPO)

DRAFT

May 2024

ABOUT THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHAT IS THE TIP?

The Transportation Improvement Program (TIP) proposes where projected transportation funding sources will be spent over the next four (4) years in all of Adams County. The Adams County Transportation Planning Organization (ACTPO) approves projects for the twenty (20) years; the TIP is simply the first four of those twenty years.

WHAT TYPES OF PROJECTS ARE ON THE TIP?

The types of eligible projects include repaving projects, bridge rehabilitation projects, major interchange upgrades, intersection improvements, and new road alignments. The projects listed on the TIP have at least \$1 of public monies.

WHO RECOMMENDS PROJECTS FOR THE TIP?

PennDOT and Adams County municipalities submit projects to ACTPO, who then approves, dismisses, or recommends other funding sources for each project. ACTPO is an organization consisting of representatives from PennDOT, the Adams County Commissioners, Rabbittransit, the Gettysburg Chamber of Commerce, the Adams County Industrial Development Authority (IDA), and multiple municipal representatives.

WHERE DOES THE FUNDING COME FROM?

The Federal legislation for transportation (FAST Act) distributes formula-driven funding to each state. Much of this funding has restrictions on where in Adams County it can be used, or on what types of projects can be funded. Recently passed state transportation funding legislation (Act 89) also distributes a substantial amount of funds to each area of the Commonwealth. Local funding from municipalities, developers, or companies can be used to supplement the Federal and State funding sources.

WHAT IS THE NEXT STEP?

The public should review the projects on the Highway and Transit TIPS and maps, available from the Adams County Office of Planning and Development in paper form or online at www.adamscountypa.gov/TIP. Any comments about specific projects or general comments about the program can be sent to the Adams County Office of Planning and Development located at 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325. ACTPO will address all comments received between May 13th and June 13th, 2024. ACTPO will vote to approve the TIP on June 26, 2024.

English

ATTENTION: If you speak another language, language assistance is available to you FREE OF CHARGE. Call 717-337-9824 (TTY: 711)

Español

Atención: Si habla español, tiene a su disposición servicios gratuitos de asistencia lingüística. Llame al 717-337-9824 (TTY: 711)

中文

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Tiếng Việt

CHÚ Ý: Nếu bạn nói Tiếng Việt, có các dịch vụ hỗ trợ ngôn ngữ miễn phí dành cho bạn. Gọi số 717-337-9824 (TTY: 711)

한국어

주의: 한국어를 사용하시는 경우, 언어 지원 서비스를 무료로 이용하실 수 있습니다. 717-337-9824 (TTY: 711) 번으로 전화해 주십시오.

Français

ATTENTION: Si vous parlez français, des services d'aide linguistique vous sont proposés gratuitement. Appelez le 717-337-9824 (ATS: 711)

العربية

ملحوظة: إذا كنت تتحدث اللغة العربية، فإن خدمات المساعدة اللغوية تتوافر لك بالمجان. اتصل برقم المبرقة الكاتبة: 717-337-9824 (TTY: 711)

עברית

שימ לב: אם אתה מדבר עברית, סיוע בשפה, ללא תשלום, זמינים עבורך. התקשר 717-337-9824 (TTY: 711)

Hmoob

LUS CEEV: Yog tias koj hais lus Hmoob, cov kev pab txog lus, muaj kev pab dawb rau koj. Hu rau 717-337-9824 (TTY: 711)

Русский

ВНИМАНИЕ: Если вы говорите на русском языке, то вам доступны бесплатные услуги перевода. Звоните 717-337-9824 (TTY: 711)

Tagalog

PAUNAWA: Kung nagsasalita ka ng Tagalog, maaari kang gumamit ng mga serbisyo ng tulong se wika nang walang bayad. Tumawag sa 717-337-9824 (TTY: 711)

ไทย

ความสนใจ: หากคุณพูดภาษาไทยคุณสามารถขอความช่วยเหลือด้านภาษาฟรีได้ โทร 717-337-9824 (TTY: 711)

ភាសាខ្មែរ

ចំណាំ: ប្រសិនបើលោកអ្នកនិយាយជាភាសាខ្មែរ
សេវាកម្មជំនួយផ្នែកភាសាមានផ្តល់ជូនសម្រាប់លោកអ្នកដោយមិនគិតថ្លៃ។
សូមទំនាក់ទំនងតាមរយៈលេខ: 717-337-9824 (TTY: 711). ។

Deutsche

ACHTUNG: Wenn Sie Deutsch sprechen, erhalten Sie kostenlose sprachliche Unterstützungsdienste. Telefonnummer 717-337-9824 (TTY: 711).

हिंदी

ध्यान दें: यदि आप हिन्दी बोलते हैं तो आपके लिए मुफ्त में भाषा सहायता सेवाएं उपलब्ध हैं। 717-337-9824 पर कॉल करें (TTY: 711)

日本人

注：日本語を話す人は、無料で言語サポートを利用することができます。電話番号 717-337-9824 (TTY : 711)

Italiano

ATTENZIONE: se parli italiano, l'assistenza linguistica, a titolo gratuito, è a tua disposizione. Chiama il numero 717-337-9824 (TTY: 711)

Português

POR FAVOR, OBSERVE: se você fala português, assistência linguística, grátis, está à sua disposição. Ligue para 717-337-9824 (TTY: 711)

Nederlands

LET OP: als u Nederlands spreekt, is taalondersteuning gratis. Bel 717-337-9824 (TTY: 711)

Ελληνικά

ΠΡΟΣΟΧΗ: αν μιλάτε ελληνικά, η υποστήριξη γλώσσας είναι διαθέσιμη δωρεάν.
Καλέστε 717-337-9824 (TTY: 711)

Polskie

UWAGA: jeśli mówisz po polsku, obsługa języków jest dostępna bezpłatnie.
Zadzwoń 717-337-9824 (TTY: 711)

Српски

ПАЖЊА: Ако говорите српски, на располагању вам је бесплатна помоћ. Позив
717-337-9824 (TTY: 711)

Hrvatski

Ražnja: Ako govorite hrvatski, besplatna vam je pomoć dostupna. Nazovite 717-337-
9824 (TTY: 711)

Українська

Увага: якщо ви розмовляєте по-українськи, ви можете отримати безкоштовну
допомогу. Зателефонуйте за номером 717-337-9824 (TTY: 711)

فارسی

توجه: اگر حرف فارسی رایگان دریافت کمک. تماس 9824-337-717. (TTY: 711)

ગુજરાતી

સુચના: જો તમે ગુજરાતી બોલતા હો, તો નિ:સુલ્ક ભાષા સહાય સેવાઓ તમારા માટે ઉપલબ્ધ છે.
ફોન કરો 717-337-9824 (TTY: 711)

اردو

نوٹ: اگر آپ اردو بولتے ہیں، تو آپ مفت مدد حاصل کرسکتے ہیں. 9824-337-717 کو کال کریں (ٹی ٹی آئی: 711)

বাঙালি

নোট: আপনি যদি বাংলা বলতে পারেন তবে আপনি বিনামূল্যে সহায়তা পেতে পারেন। কল করুন
717-337-9824 (টিটিআই: 711)

ਪੰਜਾਬੀ

ਨੋਟ: ਜੇ ਤੁਸੀਂ ਪੰਜਾਬੀ ਬੋਲਦੇ ਹੋ ਤਾਂ ਤੁਸੀਂ ਮੁਫਤ ਮਦਦ ਲੈ ਸਕਦੇ ਹੋ. ਕਾਲ 717-337-9824 (ਟੀ.ਟੀ.ਆਈ.: 711)

नेपाली

नोट: यदि तपाईं नेपाली बोल्नुहुन्छ भने, तपाईं नि:शुल्क मद्दत प्राप्त गर्न सक्नुहुनेछ। फोन 717-337-9824
(टीटीआई: 711)

Română

Atenție: Dacă vorbești limba română, poți obține ajutor gratuit. Telefon 717-337-9824 (TTI: 711)

Albanian

Kujdes: Nëse ju flisni gjuhën shqipe, mund të merrni ndihmë falas. Telefoni 717-337-9824 (TTI: 711)

Laotian

ຂ້ອນວະວັງ: ຖ້າທ່ານເວົ້າພາສາລາວ, ທ່ານຈະໄດ້ຮັບການຊ່ວຍເຫຼືອເປັນຮີ. ໂທ 717-337-9824 (TTY: 711)

Türk

Dikkat: Türkçe konuşursanız, ücretsiz yardım alırsınız. 717-337-9824 'i arayın (TTY: 711)

తెలుగు

శ్రద్ధ: మీరు తెలుగు మాట్లాడితే, మీకు ఉచిత సహాయం లభిస్తుంది. కాల్ చేయండి 717-337-9824 (TTY: 711)

മലയാളം

ശ്രദ്ധിക്കുക: നിങ്ങൾ മലയാളം സംസാരിക്കുകയാണെങ്കിൽ നിങ്ങൾക്ക് സ്വതന്ത്ര സഹായം ലഭിക്കും. കോൾ ചെയ്യുക 717-337-9824 (TTY: 711)

தமிழ்

கவனம்: நீங்கள் தமிழ் பேசினால், இலவச உதவி பெறலாம். அழைப்புக்கு 717-337-9824 (TTY: 711)

မြန်မာ

အာရုံစိုက်မှု: သင်မြန်မာစကားပြောဆိုလျှင်, သင်အခမဲ့အကူအညီလက်ခံရယူနိုင်ပါသည်။ 717-337-9824 Call (TTY: 711)

Bahasa Indonesia

Perhatian: Jika Anda berbicara bahasa Indonesia, Anda dapat menerima bantuan gratis. Hubungi 717-337-9824 (TTY: 711)

කඹුරු

ආර්ථිකව: ඔබ කඹුරු භාෂාවෙන් කතා කරන්නේ නම්, නොමිලින් ආධාර ලබා ගත හැකිය. 717-337-9824 වෙත ඇමතුන්න (TTY: 711)

Yorùbá

Ifarabale: Ti o ba sọ ni Yorùbá, o le gba iranlọwọ ọfẹ. Pe 717-337-9824 (TTY: 711)

Igbo

Ntị: Ọ bụrụ na ị na-asụ Igbo, ịnwere ike ịnweta enyemaka n'efu. Kpọọ 717-337-9824 (TTY: 711)

ລາວ

ໂປດຊາບ: ຖ້າວ່າ ທ່ານເວົ້າພາສາ ລາວ, ການບໍລິການຊ່ວຍເຫຼືອດ້ານພາສາ, ໂດຍບໍ່ເສັຽຄ່າ, ແມ່ນມີພ້ອມໃຫ້ທ່ານ. ໂທ 717-337-9824 (TTY: 711)

日本語

注意事項：日本語を話される場合、無料の言語支援をご利用いただけます。717-337-9824 (TTY: 711).まで、お電話にてご連絡ください。

ગુજરાતી

સુચના: જો તમે ગુજરાતી બોલતા હો, તો નિ:શુલ્ક ભાષા સહાય સેવાઓ તમારા માટે ઉપલબ્ધ છે. ફોન કરો 717-337-9824 (TTY: 711)

GLOSSARY—TERMS AND ACRONYMS

ORGANIZATIONS:

ACOPD – Adams County Office of Planning and Development. Staff of ACTPO.

ACTPO – Adams County Transportation Planning Organization

CPTA – Central Pennsylvania Transportation Authority. The local governing board of rabbittransit and its shared ride programs.

DCNR – Department of Conservation and Natural Resources. A state agency.

DEP – Pennsylvania Department of Environmental Protection. A state agency.

FAA – Federal Aviation Administration

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

PennDOT – Pennsylvania Department of Transportation. A state agency.

SRTP – Susquehanna Regional Transportation Partnership. A multi-MPO governing body that funds PA Commuter Services.

USDOT – United States Department of Transportation

USEPA – United States Environmental Protection Agency

LEGISLATION:

ISTEA (1991) – Intermodal Surface Transportation Efficiency Act of 1991

TEA-21 (1998) – Transportation Equity Act for the 21st Century

SAFETEA-LU (2005) – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

MAP-21 (2012) – Moving Ahead for Progress in the 21st Century.

FAST Act (2105) – Fixing America’s Surface Transportation.

ACT 89 of 2013 – State transportation funding legislation.

ADA – Americans with Disabilities Act. A federal requirement.

CAA – Clean Air Act. A federal requirement.

NEPA – National Environmental Policy Act. A federal requirement.

Title VI – Title VI of the Civil Rights Act of 1964. A federal requirement.

FEDERAL TERMS:

3C – Continuing, Comprehensive and Cooperative. Federal requirements for the transportation planning process.

CRFC – Critical Rural Freight Corridors. A federal road designation.

CUFC – Critical Urban Freight Corridors. A federal road designation.

EA – Environmental Assessment

EIS – Environmental Impact Statement

EJ – Environmental Justice. A federal initiative.

FFY – Federal Fiscal Year (October 1 to September 30)

FEDERAL TERMS CONT'D:

HPMS – Highway Performance Management System. A federal data collection effort.

LFA – Local Federal Aid. A road classification.

MPO – Metropolitan Planning Organization.

MSA – Metropolitan Statistical Area

NAAQS – National Ambient Air Quality Standards

NHS – National Highway System

PBPP – Performance Based Planning and Programming.

PM-1 – Federal performance measures for safety.

PM-2 – Federal performance measures for asset management.

PM-3 – Federal performance measures for system performance.

RPO – Rural Planning Organization

SRS – Safe Routes to School

YOE – Year of Expenditure.

STATE TERMS:

BAMS – Bridge Asset Management System.

BMS – Bridge Management System. A PennDOT data collection effort.

LTAP – Local Technical Assistance Program

MPMS – Multimodal Project Management System. A PennDOT project management effort.

PAMS – Pavement Asset Management System.

RMS – Roadway Management System. A PennDOT data collection effort.

STC – State Transportation Commission

TAMP – Transportation Asset Management Plan.

RBR – Rapid Bridge Replacement Project. A statewide P3 to replace 558 structurally deficient bridges.

GRANTS & FUNDING CATEGORIES:

183 – State funds for Local bridges.

185 – State funds for State Bridges.

409 – PennDOT County Maintenance Office Funds from Act 89.

581 – State funds. Can be utilized on highway or bridge projects that have capital budget approval

BOF – Bridge Off System. Federal Funds to be utilized on bridges that are not on the Federal Aid System and the bridge is greater than 20 feet.

BRIP – Bridge Formula Investment Program. Funding for replacement, rehabilitation, preservation, protection, or construction of bridges over 20 feet.

CMAQ/CAQ – Congestion Management Air Quality Federal Funds utilized to implement projects to improve air quality.

HSIP – Highway Safety Improvement Program. Federal Funds directed towards projects that will implement measures to reduce or prevent fatalities and.

NHPP – National Highway Performance Program. Federal funds directed towards the NHS for

GRANTS & FUNDING CATEGORIES CONT'D:

Bridge and Roadway Projects.

STP – Surface Transportation Program. Federal highway funds.

SXF – Special Federal Funds. Typical Earmarked funds.

TAP/TAU – Transportation Alternative Program- Federal Funds primarily focused on Bicycle and Pedestrian Improvements. TAU is the TAP funding allocated to MPO's with a population greater than 200,000.

MTF – Multimodal Transportation Fund. A state grant program established by Act 89.

P3 – Public Private Partnership

PROJECT DELIVERY:

PE – Preliminary Engineering

FD – Final Design

UTL – Utility

ROW – Right of Way

CON – Construction

HOP – Highway Occupancy Permit. Required for a property to access a PennDOT road.

LOS – Level of Service

TIA – Traffic Impact Assessment

TIS – Traffic Impact Study. Balances the impact on the surrounding road system development.

PLANNING TOOLS

CIP – Capital Investment Program. A list of funding and major projects over the LRTP.

CMP – Congestion Management Process

GIS – Geographic Information System

LEP – Limited English Proficiency Plan

LRTP – Long Range Transportation Plan

MOU – Memorandum of Understanding

PPP – Public Participation Plan

RSA – Roadway Safety Audit

STIP – Statewide Transportation Improvement Program

TIP – Transportation Improvement Program. A four-year plan for all transportation projects.

UPWP – Unified Planning Work Program

GENERAL TRANSPORTATION TERMS:

AADT – Annual Average Daily Traffic

ADTT – Average Daily Truck Traffic

HOV – High Occupancy Vehicle

IRI – International Roughness Index. A road maintenance measure.

ITS – Intelligent Transportation Systems

SOV – Single Occupancy Vehicle

TDM – Travel Demand Model

GENERAL TRANSPORTATION TERMS CONT'D:

TSMO – Transportation Systems Management and Operations.

TTI – Travel Time Index

VMT – Vehicle Miles Traveled

EXECUTIVE SUMMARY

2025-2028 ADAMS COUNTY

TRANSPORTATION IMPROVEMENT PROGRAM

TIP PROJECTS (FIRST FOUR YEARS)

The following lists the types of projects, locations, selection, and summary of the projects on the 2025—2028 TIP.

EXECUTIVE SUMMARY

2025-2028 ADAMS COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

2025 TIP FFY 2025-2028

Number of MPMS
Projects (Includes Line
Items)

26

Construction Program
Amt (Includes Line
Items)

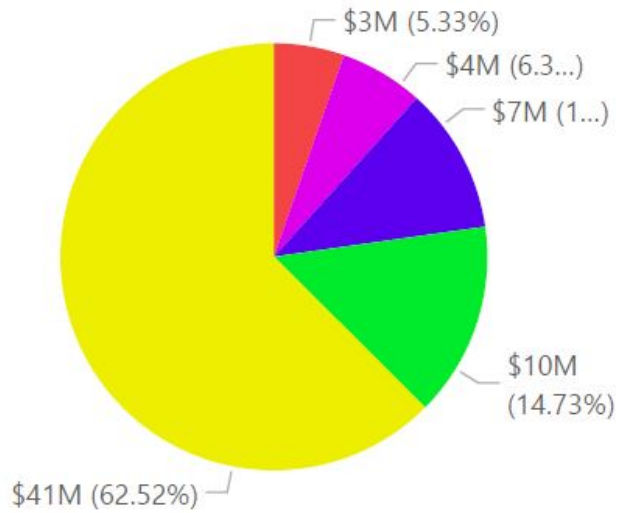
\$41M

Program Phase Amount
(Includes Line Items)

\$65M

Program Phase Amount

Phase ● PE ● FD ● UTL ● ROW ● CON



Carryover Projects
(Excludes Line Items)

18

MPMS - PROJECT ID IN THE MULTIMODAL PROJECT MANAGMENT SYSTEM

EXECUTIVE SUMMARY

2025-2026 ADAMS COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

2025 MPO TIP BREAKDOWN

Funding Type and Number of MPMS

Fund Type	Count of MPMS	Program Phase Amount
183	2	\$204,410
185	6	\$4,793,590
581	5	\$22,393,000
BOF	10	\$5,548,000
BRIP	8	\$5,964,000
CRP	1	\$1,570,000
CRPU	1	\$1,071,116
HSIP	4	\$4,056,000
LOC	2	\$68,136
NHPP	3	\$11,518,000
STP	7	\$8,055,000
Total	26	\$65,241,252

Count of MPMS by Improvement

Improvement	Count of MPMS
Bridge Preservation Activities	1
New Roadway	1
Relocation/Realignment	1
Bridge Rehabilitation	2
Pavement Preservation	2
Bridge Replacement	4
Miscellaneous	4
Safety Improvement	4
Bridge Improvement	7
Total	26

Programmed Amount by Improvement and Year

Improvement	1	2	3	4	Total
+ New Roadway	\$4,342,970	\$5,214,883	\$6,194,442	\$7,206,196	\$22,958,491
+ Miscellaneous	\$970,278	\$1,666,417	\$1,914,917	\$4,538,348	\$9,089,960
+ Bridge Improvement	\$400,000	\$2,574,500	\$3,343,596	\$2,141,076	\$8,459,172
+ Pavement Preservation	\$3,257,000	\$2,275,218	\$1,905,627		\$7,437,845
+ Bridge Rehabilitation	\$500,000	\$1,250,000	\$1,232,021	\$1,278,058	\$4,260,079
+ Safety Improvement	\$999,000	\$1,019,000	\$1,019,000	\$1,019,000	\$4,056,000
+ Bridge Replacement	\$3,178,746	\$228,977	\$250,000	\$20,000	\$3,677,723
+ Relocation/Realignment	\$325,000	\$425,557	\$1,149,000	\$1,002,425	\$2,901,982
+ Bridge Preservation Activities	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
Total	\$14,572,994	\$15,254,552	\$17,608,603	\$17,805,103	\$65,241,252

EXECUTIVE SUMMARY

2025-2026 ADAMS COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

2025 MPO TIP BREAKDOWN

Improvement by Funding Type Amount

Improvement	183	185	581	BOF	BRIP	CRP	CRPU	HSIP	LOC	NHPP	STP	Total
☐ Safety Improvement								\$4,056,000				\$4,056,000
☐ Relocation/Realignment											\$2,901,982	\$2,901,982
☐ Pavement										\$7,437,845		\$7,437,845
☐ New Roadway		\$2,116,090	\$17,414,669		\$291,816						\$3,135,916	\$22,958,491
☐ Miscellaneous				\$704,000		\$1,570,000	\$1,071,116			\$4,080,155	\$285,471	\$7,710,742
☐ Bridge Replacement	\$204,410	\$1,103,641	\$1,115,432	\$1,067,000	\$1,300,365				\$68,136		\$239,450	\$5,098,434
☐ Bridge Rehabilitation		\$1,265,859	\$1,462,899	\$1,441,433	\$2,988,380						\$300,000	\$7,458,571
☐ Bridge Preservation Activities		\$308,000	\$2,400,000	\$915,000	\$754,979							\$4,377,979
☐ Bridge Improvement				\$1,420,567	\$908,460						\$1,192,181	\$3,521,208
Total	\$204,410	\$4,793,590	\$22,393,000	\$5,548,000	\$6,244,000	\$1,570,000	\$1,071,116	\$4,056,000	\$68,136	\$11,518,000	\$8,055,000	\$65,521,252

NHPP- National Highway Performance Program-Federal funds directed towards the National Highway System for Bridge and Roadway Projects.

STP/STU - Surface Transportation Program (Urban) - Federal funding that can be used on any federally eligible activity.

BRIP-Bridge Investment Program - Federal funding for any structure greater than 20'.

CAQ - Congestion Mitigation/Air Quality- Federal Funds utilized to implement projects to improve air quality.

HSIP- Highway Safety Improvement Program- Federal Funds directed towards projects that will implement measures to reduce or prevent.

BOF- Bridge Off System- Federal Funds to be utilized on bridges that are not on the Federal Aid System and the bridge is greater than 20 feet.

TAP/TAU- Transportation Alternative Program- Federal Funds primarily focused on Bicycle and Pedestrian Improvements. TAU is the TAP funding allocated to MPO's with a population greater than 200,000.

581- State funds that can be utilized on highway or bridge projects that have approved capital budget.

185/183- State funds that can be utilized on bridge projects that have approved capital budget.

Miscellaneous Improvement Projects

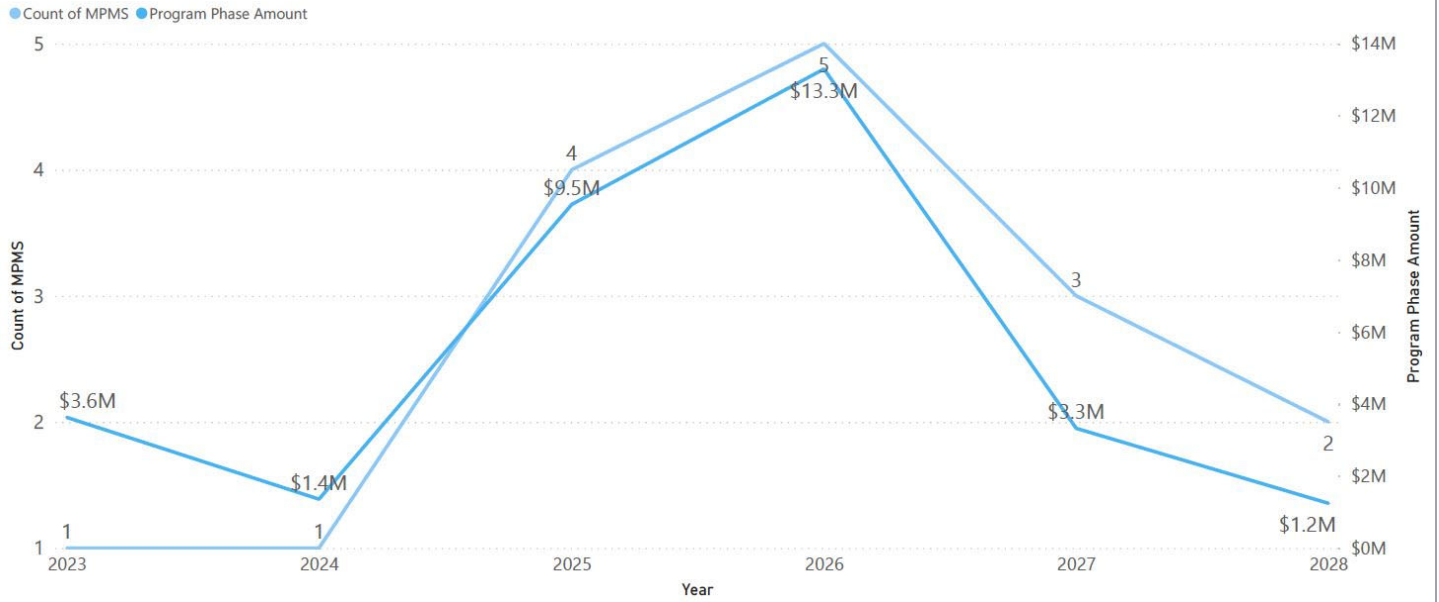
Program Year	119288-Carbon Reduction Program (CRP) Hanover RSL	82372-SRTP Rideshare Program	87792-Bridge Reserve	87793-Highway Reserve
☐ 1	\$648,807		\$70,403	\$96,000
☐ 2	\$664,103		\$71,521	\$608,000
☐ 3	\$664,103		\$65,441	
☐ 4	\$664,103		\$66,095	
Total	\$2,641,116		\$273,460	\$704,000

EXECUTIVE SUMMARY

2025-2026 ADAMS COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

TIP ESTIMATED LET BY YEAR

Number of Projects Being Let By Year



MUNICIPALITY	PROJECT TYPE	PROJECT LOCATION
Abbottstown Borough		
	Bridge Replacement	Country Club Road
Butler Township		
	Safety Improvement	Biglerville Road / Goldenville Road Intersection
Conewago Township		
	Bridge Improvement	Chapel Road/ Plum Creek
	New Road/Highway Construction	Eisenhower Drive
Cumberland Township		
and Mt. Joy Township	Bridge Improvement	Mason Dixon Road Over Rock Creek
and Freedom, Mt. Joy, Straban Townships	Pavement Preservation	US 15 Northbound
Franklin Township		
and Menallen Township	Bridge Improvement	Brysonia Road / Conewago Creek
Freedom Township		
	Bridge Improvement	Cunningham Road/ Trib to Marsh Creek
	Bridge Improvement	Pumping Station Road / Trib to Marsh Creek
Germany Township		
and Mt. Joy Township	Bridge Replacement	Harney Road / Alloway Creek
Highland Township		
	Bridge Rehabilitation	PA 116/Trib to Marsh Creek
Menallen Township		
and Franklin Township	Bridge Improvement	Brysonia Road / Conewago Creek
	Bridge Replacement	Carlisle Road/ Opossum Creek
Mount Joy Township		
and Cumberland Township	Bridge Improvement	Mason Dixon Road / Rock Creek
and Freedom, Cumberland, Straban Townships	Pavement Preservation	US 15 Northbound
and Germany Township	Bridge Replacement	Harney Road / Alloway Creek
Mount Pleasant Township		
	Bridge Improvement	Edgegrove Rd/ South Branch Conewago Creek
Oxford Township		
	Safety Improvement	Hanover Street / Red Hill Road Intersection
Reading Township		
	Safety Improvement	PA 234 / Stoney Point Road Intersection
	Relocation / Realignment	PA 234 / Peepytown Road Intersection
	Bridge Replacement	Stoney Point Road / Markel Run
	Pavement Preservation	Carlisle Pike—Gun Club Rd to Mud Run
and Straban Township	Bridge Improvement	Hunterstown—Hampton Road / Conewago Creek
Straban Township		
and Tyrone Township	Bridge Rehabilitation	Red Bridge Road / Conewago Creek
and Cumberland, Mt. Joy, Freedom Townships	Pavement Preservation	US 15 Northbound
and Reading Township	Bridge Improvement	Hunterstown—Hampton Road / Conewago Creek
Tyrone Township		
and Straban Township	Bridge Improvement	Red Bridge Road/ Conewago Creek

2025 ADAMS COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PROJECT SELECTION PROCESS

The 2025 TIP update includes 20 specific projects and six (6) regional/line item projects. This includes three (3) highway projects, thirteen (13) bridge projects, four (4) safety projects, one (1) regional transportation system management program, one (1) delivery assistance line item and four (4) reserve line items. The following selection process was designed in the 2022 Long Range Transportation Plan (LRTP) to assist the Adams County Transportation Planning Organization (ACTPO) in selecting transportation projects. The process was not intended to be the sole input into the selection process. The final decision on project selection rests with the ACTPO Board.

NEW PROJECTS

The 2025 TIP update contains five (5) new projects, including two (2) new bridge projects, and three (3) line items that were not listed on the 2023 TIP. Candidate projects involving PennDOT-owned and maintained structures, both highways and bridges, were identified by the PennDOT District 8-0 staff in accordance with the selection process outlined below. Candidate bridge projects involving County or Municipality-owned and maintained structures were identified by the ranking system approved by the ACTPO Board, working in conjunction with the County Bridge Engineer, who inspects all 67 local bridges. Safety projects were selected based on a combination of HSM Network Screening results and local institutional and historical knowledge. As a result, after considering the carryover of existing projects from the 2023 TIP, the following projects were added to the 2025 TIP:

Bridge Projects

1. Edgegrove Road Bridge PM – (MPMS #99749) – Oxford Township and Mount Pleasant Township
2. Cunningham Road over Trib Marsh Creek (SR 394) – (MPMS #117174) – Freedom Township

Line Items

1. Highway Reserve – (MPMS #87793)
2. HSIP Line Item – (MPMS #87811)
3. Carbon Reduction Program (CRP) Hanover RSL – (MPMS #119288)

CARRYOVER PROJECTS

The 2025 TIP update contains twenty-one (21) carryover projects from the 2023 TIP, including three (3) highway project, eleven (11) bridge projects, four (4) safety projects, one (1) regional transportation system management project, one (1) delivery assistance line item, and one (1) reserve line items

Highway Projects

1. Eisenhower Drive Extension – (MPMS #58137)
2. US 15 Preservation Northbound – (MPMS #116595) – Cumberland, Freedom, Mount Joy and Straban Townships
3. Carlisle Pike (SR 94) Resurface 2 – (MPMS #115745) – Hamilton Township and Reading Township

Bridge Projects

1. Carlisle Road Bridge 4 (SR 34) – (MPMS #87433 – Menallen Township
2. PA 116 over Trib Marsh Creek (SR 116) – (MPMS #106665) – Highland Township
3. Hunterstown Hampton Road over Conewago Creek (SR 394) – (MPMS #90698) – Straban Township and Reading Township
4. Red Bridge Road over Conewago Creek (SR 1017) – (MPMS #78642) – Straban Township
5. Chapel Road (SR 2009) over Plum Creek – (MPMS #80962) – Conewago Township
6. Alloway Creek Bridge (SR 2014) – (MPMS #90740) – Germany Township and Mount Joy Township
7. Rock Creek Bridge (SR 3002) – (MPMS #99832) – Cumberland Township and Mount Joy Township
8. Pumping Station Road over Trib to March Creek (SR 3005) – (MPMS #90752) – Freedom Township
9. Brysonia Road over Conewago Creek (SR 4008) – (MPMS #90782) – Menallen Township
10. Stoney Point Road Bridge (BRKEY 465) – (MPMS #18154) – Reading Township
11. Country Club Road Bridge (BRKEY 473) – (MPMS #18086) – Abbottstown Borough

Safety Projects

1. East Berlin Road and Stoney Point Road (T-529) Intersection – (MPMS #116268) – Reading Township
2. Hanover Street (SR 1015) and Red Hill Road (T-495) Intersection – (MPMS #116269) – Oxford Township
3. Biglerville Road and Goldenville Road Intersection – (MPMS #117593) – Butler Township
4. East Berlin Road and Peepytown Road (SR 1018) Intersection – (MPMS #116592) – Reading Township

Regional Projects

1. SRTP Rideshare Program – (MPMS #82372)
2. Delivery/Consult Assist – (MPMS #87807)

Line Items

1. Bridge Reserve – (MPMS #87792)

PENNDOT DISTRICT 8 BRIDGE AND ROADWAY PROJECT PRIORITIZATION PROCESS

Bridge Projects

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

PennDOT’s Bridge Asset Management (BAMS) Tool is named Bridge Care and seeks to develop a LLC program weight according to Bridge Risk Score. The Bridge Risk Score Calculation is shown below and can best be thought of as a bridge “importance score” primarily based on the size of the bridge and the amount of traffic using it. This software, along with extensive manual review of potential candidates, was used to determine the bridge candidates to submit to the MPO’s for consideration in the 2025 Transportation Improvement Program (TIP) update. After the MPO’s received the candidates from District 8-0, they compared them to their scoring process to see how they ranked against their bridge priorities for programming.

Bridge Risk Score Calculation

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

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

Appendix Table J.2: Bridge Risk Score Factors

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

Highway Projects

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

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

Pennsylvania Transportation Funding Not Included in the STIP

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

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

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

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

The table below includes the estimated transportation funds distributed to Adams County that not included in the 2025-2028 STIP Financial Guidance. Estimated figures are displayed for each state fiscal year of the TIP.

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 24-25	SFY 25-26	SFY 26-27	SFY 27-28	SFY 28-29
Adams County	\$19,200,943	\$19,214,427	\$19,257,517	\$21,108,667	\$20,957,515

TIP DEVELOPMENT TIMELINE

Date	Activity
May 2023	Receive TIP General and Procedural Guidance and Financial Guidance from PennDOT
July 2023	2025 TIP Update Kickoff Meeting (ACTPO)
September 2023	Discussion of Candidate HSIP Projects with District 8-0 staff and Municipal representatives.
October 2023	Draft 2025 TIP received. Discussion of TIP and priority regional projects with PennDOT Central Office and District 8-0 staff.
October 2023	Draft 2025 TIP presented to ACTPO Board.
January 2024	Draft 2025 TIP review meeting with PennDOT/FHWA staff.
February/March/April 2024	Prepare Final Draft TIP and related documents for public comment period.
May/June 2024	Hold 30-day public comment period and public meeting.
June 2024	Present Final TIP, Air Quality Conformity, Environmental Justice, and other required reports to ACTPO for approval/adoption.
June/July 2024	Prepare TIP submission package for transmission to PennDOT Central Office.

Transportation Performance Management

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

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

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

Performance Based Planning and Programming

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

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)

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

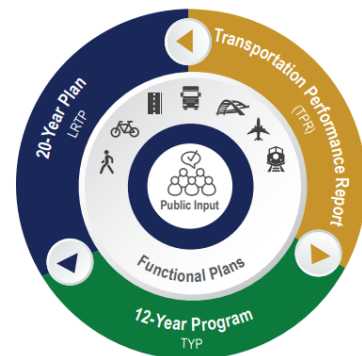
The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based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



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided after the Transit Performance Measures section. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided at the end of the TPM document.

Evaluating 2025-2028 STIP Performance

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



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

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

Safety Performance Measures (PM1)

Background		
<p>The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) (81 FR 13881 and 81 FR 13722) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924. Targets for the safety measures are established on an annual basis.</p>		
Data Source		
<p>Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).</p>		
2024 Safety Measures and Targets (Statewide)		
Measure	Baseline (2018-2028)	Target (2020-2024)
Number of fatalities	1,157.4	1165.1
Rate of fatalities per 100 million VMT	1.182	1.219
Number of serious injuries	4682.4	4721.0
Rate of serious injuries per 100 million VMT	4.783	4.939
Number of non-motorized fatalities & serious injuries	804.6	817.6
Methods for Developing Targets		
<p>An analysis of Pennsylvania’s historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State’s safety targets. The targets listed above are based on the five-year average value for each measure from 2020-2024. The 2023 and 2024 values are projected from the actual 2022 values. A determination of having met or made significant progress toward meeting the 2022 safety targets will be issued by the FHWA in April 2024.</p>		

Progress Towards Target Achievement and Reporting:

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

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

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

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

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

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

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

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

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

ACTPO TIP (PM-1):

- *As part of the annual target coordination with the MPO's the Department has provided the planning partners their comparable data so they can evaluate their target setting with regards to the methodology that is being used from a statewide perspective.*
- *Safety data is provided to ACTPO through the Pennsylvania Crash Information Tool (PCIT).*
- *ACTPO works closely with PennDOT Central Office and District 8-0 staff to ensure consistency with Performance Measure Targets. Both are involved in ACTPO's planning process.*
- *ACTPO has approximately \$4.056 million programmed into the FFY 2025 TIP for safety related projects. These projects are programmed to be funded through HSIP.*

Evaluation of STIP for Target Achievement:

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2025-2028 STIP includes \$534 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the TIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern.
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts new strategies are incorporated into future updates to the SHSP.

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

- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

ACTPO TIP (PM-1):

- *ACTPO and District 8-0 staff will continue to evaluate candidate safety projects using PennDOT's Network Screening Tool and cost/benefit analysis, and locally identified safety needs, for inclusion on the TIP.*
- *In addition to the HSIP funding included on the TIP, an additional \$645,000 of STP funds are programmed toward an intersection project that is expected to directly improve safety.*

2025-2028 TIP HSIP Projects Supporting PM-1

MPMS #	PROJECT	LOCATION	DESCRIPTION
116594	East Berlin Rd and Peepytown Rd	Intersection of PA 234 (East Berlin Road) and SR 1018 (Peepytown Road) in Reading Township	Potential intersection relocation/realignment.
117593	Biglerville Rd and Goldenville Rd Intersection	Intersection of SR 34 (Biglerville Rd) and T-501 (Goldenville Rd), Butler Township	Potentially Install Intersection Warning Treatment, Increase Triangular Sight Distance for Eastbound and Westbound Approaches and adjust SR 34 vertical profile south of intersection
116268	East Berlin Rd and Stoney Point Rd Intersection	The intersection of East Berlin Rd (SR 234) and Stoney Point Rd (SR 1007), Reading Township	Safety Improvement potentially an intersection skew angle change or relocation of township owned leg or convert intersection to roundabout
116269	Hanover St and Red Hill Rd Intersection	Intersection of Hanover St (SR 1015) and Red Hill Rd, Oxford Township	Safety Improvement potentially to install traffic signal or increase triangle sight distance

Pavement/Bridge Performance Measures (PM2)

Background			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (82 FR 5886) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at 23 CFR 490 Subpart C and Subpart D. Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed			
Data Source			
Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).			
2022-2025 Pavement Performance Measure Targets (Statewide) – Due October 1st 2022			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%
Methods for Developing Targets			
Pennsylvania's pavement and bridge targets were established in late 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.			

Progress Towards Target Achievement and Reporting:

Improving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. Improving the condition and performance of transportation assets is another goal area of the 2045 Statewide LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest

condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment.

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

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

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

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

ACTPO TIP (PM-2):

- *ACTPO staff works closely with PennDOT Engineering District 8-0 to ensure consistency with the PM-2 target established by PennDOT.*
- *When evaluating candidate projects to support asset management, ACTPO collaborates with PennDOT District 8-0 to identify project outputs based on PennDOT's asset management systems (PAMS/BAMS), while also ensuring project selection is consistent with LRTP priorities.*
- *ACTPO also has an established scoring system to prioritize Local Bridges over 20' for the TIP. This ranking system factors in data on Deck Area, Posted/Closed status, Structural Component Ratings, Overall Condition, Sufficiency Rating and ADT. ACTPO staff works closely with the Adams County Bridge Engineer, Municipal Officials, and District 8-0 staff to identify candidate Local Bridge projects.*

Evaluation of STIP for Target Achievement:

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

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
 - Pennsylvania's investment strategy, reflected in the statewide 2025 Twelve Year Program (TYP) and 2025-2028 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
 - The TAMP provides a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development. The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its future investment decisions.
 - In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.² The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
 - The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost. PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2025 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
 - As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.
-

ACTPO TIP (PM-2):

- *Performance will continue to be monitored through annual pavement and bridge reports provided by PennDOT.*
- *A list of the projects that directly support PM-2 on the NHS network is provided on the following page.*
- *ACTPO will continue to work closely with District 8-0 on an ongoing basis to ensure planning and project programming is consistent with PennDOT best practices in an effort to achieve performance targets.*
- *The total amount of bridge deck area for projects listed in the 2025 TIP is 29,084 square feet.*
- *The total amount of improved pavement miles for projects listed in the 2025 TIP is 20.8 miles.*

2025-2028 TIP Pavement and Bridge Projects Supporting PM-2

MPMS #	PROJECT	LOCATION	DESCRIPTION	Mi. / Deck Area
115745	Carlisle Pk Resurface 2	PA 94 (Carlisle Pk) from Gun Club Rd to Mud Run in Hamilton and Reading Townships	Pavement Preservation / Resurface	5.9 Miles
116595	US 15 Preservation NorthBound	US 15 (Blue-Gray Highway) from Maryland line to PA 394 (Shrivers Corner Road) in Freedom, Cumberland, Mount Joy and Straban Townships	Pavement Preservation	14.9 Miles

System Performance Measures (PM3)

Background

The FHWA final rule for the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (82 FR 5970) became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at 23 CFR 490 Subparts E, F, G & H. Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.

Data Source

The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively.

Travel Time and Annual Peak Hour Excessive Delay Targets - Due October 1st 2022

Measure	Area	Baseline 2021	2-year Target 2023	4-year Target 2025
Interstate Reliability (Statewide)	Statewide	92.8%	89.5%	89.5%
Non-Interstate Reliability (Statewide)		92.6%	88.0%	88.0%
Truck Reliability Index (Statewide)		1.30	1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia	13.1%	15.2%	15.1%
	Pittsburgh	9.3%	10.5%	10.5%
	Reading	6.3%	6.5%	6.5%
	Allentown	7.1%	8.4%	8.4%
	Harrisburg	7.2%	9.1%	9.1%
	York	5.0%	6.4%	6.4%
	Lancaster	3.3%	3.7%	3.7%

Non-SOV Travel Measure Targets

Measure	Area	Baseline 2021	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia	30.6%	30.0%	30.0%
	Pittsburgh	27.6%	27.0%	27.0%
	Reading	22.8%	20.2%	20.2%
	Allentown	20.4%	18.6%	18.6%
	Harrisburg	21.3%	20.2%	20.2%
	York	18.4%	15.8%	15.8%
	Lancaster	20.5%	21.9%	21.9%

CMAQ Emission Targets

Measure	2-year Target 2023	4-year Target 2025
VOC Emissions (Statewide)	18.000	36.000
NOx Emissions (Statewide)	392.000	785.000
PM2.5 Emissions (Statewide)	46.000	93.000
CO and PM10 Emissions (Statewide)	0.000	0.000

Methods for Developing Targets

The System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.

Progress Towards Target Achievement and Reporting:

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

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

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

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

PennDOT LRTP Mobility Goal and Objectives

MOBILITY

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

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

ACTPO TIP (PM-3):

- *ACTPO will continue to work with PennDOT Central Office and Engineering District 8-0 to review progress towards achieving the established Statewide Performance Measure Targets on an ongoing basis. This will ensure a continuing, comprehensive, and coordinated approach towards meeting the Performance Measure Targets.*
- *All available updated data related to safety and congestion will be evaluated for any updates to the Congestion Management Plan, as it relates directly to the region.*

Evaluation of STIP for Target Achievement:

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2025-2028 STIP includes over \$289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM-3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

ACTPO TIP (PM-3):

- *System Performance Measures will be integrated into the forthcoming ACTPO Long Range Transportation Plan update set to be adopted by July 26, 2022 and goals and objectives will be established to support PM-3.*
- *ACTPO continues to support of the Susquehanna Regional Transportation Partnership (SRTP) Commuter Services program. While ACTPO no longer receives CMAQ funds, \$273,460 in STP funding has been allocated towards the Commuter Services program.*
- *A list of projects supporting PM-3 is provided below.*

2025-2028 TIP Projects Supporting PM-3

MPMS #	PROJECT	LOCATION	DESCRIPTION
82372	SRTP Rideshare Program	Adams County MPO	Ridesharing, vanpooling programs, and transit coordination
58137	Eisenhower Drive Extension	Between SR 0116 and SR 0094 in Conewago Township.	Extend roadway

Transit Asset Management Performance Measures

Background

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

Data Source

Susquehanna Regional Transportation Authority (SRTA), doing business as rabbitransit in York County, Pennsylvania, provides fixed route transit service in York and Adams counties and the Capital Region of Harrisburg, Pennsylvania. rabbitransit also services public shared ride in Adams, Cumberland, Columbia, Dauphin, Franklin, Montour, Northumberland, Perry, Snyder, Union, and York Counties. In 2011, York County merged with Adams County to form York Adams County Transportation Authority. Since 2011, three counties have joined the authority and five have signed on to manage the shared ride program, creating the Central Pennsylvania Transportation Authority (CPTA). January 1, 2022 CPTA and Capital Area Transit (CAT) have joined together to create the Susquehanna Regional Transportation Authority (SRTA). The SRTA is categorized as a Tier I agency, and the new TAM Plan for the combined assets was updated in 2012. The Current Performance and FY 2024 Targets are from the new SRTA TAM Plan.

Transit Asset Management Targets (SRTA)

Performance Measure	Asset Class	FY2023 Target	Current Performance	FY 2024 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Over-the-Road Bus (BR)	N/A	38.46%	50%
	Bus (BU)	N/A	0%	10%
	Articulated Bus (AB)	N/A	100%	100%
	Trolleybus (TR)	N/A	N/A	N/A
	Cutaways (CU)	N/A	4.17%	10%
	Van (VN)	N/A	22.64%	25%
	Minivan (MV)	N/A	33.33%	50%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ULB	Maintenance Equipment	0%	0%	0%
	Automobiles	37%	21%	21%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	0%	25%	25%
	Passenger Facilities	0%	0%	0%
	Parking Facilities	0%	0%	0%

Methods for Developing Targets

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

Progress Towards Target Achievement and Reporting:

The SRTA TAM Plan fulfills the PBPP requirement and encourages communication with our respective MPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- Following the same process used by CPTA, the SRTA will measure current performance against established targets for the previous fiscal year annually and assess the targets.
- The SRTA will share performance data, any new targets, and/or TAM Plan updates with their local planning partners by the end of each calendar year, or earlier as decided between the partners.
- The SRTA will continue regular coordination regarding the local Transportation Improvement Program (TIP) and other planning initiatives of their local planning partners.

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

Consistent with available resources and in coordination with the PennDOT BPT and PennDOT CPDM, the SRTA is responsible for submitting projects consistent with the CPT for the development of the transit portion of the local TIPs. This ensures that projects identified on the TIPs are consistent with the TAM approach the TAM plan. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

Evaluation of STIP for Target Achievement:

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

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
 - Vehicles that surpass age and mileage ESL/EUL
 - Vehicles that surpass age or mileage ULB and are rated in poor condition or represent a safety hazard
 - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
- Export CPT capital plan to DotGrants after initial approval and execution of capital grants

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

YAMPO TIP

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

2025-2028 TIP Projects Supporting Transit Asset Management Targets

MPMS #	PROJECT	LOCATION	DESCRIPTION
110665	Fixed Route Buses	Multiple	This item consists of funds to replace Fixed Route Buses for CPTA.
110666	Operating Assistance	Multiple	Funding is being programmed in FFY 2025-FFY2028 for Operating Assistance. Federal funds are for the York Urbanized Area and State funds are for the CPTA service area and includes Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York Counties.
114479	Operating Assistance Hanover	Hanover Urbanized Area	Funding is being programmed in FFY 2025-FFY 2028 for Operating Assistance for the Hanover Urbanized Area including Federal, State and Local funds.
116742	Shelter Replacements	Multiple	Funding will be used to replace passenger amenities at bus stops identified by CPTA service standards through the purchase, installation and maintenance of passenger shelters and other transit amenities including but not limited to: signage, lighting, trash cans, benches, accessibility improvements, etc.
116749	Shelter Replacements	Multiple	Funding will be used to improve passenger amenities at specific bus stops. Transit amenities include but are not limited to: signage, lighting, trash cans, benches, accessibility improvements, etc.
116755	Shelter Expansion	Multiple	Funding will be used to improve passenger amenities at specific bus stops through the purchase, installation and maintenance of accurate and informative bus stop signs, passenger shelters waiting areas and benches.

Public Transit Safety Performance Measures

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

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

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

All public transit agencies in the Commonwealth have written safety plans compliant with Part 673 as of July 20, 2021. These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices. The SRTA recently completed an update to the PTASP (Jan 2022), combining the former CAT and CPTA PTASPs. The performance measures and targets will be shared with the local MPO partners with the new SRTA TAM Plan in the near future.

YAMPO TIP

- *Projects funded on the TIPs become physical elements - on-the-ground features that maintain and improve the safety and security of the transit community, enhancing the community-at-large where we operate. These projects are generated directly in pursuit of reaching the performance measure targets.*

Adams MPO – Safety Performance Measures (PM1)

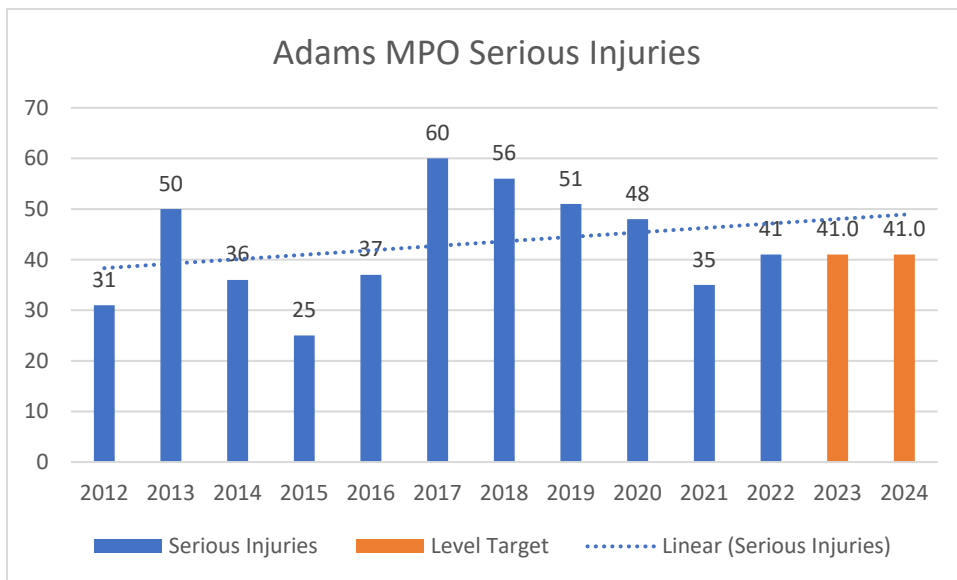
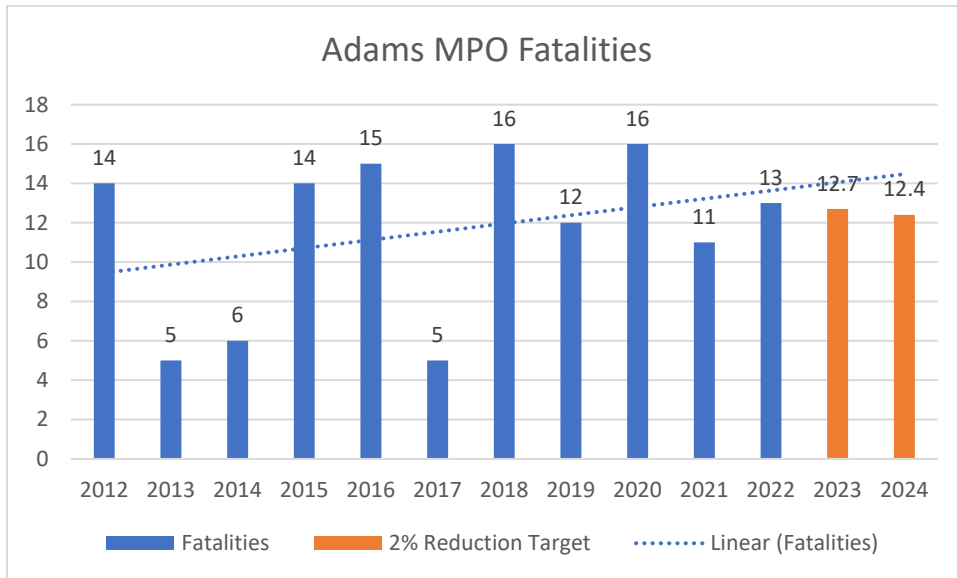
PM-1 BASELINES

Performance Measure	2012-2016 Baseline	2013-2017 Baseline	2014-2018 Baseline	2015-2019 Baseline	2016-2020 Baseline	2017-2021 Baseline	2018-2022 Baseline
Fatalities	12.8	9	11.2	12.4	12.8	12.0	13.6
Fatality Rate	1.433	1.008	1.253	1.380	1.461	1.363	1.547
Serious Injuries	34.0	41.6	42.8	45.8	50.4	50.0	46.2
Serious Injury Rate	3.805	4.659	4.787	5.098	5.754	5.681	5.254
Non-Motorized Fatalities / Serious Injuries	3.5	2.8	4	3.6	4.4	3.8	3.6

PM-1 TARGETS

Performance Measure	2014-2018 Targets	2015-2019 Targets	2016-2020 Targets	2017-2021 Targets	2018-2022 Targets	2019-2023 Targets	2020-2024 Targets
Fatalities	10.8	8.7	13.5	11.3	15.0	12.1	13.0
Fatality Rate	1.218	0.956	1.492	1.250	1.816	1.361	1.480
Serious Injuries	35.8	47.7	52.6	53.8	50.2	40.8	41.2
Serious Injury Rate	4.044	5.242	5.812	5.953	6.079	4.590	4.690
Non-Motorized Fatalities / Serious Injuries	2.8	2.9	6.9	2.4	4.8	2.2	2.6

Adams MPO – Fatal and Serious Injury Crashes (2012 to 2022)



End of Calendar Year 2022 Performance Measures Annual Report -- Bridges

Adams

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

MAP-21 Bridge Performance Measure												
	Good				Fair				Poor			
	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %
Interstate (Including Ramps)	0	0.00%	0.000	0.00%	0	0.00%	0.000	0.00%	0	0.00%	0.000	0.00%
NHS, Non-Interstate	10	33.33%	0.054	36.91%	20	66.67%	0.092	63.09%	0	0.00%	0.000	0.00%
Total NHS	10	33.33%	0.054	36.91%	20	66.67%	0.092	63.09%	0	0.00%	0.000	0.00%

Total NHS Deck Area Poor %	Map-21 Goal	End of Year 2022 Value	2021 Target	2023 Target	2025 Target
	10.00%	0.00%	5.50%	6.25%	4.00%

	Count	Deck Area (Msf)
Interstate (Including Ramps)	0	0.000
NHS, Non-Interstate	30	0.145
Total NHS	30	0.145

- MAP-21 bridge data is assessed and analyzed by National Bridge Inventory Standards (Bridges 20' and greater), which differs from PennDOT's 8' and greater reporting.

- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate bridges in PA, regardless of ownership. Therefore, PA Turnpike and local-owned bridges are included in totals.

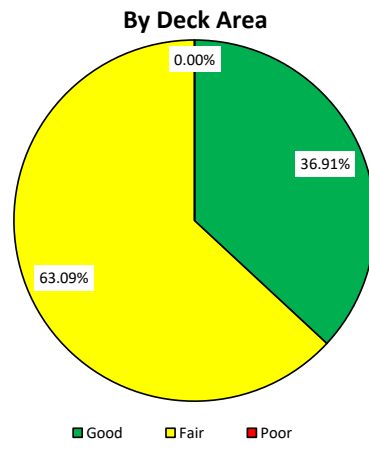
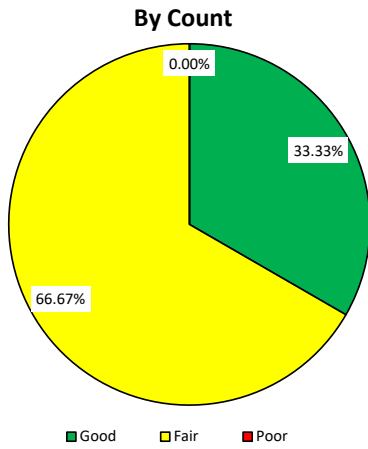
- MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge. End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater) fair if the minimum condition rating is 6 or 5, and poor if the minimum condition rating is 4 or less.
- FHWA requires that no more than 10 percent of a state's total NHS Bridge Deck Area be in poor condition. Additionally, state DOTs are required to establish biennial targets for poor deck area.
- FHWA has not established a minimum condition for Interstate only bridges or NHS non-Interstate bridges, but requires the state DOT to establish targets.
- FHWA requires that no more than 5 percent of a state's bridge data be unreported or missing.
- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of the asset to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible through keeping up on preservation activities to minimize costlier major repairs, and utilizing a structure for its entire service life. These practices allow the department to operate to lowest life cycle cost (LLCC) on the network level.
- MAP-21 performance measures are not to explicitly drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

Business Plan Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Poor Count	% Poor by Count	Poor-Deck Area (Msf)	% Poor by Deck Area	Non-Poor Bridges with a "5" Condition Rating
State ≥8'; Interstate/Ramps	0	0.0000	0	0	0	0	0.00%	0.0000	0.00%	0
State ≥8'; NHS (non-Interstate)	56	0.1647	2,941	0	0	0	0.00%	0.0000	0.00%	14
State ≥8'; non-NHS > 2000 ADT	130	0.2338	1,799	0	1	10	7.69%	0.0122	5.22%	44
State ≥8'; non-NHS < 2000 ADT	194	0.2444	1,260	0	1	19	9.79%	0.0248	10.15%	63
Total - State Bridges (≥8')	380	0.6429	1,692	0	2	29	7.63%	0.0370	5.75%	121
Local ≥20'	70	0.0979	1,399	0	15	5	7.14%	0.0043	4.40%	31

Reducing Rate of Deterioration through Investment (Non-Replacement) (Based on 8' and greater)

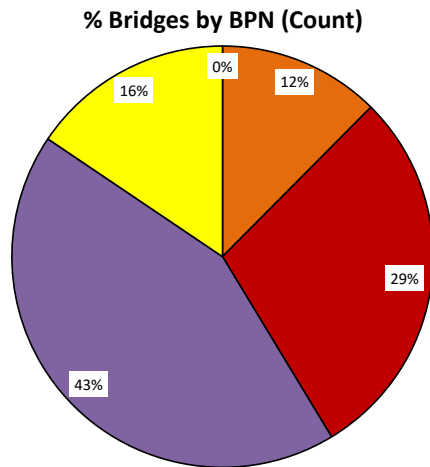
Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million\$)	Preservation (#bridges)
State ≥8'; Interstate/Ramps	0	0	0.00%	0.00%	\$0.00	0
State ≥8'; NHS (non-Interstate)	0	0	0.00%	0.00%	\$0.00	0
State ≥8'; non-NHS > 2000 ADT	0	0	0.00%	0.00%	\$0.00	0
State ≥8'; non-NHS < 2000 ADT	0	0	0.00%	0.00%	\$0.00	0
Total - State Bridges (≥8')	0	0	0.00%	0.00%	\$0.00	0
Local ≥20'	2	1	1.03%	1.22%	\$0.00	0

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

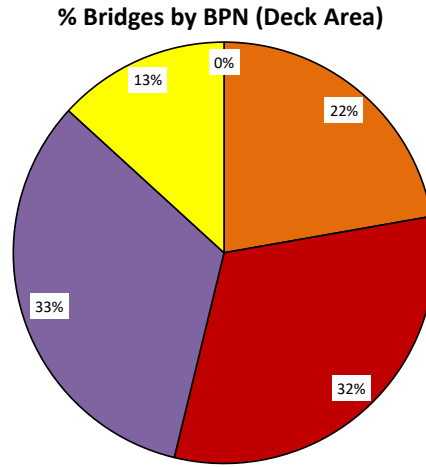


End of Calendar Year 2022 Status of Bridges in Region (Based on 8' and greater)

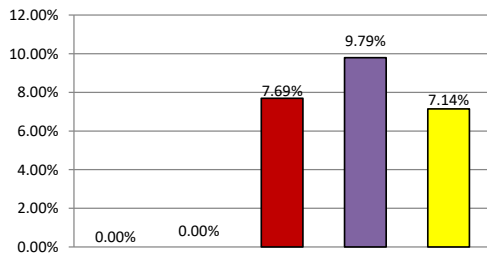
PennDOT Data 8' and Greater By Business Plan Network



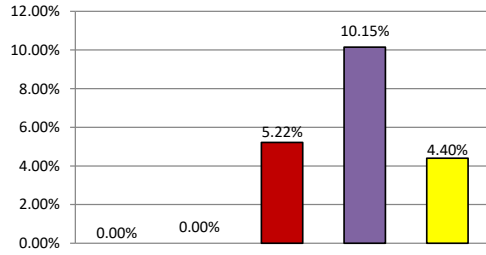
PennDOT Data 8' and Greater By Business Plan Network



Poor Bridge % by Business Plan Network (Count)



Poor Bridge % by Business Plan Network (Deck Area)



- State > 8'; Interstate
- State > 8'; non-NHS > 2000 ADT
- Local > 20'
- State > 8'; NHS (non Interstate)
- State > 8'; non-NHS < 2000 ADT

- State > 8'; Interstate
- State > 8'; non-NHS > 2000 ADT
- Local > 20'
- State > 8'; NHS (non Interstate)
- State > 8'; non-NHS < 2000 ADT

2022 MAP-21 Pavement Performance by Business Plan Network (Based on Total PA Lane Miles*)

MAP-21 Pavement Performance Measures	Good		Fair		Poor		Missing (Max 5%)	
	Lane Miles	%	Lane Miles	%	Lane Miles	%	Lane Miles	%
Interstate	-	-	-	-	-	-	-	-
NHS, Non-Interstate	102.3	46.71%	114.7	52.40%	1.9	0.89%	0.6	0.29%
MAP-21 Pavement Performance Measure Targets	Good				Poor			
	2023 Target	2024 Target	2025 Target	2026 Target	2023 Target	2024 Target	2025 Target	2026 Target
Interstate	-	-	-	-	-	-	-	-
NHS, Non-Interstate	52%	48%	51%	50%	2%	3%	2%	2%

MAP-21 pavement performance measures required for FHWA reporting include four distress components which translate to good, fair, or poor condition scores. See table on reverse of this page for distress and thresholds. Three conditions apply to each pavement type.

- A pavement 10th mile section is considered in good condition if all three distress components are rated as good. A pavement 10th mile section is considered in poor condition if two or more of its three distress components are rated as poor.
- FHWA requires that no more than 5 percent of a state's NHS Interstate lane-miles be in poor condition. Additionally, state DOTs are required to establish targets.
- FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the state DOT to establish targets.
- FHWA requires that no more than 5 percent of a state's mileage be unreported or missing.
- Conditions are assessed and analyzed for pavement "sections" that cannot exceed 0.10 miles in length, which differs from PennDOT's historic segment level data.
- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate miles in PA, regardless of ownership. Therefore, PA Turnpike and local-owned miles are in Statewide totals, but not in each District's totals. Local-owned miles are included in MPO/RPO totals as appropriate.
- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of transportation assets and to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible, and keeping up on preservation activities to minimize costlier major repairs. Together, these practices extend the life of assets and reduce the cost of maintaining them in the desired state of good repair. This is known as operating the network at the lowest life-cycle cost (LLCC).
- MAP-21 performance measures are not to drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

2022 Pavement Smoothness (IRI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median	Tested Seg-Mi
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	IRI	
Interstate	-	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	45.9	47.39%	44.1	45.60%	4.8	4.97%	2.0	2.04%	77	96.8
Non-NHS, ≥ 2000 ADT	76.3	41.91%	74.7	41.02%	21.0	11.56%	10.0	5.51%	108	182.1
Non-NHS, < 2000 ADT	34.6	11.85%	105.6	36.14%	92.4	31.61%	59.6	20.39%	172	292.1
Total - Roadway	156.8	27.46%	224.4	39.30%	118.2	20.70%	71.6	12.54%	136	570.9

2022 Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	OPI
Interstate	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	7.2	7.46%	81.0	84.27%	6.9	7.16%	1.1	1.11%	90
Non-NHS, ≥ 2000 ADT	45.5	24.99%	79.2	43.51%	54.3	29.85%	3.0	1.65%	84
Non-NHS, < 2000 ADT	67.4	23.11%	193.3	66.24%	28.7	9.85%	2.4	0.81%	80
Total - Roadway	120.1	21.07%	353.5	62.02%	90.0	15.78%	6.4	1.13%	83

Total Miles

PennDOT Seg-Mi	PA Lane Miles
-	-
97.0	219.6
182.2	
292.6	
571.9	

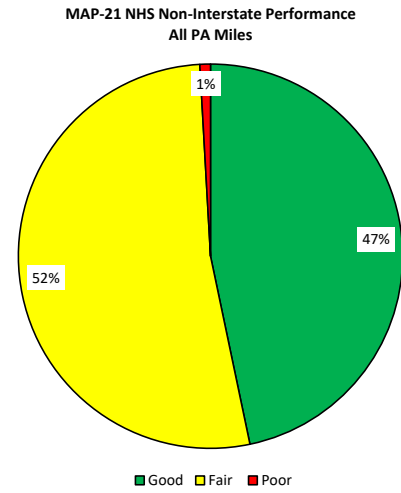
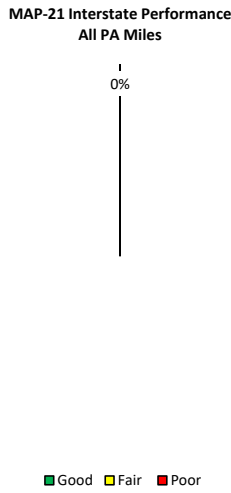
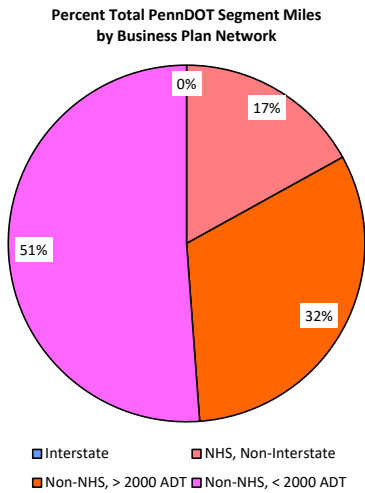
- The IRI and OPI data presented herein is segment level.
- For the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2022. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2021 or 2022.
- PennDOT has historically classified Good Interstate IRI as ≤100, and Poor Interstate IRI as >150; for NHS Non-Interstate, Good is ≤120 and Poor is >170. This practice is maintained in the IRI data presented herein, but differs from the MAP-21 definitions defined in the table on the reverse of this page.

2022 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	High Level Bituminous		Low Level Bituminous				Concrete			
	Seg-Mi	OOC Mi ¹	Seg-Mi	OOC Mi ²	OOC Mi ³	Total	Seg-Mi	OOC Mi ⁴	OOC Mi ⁵	Total
Interstate	-	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	86.16	14.44	0.00	0.00	0.00	0.00	15.59	15.30	15.30	30.60
Non-NHS, ≥ 2000 ADT	129.16	75.68	55.89	43.48	15.71	59.20	0.00	0.00	0.00	0.00
Non-NHS, < 2000 ADT	6.51	0.00	283.01	72.58	157.51	230.09	0.00	0.00	0.00	0.00
Total - Roadway	221.83	90.11	338.90	116.07	173.23	289.29	15.59	15.30	15.30	30.60

- Out-Of-Cycle Categories:
 - High Level Bituminous Pavement with Age > 12 Years or > 17 Years with Interim Surface Seal
 - Low Level Bituminous Surface with Age > 7 Years
 - Low Level Bituminous Pavement with Age > 20 Years or no Structural Layers
 - Concrete Pavements with Age > 30 Years
 - Concrete Pavements with Age > 20 Years and No Concrete Pavement Restoration (CPR)
- Total Low Level OOC represents the miles that are OOC for either Category 2 or 3. Segments that are OOC for both categories are not double counted. Total Concrete OOC represents the miles that are OOC for either Category 4 or 5. Segments that are OOC for both categories are not double counted.

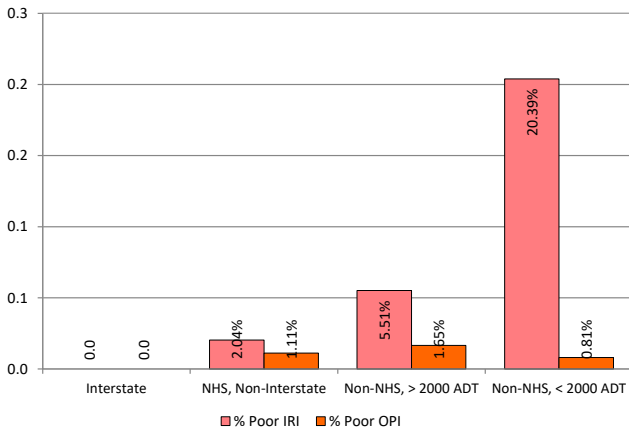
The IRI miles and Total PennDOT miles include bridge lengths.
 The Total PA miles, used for MAP-21, do not include bridge lengths.
 The Treatment Network miles do not include bridge lengths.



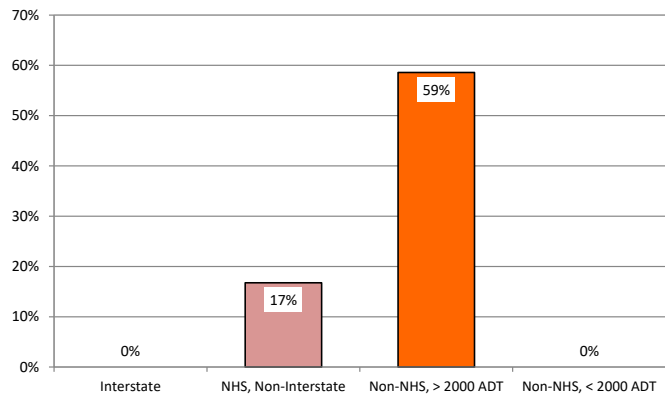
MAP-21 Pavement Conditions and Thresholds

Rating	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15

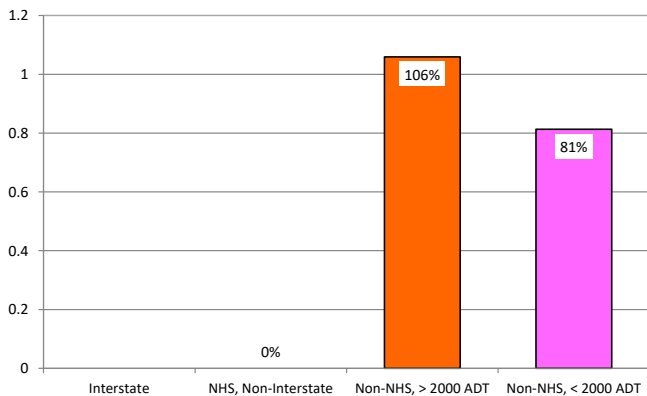
Percent of Poor IRI and Poor OPI by Business Plan Network



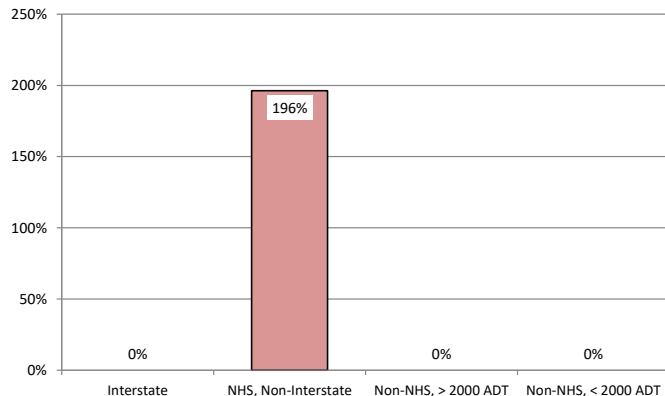
Percent of High Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Low Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Concrete Miles Out-Of-Cycle by Business Plan Network



FY 2023 Reporting - 30206 - Susquehanna Regional Transportation Authority

Summary Related Actions



Transit Asset Management Performance Measure Targets (A-90)

30206 - Susquehanna Regional Transportation Authority (Full Reporter: Operating) - RY23 Revision 1 (Working Data)

There are currently no open issues on this form.

✓ 1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)	N/A
AB - Articulated Bus		100.00		100.00	<input type="checkbox"/>
AO - Automobile					<input type="checkbox"/>
BR - Over-the-road Bus		38.46		50.00	<input type="checkbox"/>
BU - Bus		0.00		10.00	<input type="checkbox"/>
CU - Cutaway		4.17		10.00	<input type="checkbox"/>
DB - Double Decker Bus					<input type="checkbox"/>
MV - Minivan		33.33		50.00	<input type="checkbox"/>
OR - Other					<input type="checkbox"/>
SB - School Bus					<input type="checkbox"/>
SV - Sports Utility Vehicle					<input type="checkbox"/>
VN - Van		22.64		25.00	<input type="checkbox"/>

✓ 2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)	N/A
Automobiles		40.00		50.00	<input type="checkbox"/>
Trucks and other Rubber Tire Vehicles		11.11		25.00	<input type="checkbox"/>
Steel Wheel Vehicles					<input type="checkbox"/>

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)	N/A 
Passenger / Parking Facilities		0.00		0.00	<input type="checkbox"/>
Administrative / Maintenance Facilities		25.00		25.00	<input type="checkbox"/>

▼ Narrative Report

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[A-90 Narrative Report 30206 FY 2023 Revision 1](#)

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Transit Asset Management (TAM) Narrative FY2023

Under the FAST Act and MAP-21, “transit providers are required to submit an annual narrative report to the NTD that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.”

Agency Information

Susquehanna Regional Transportation Authority, NTD ID #30206
415 North Zarfoss Drive
York, PA 17404
NTD Contact: Bonnie Stine, Controller
717-849-0705

Prepared by Emily Kelkis, Planner on 10/30/2023 for FY2023 (July 1, 2022 – June 30, 2023).

Agency Profile

Susquehanna Regional Transportation Authority (SRTA), doing business as rabbittransit in York County, Pennsylvania, provides fixed route transit service in York and Adams counties and the Capital Region of Harrisburg, Pennsylvania. rabbittransit also services public shared ride in Adams, Cumberland, Columbia, Dauphin, Franklin, Montour, Northumberland, Perry, Snyder, Union, and York Counties. In 2011, York County merged with Adams County to form York Adams County Transportation Authority. The merger resulted in a board comprised of four Adams County and five York County representatives. FTA continues to provide 5307 funding to the York Adams County Transportation Authority. Since 2011, three counties have joined the authority and five have signed on to manage the shared ride program, creating the Central Pennsylvania Transportation Authority (CPTA). January 1, 2022 CPTA and Capital Area Transit (CAT) have joined together to create the Susquehanna Regional Transportation Authority (SRTA). In FY23, CPTA and CAT are reporting together as SRTA.

SRTA operates under the authority of the Pennsylvania Municipal Authorities Act of 1945.

Useful Life Benchmark – Revenue Vehicles

Description

SRTA directly owns and operates rolling stock that operated in the MB DO, MB PT, CB DO, CB PT, DR DO, and DR PT service groups. The separation of MB DO, MB PT and CB DO, CB PT occurred January 1, 2022. As of the end of FY2023, the agency had 545 active rolling stock assets across several vehicle type classifications as broken down in the table below.

Vehicle Type	Type Description	Assets	At/ Past ULB
AB	AB – Articulated Bus	3	3
BR	BR – Over-the-road Bus	13	5
BU	BU – Bus	105	8
CU	CU – Cutaway	365	19
MV	MV – Minivan	6	2
VN	VN – Van	53	12

Target Setting & Rationale

In accordance with the agency TAM Plan, SRTA utilizes a realistic target for rolling stock. SRTA has defined a target of 10% for 2023. The CNG transition has concluded for fixed route (MB), but remains a consideration for the commuter (CB) replacements in the next several years. Other considerations relative to CNG is the potential expansion or use for shared ride or fixed route cutaway purposes, as fueling capabilities and range of these units has improved. Within the last several years SRTA has largely replaced it's entire MB diesel fleet. However, with the COVID-19 pandemic there has been slower than usual replacement cycles for vehicles in both the lead time for new vehicles and the turn around time for disposal of retired assets.

While the expansion of demand response (DR) service has curbed slightly due to the workforce and vehicle replacement challenges, it remains a part of the delay of certain fleet group replacements. This is especially relative to the desire to right-size the demand response (DR) fleet for CDL and non-CDL purposes to improve our hiring capabilities in consideration of the reduced ridership due to COVID-19.

Progress & Challenges

As of the FY2023 report cycle, SRTA revenue assets categories, as a total of all groups, has achieved the goal of 10% at 8.99%

SRTA saw a significant improvement in the BU – Bus category from FY2021 and FY2022's reporting. Where this was previously an area of high past ULB percentage, the BU – Bus category achieved a zero (0) percent past ULB with the finalization of the fixed route (FR) heavy duty asset replacements. CPTA also saw improvement in the CU – Cutaway and VN – Van categories as

various assets past ULB have been replaced in these pools with more appropriately sized non-CDL assets per the above concerns.

The areas where there are still opportunities for improvement are in the asset categories with the lowest volume of total vehicles. While their percentages appear significant, they are a relatively low volume of the overall revenue fleet. These include the AB – Articulated Bus, BR – Over-the-road Bus, VN – Van, and MV – Minivan. Of the total fleet, these asset categories only make up seventy-five (75) of five hundred twenty-six (526), or 14.3% of the fleet. The reason for the delay in their replacement has been shortages in microchips for relevant Ford Transits, specifically for the MV and VN groups. In relation to the BR issues, SRTA is delaying the replacement of a few of these assets due to concerns over COVID-19 recovery and the potential reduction in fleet based on demand for these services. These BR assets have traditionally been used for commuter services, which have seen the most dramatic reduction in ridership activity since the first impacts of COVID-19 were felt in March 2020. SRTA anticipates the replacement delays, once resolved, and the determination as to the right-sizing of the commuter fleet will maintain these assets appropriately in line with the 10% target for all asset category groups.

Useful Life Benchmark – Non-Revenue Vehicles

Description

SRTA owns and operates an array of non-revenue Automobiles and Trucks and other Rubber Tire Vehicles. These vehicles are utilized for driver relief and transportation, maintenance work, and as administrative support assets. SRTA has not identified any equipment in the classification of maintenance equipment that independently meets the requirements of the TAM. The below table identifies the types of assets that fall within this category and totals.

Vehicle Type	Type Description	Assets	At/Past ULB
EQP	Automobiles	20	12
EQP	Trucks and other Rubber Tire Vehicles	18	16

Target Setting & Rationale

In accordance with the agency TAM Plan, SRTA utilizes a target of 25% for equipment. This is largely because the default ULB for is eight (8) years for Automobiles, fourteen (14) years for Trucks, and fourteen (14) years for other Rubber Tire Vehicles. As SRTA does not desire to adjust default ULB during the first few years of the plan implementation it recognizes that support vehicles have historically been held for at least ten (10) years based on PennDOT’s Estimated Service Life (ESL) requirements. This would result in this class of vehicles being held at least two years beyond the default ULB in standard capital planning.

Progress & Challenges

As noted, SRTA identifies that the default ULB of Automobiles is less than the ESL as defined by PennDOT, who is the primary funding partner for these capital replacements. In accordance with that minimum, SRTA will tend to hold assets longer than ULB by two years. If consolidating all EQP, SRTA is just above the 25% aspirational target with ten (10) of thirty-eight (38) assets, or 26.3% at or past ULB. This is based on a delayed retirement of some of the sedans as replacements came in from last year. They are anticipated to be disposed in the near-term and should bring the agency into consistency with this 25% target.

Useful Life Benchmark – Facilities

Description

CPTA operates a collection of administrative, passenger, and parking facilities as necessary to provide services across several counties and to improve passenger access and connectivity. The below table identifies the classification of facilities operated by CPTA and total per each group.

Vehicle Type	Type Description	Assets	At/Past ULB
FAC	Passenger / Parking Facilities	4	0
FAC	Administrative / Maintenance Facilities	4	1

This list is inclusive of two (2) park and rides, four (4) administrative / maintenance offices, and two (2) transfer centers. While SRTA coordinates counties operate out of regional offices, they are operated out of county-owned facilities and offices and are not owned or the direct capital responsibility of SRTA.

Target Setting & Rationale

Facilities are measured differently in accordance with SRTA’s TAM Plan and guidance. They are measured against the Transit Economic Requirements Model (TERM) scale. Any facility falling below three (3) of five (5) is considered past ULB. At current, SRTA is fortunate in that the majority of its facilities are new or have recently undergone renovation in the last decade. At current SRTA has a realistic goal, in accordance with its TAM Plan, of 0%.

Progress & Challenges

The King Street Transfer Station has finished renovation during FY2022. This renovation was largely for improvements to safety and facility design challenges rather than meeting the TERM scale requirement. The Harrisburg Admin/Maintenance Facility was built in 1904, and has had a number of updates over the years. This facility is slated for replacement within the next several years and is anticipated to bring the facility performance to 0% past SOGR status. Continued annual assessment will be done to ensure that no unanticipated or major changes occur, but otherwise this category is achieving the realistic goal at this time.

Factors Impacting Transit Agency's Transit Asset Management (TAM) Plan

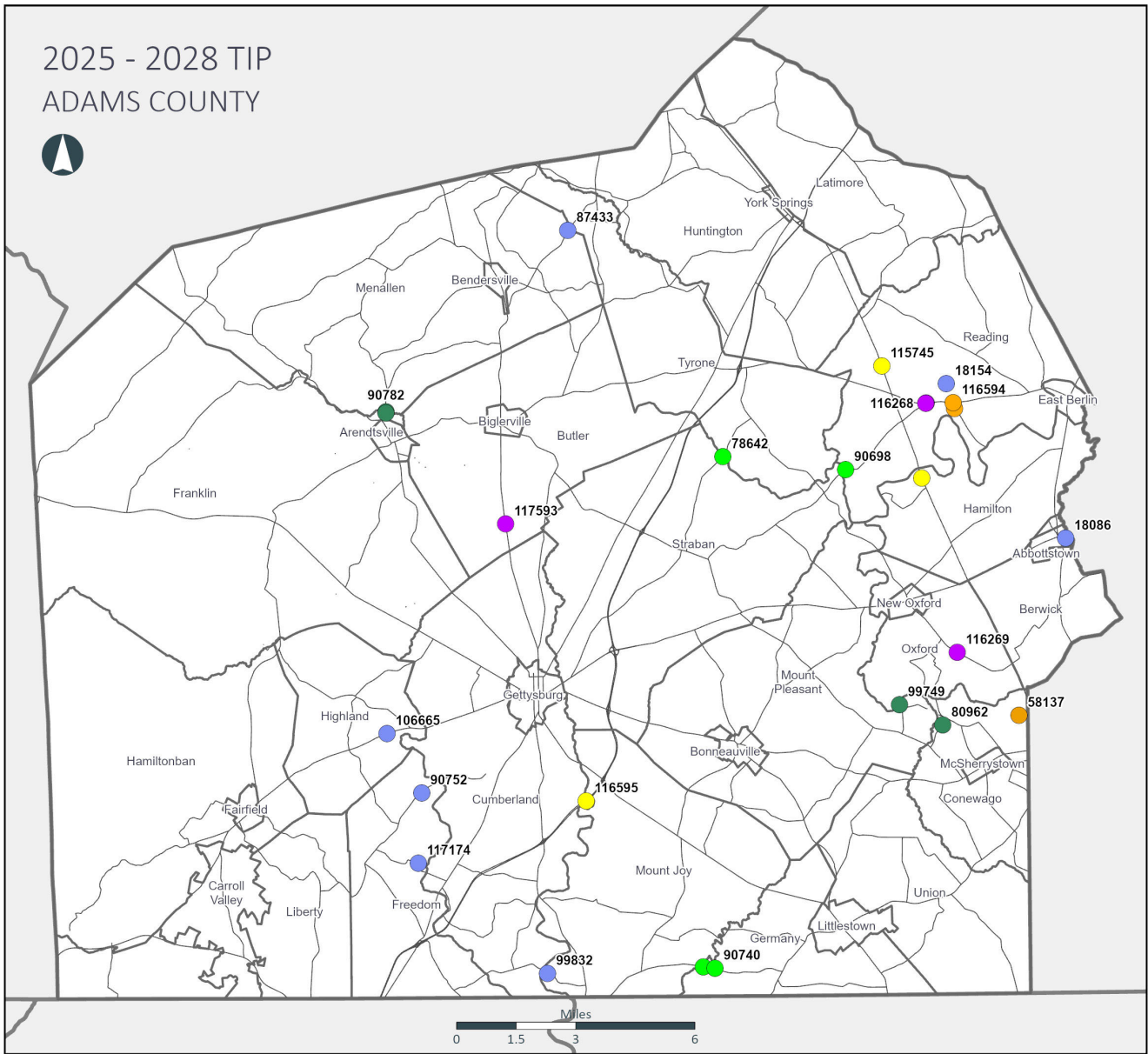
As denoted in the rolling stock category, the transition to a CNG fleet, specifically among the BU – Bus vehicle type, has impacted and delayed replacement of vehicles proximate to lifecycle end and ULB. However, the majority of those assets exceeding ULB in the MB DO category have been replaced, bringing the revenue assets group closer to the 10% target. Across the board, some of the remaining difficulties in aligning with the ULB thresholds can be contributed to delays in disposal of assets relative to the COVID-19 pandemic, making sale of aged assets slower than traditionally achieved. Nonetheless, SRTA has been able to finalize disposition of these assets through public sales. Another major factor that is tied to the pandemic has been the material supply shortages in relation to both parts and asset replacements. The parts supply chain issue has created delays in repairs and slowed the agency's capabilities to add the appropriate mileages to select assets to dispose of them timely. On the other side, the significant increase in lead time from design to acceptance of new rolling stock relative to the microchip shortage, among other parts, has created replacement delays as well. Otherwise the ongoing assessment of CNG for other assets such as cutaways, etc. are ongoing factors in the replacement cycle delays. All of these items considered, SRTA has been successful in improving the percentage of fleet within the ULB and SOGR.

Operational factors include the shortage of workforce and CDL operators. This has had an impact on our fleet capacity and replacement planning, which has resulted in delayed asset retirements as well. While the desire to replace vehicles with like-size capacity to meet service need is present, the reality of the job market has caused delays as operational approaches are discussed and revised. Further, COVID-19 has added complexity to this future planning process.

Additional Information and Documentation (Optional)

No additional information has been documented or provided with this narrative. Referenced datasets are available via the NTD reported Asset Forms (A-#).

TIP PROJECT LOCATIONS



TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LOCATIONS

TIP PROJECTS

Project Class

- Bridge Replacement
- Bridge Restoration
- Bridge Preservation - Federal
- Highway Restoration
- New Alignment
- Safety Improvement

State Route

Municipal Boundary

PROJECT NAME: BRIDGE RESERVE

MPMS ID: 87792

First Appearance on TIP: N/A

PROJECT DETAILS

Primary Improvement Type: Reserve Line Item - Miscellaneous

State Route #: N/A

Name: N/A

Length: N/A

Geographic Limits: Adams County MPO Area

Description: Federal and State Bridge Reserve Line Item for Adams County

Estimated Let Date: N/A

Estimated Year of Construction: N/A

Estimated Total Project Cost: N/A

FUNDING SOURCE

Federal (BRIP): \$209,109 | 2nd 4-Years: \$534,233 | 3rd 4-Years: \$4,575,000

Federal (BOF): \$1,052,669 | 2nd 4-Years: \$833,661 | 3rd 4-Years: \$3,596,000

State (185): \$664,370 | 2nd 4-Years: \$140,599 | 3rd 4-Years: \$167,000

FUNDING SUMMARY

Source	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Federal: BRIP				\$209,109	\$534,233	\$4,575,000
Federal: BOF	\$96,000	\$118,000		\$838,669	\$833,661	\$3,596,000
State: 185			\$367,000	\$297,370	\$140,599	\$167,000
Total	\$96,000	\$118,000	\$367,000	\$1,345,148	\$1,508,493	\$8,338,000
FY 2025—2028	\$1,926,148					
FY 2029—2032	\$1,508,493					
FY 2033—2036	\$8,338,000					

PROJECT NAME: HIGHWAY RESERVE

MPMS ID: 87793

First Appearance on TIP: N/A

PROJECT DETAILS

Primary Improvement Type: Reserve Line Item - Miscellaneous

State Route #: N/A

Name: N/A

Length: N/A

Geographic Limits: Adams County MPO Area

Description: Federal and State Highway Reserve Line Item for Adams County

Estimated Let Date: N/A

Estimated Year of Construction: N/A

Estimated Total Project Cost: N/A

FUNDING SOURCE

Federal (NHPP): \$4,080,155 2nd 4-Years: \$9,844,000 | 3rd 4-Years: \$9,683,000

Federal (STP): \$167,079

State (581): \$2,002 | 3rd 4-Years: \$6,192,000

FUNDING SUMMARY

Source	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Federal: NHPP		\$800,782	\$818,373	\$2,461,000	\$9,844,000	\$9,683,000
Federal: STP	\$155,068	\$12,011				
State: 581				\$2,002		\$6,192,000
Total	\$155,068	\$812,793	\$818,373	\$2,463,002	\$9,844,000	\$15,875,000
FY 2025—2028	\$4,249,236					
FY 2029—2032	\$9,844,000					
FY 2033—2036	\$15,875,000					

PROJECT NAME: DELIVERY/ CONSULTANT ASSISTANCE

MPMS ID: 87807

First Appearance on TIP: 09/21/2009

PROJECT DETAILS

Primary Improvement Type: Bridge Preservation Activities

State Route #: N/A

Name: N/A

Length: N/A

Geographic Limits: Adams County

Description: Consultant Assistance in Project Delivery and Construction

Estimated Let Date: N/A

Estimated Year of Construction: N/A

Estimated Total Project Cost: N/A

FUNDING SOURCE

Federal:

State (581): \$2,400,000

FUNDING SUMMARY

Source	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$400,000	\$400,000	\$400,000	\$400,000		
Final Design						
Utility						
Right of Way						
Construction	\$200,000	\$200,000	\$200,000	\$200,000		
Total	\$600,000	\$600,000	\$600,000	\$600,000		
FY 2025—2028	\$2,400,000					
FY 2029—2032	\$0					
FY 2033—2036	\$0					

PROJECT NAME: HSIP LINE ITEM

MPMS ID: 87811

First Appearance on TIP:

PROJECT DETAILS

Primary Improvement Type: Safety

State Route #: N/A

Name: N/A

Length: N/A

Geographic Limits: Adams County

Description: The Highway Safety Improvement Program Reserve contains funds to be used for safety-related projects

Estimated Let Date: N/A

Estimated Year of Construction: N/A

Estimated Total Project Cost: N/A

FUNDING SOURCE

FUNDING SUMMARY							
Source	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
HSIP		\$267,910				\$2,065,249	\$4,076,000
Total		\$267,910				\$2,065,249	\$4,076,000
FY 2025—2028	\$267,910						
FY 2029—2032	\$2,065,249						
FY 2033—2036	\$4,076,000						

PROJECT NAME: CARBON REDUCTION PROGRAM (CRP)

MPMS ID: 119288

First Appearance on TIP:

PROJECT DETAILS

Primary Improvement Type: Reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources

State Route #: N/A

Name: N/A

Length: N/A

Geographic Limits: Adams County

Description: Carbon Reduction Program Hanover Urban Area (Adams)

Estimated Let Date: N/A

Estimated Year of Construction: N/A

Estimated Total Project Cost: N/A

FUNDING SOURCE

Federal (CRPU): \$1,071,116 | 2nd 4-Years: \$1,580,000 | 3rd 4-Years: \$1,581,000

Federal (CRP): \$1,570,000

FUNDING SUMMARY

Source	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Federal: CRPU		\$263,807	\$269,103	\$269,103	\$269,103		
Federal: CRP		\$385,000	\$395,000	\$395,000	\$395,000	\$1,580,000	\$1,581,000
Total		\$648,807	\$664,103	\$664,103	\$664,103	\$1,580,000	\$1,581,000
FY 2025—2028	\$2,641,116						
FY 2029—2032	\$1,580,000						
FY 2033—2036	\$1,581,000						

PROJECT NAME: SRTP RIDESHARE PROGRAM

MPMS ID: 82372

First Appearance on TIP: 10/02/2007

PROJECT DETAILS

Primary Improvement Type: Miscellaneous

State Route #: N/A

Name: N/A

Length: N/A

Geographic Limits: Adams County MPO

Description: Ridesharing and Vanpooling Programs, and Transit Coordination

Estimated Let Date: N/A

Estimated Year of Construction: N/A

Estimated Total Project Cost: N/A

FUNDING SOURCE

Federal (STP): \$273,460

State:

FUNDING SUMMARY

Source	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Federal: STP	\$279,337	\$70,403	\$71,521	\$65,441	\$66,095		
Total		\$70,403	\$71,521	\$65,441	\$66,095		
FY 2025—2028	\$273,460						

PROJECT NAME: EISENHOWER DRIVE EXTENSION

MPMS ID: 58137

First Appearance on TIP: 5/9/2000

PROJECT DETAILS

Primary Improvement Type: New Roadway

State Route #: N/A

Name: Eisenhower Drive

Length: @3.5 miles

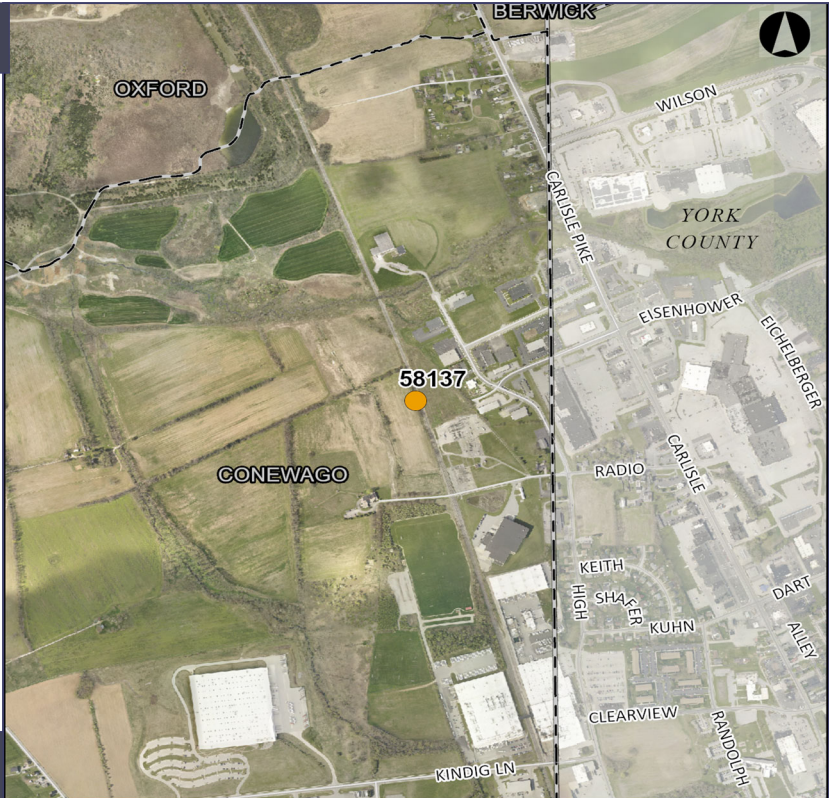
Geographic Limits: Between SR 0116 and SR 0094 in Conewago Township

Description: Connect Eisenhower Drive from High Street to PA-116 in Conewago Township, PA

Estimated Let Date: 8/13/2026

Estimated Year of Construction: 2026

Estimated Total Project Cost: \$93,163,000



FUNDING SOURCE

Federal (STP): \$3,135,916 | 2nd 4-Years: \$7,108,000 | 3rd 4-Years: \$7,565,000

Federal (BRIP): \$291,816 | 2nd 4-Years: \$3,231,100 | 3rd 4-Years: \$1,059,000

State (185): \$2,116,090 | 2nd 4-Years: \$2,454,000 | 3rd 4-Years: \$2,028,000

State (581): \$12,414,669 | 2nd 4-Years: \$19,788,840 | 3rd 4-Years: \$9,611,000 **State (s581):** \$5,000,000 | 2nd 4-Years: \$10,000,000

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$3,779,798						
Final Design	\$4,175,343	\$2,259,026					
Utility		\$120,000	\$768,230	\$1,522,059	\$4,289,176	\$1,735,515	
Right of Way	\$7,224,505	\$1,963,944	\$4,446,653	\$2,172,383	\$417,020		
Construction	\$5,750,076			\$2,500,000	\$2,500,000	\$40,846,425	\$20,263,000
Total	\$20,929,722	\$4,342,970	\$5,214,883	\$6,194,442	\$7,206,196	\$42,581,940	\$20,263,000
Actual Expenditures	\$3,779,798						
FY 2025—2028	\$22,958,491						
FY 2029—2032	\$42,581,940						
FY 2033—2036	\$20,263,000						

PROJECT NAME: US 15 PRESERVATION NORTHBOUND

MPMS ID: 116595

First Appearance on TIP: 09/01/2021

PROJECT DETAILS

Primary Improvement Type: Pavement Preservation

State Route #: 0015

Name: US Route 15

Length: 14.83 miles

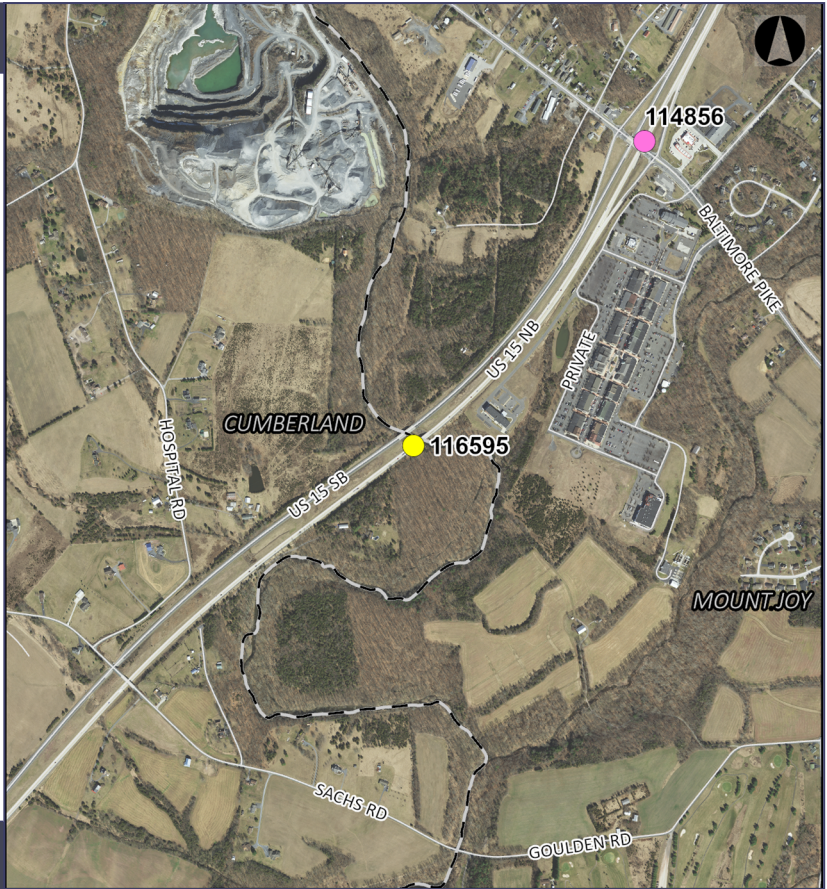
Geographic Limits: US 15 (Blue-Gray Highway) from Maryland line to PA 394 (Shrivers Corner Road)

Description: Pavement Preservation

Estimated Let Date: 12/14/2023

Estimated Year of Construction: 2024

Estimated Total Project Cost: \$10,000,000



FUNDING SOURCE

Federal (NHPP): \$3,626,590

State:

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering							
Final Design							
Utility							
Right of Way							
Construction	\$10,508,212	\$3,257,000	\$369,590				
Total	\$10,508,212	\$3,257,000	\$369,590				
Actual Expenditures							
FY 2025—2028	\$3,626,590						

PROJECT NAME: CARLISLE ROAD BRIDGE 4

MPMS ID: 87433

First Appearance on TIP: 8/14/2009

PROJECT DETAILS

Primary Improvement Type: Bridge Replacement

State Route #: 0034

Name: Carlisle Road

Length: N/A

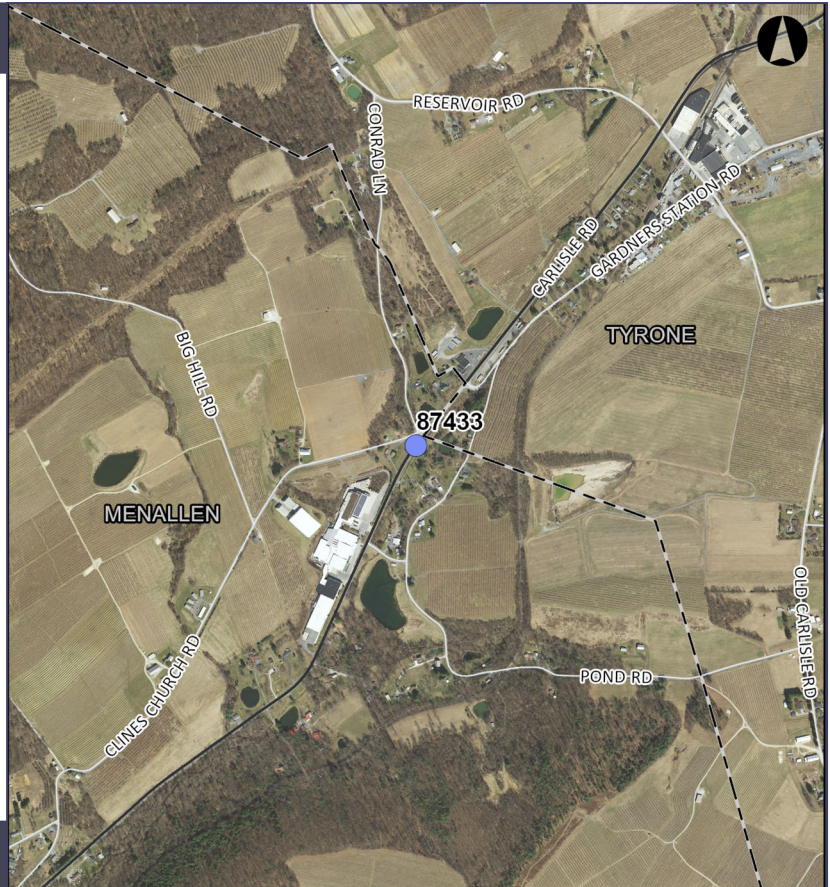
Geographic Limits: PA 34 over Tributary to Opossum Creek in Menallen Township

Description: Bridge replacement on PA 34 (Carlisle Road) over Tributary to Opossum Creek in Menallen Township

Estimated Let Date: 1/09/2025

Estimated Year of Construction: 2025

Estimated Total Project Cost: \$1,303,826



FUNDING SOURCE

Federal:

State (581): \$1,113,430

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$95,047						
Final Design							
Utility							
Right of Way							
Construction	\$830,000	\$1,113,430					
Total	\$925,047	\$1,113,430					
Actual Expenditures	\$95,047						
FY 2025—2028	\$1,113,430						

PROJECT NAME: BIGLERVILLE RD AND GOLDENVILLE RD INT

MPMS ID: 117593

First Appearance on TIP: 12/17/2021

PROJECT DETAILS

Primary Improvement Type: Safety Improvement

State Route #: SR0034 & T-501

Name: Biglerville Rd & Goldenville Rd

Length: 0.09 Miles

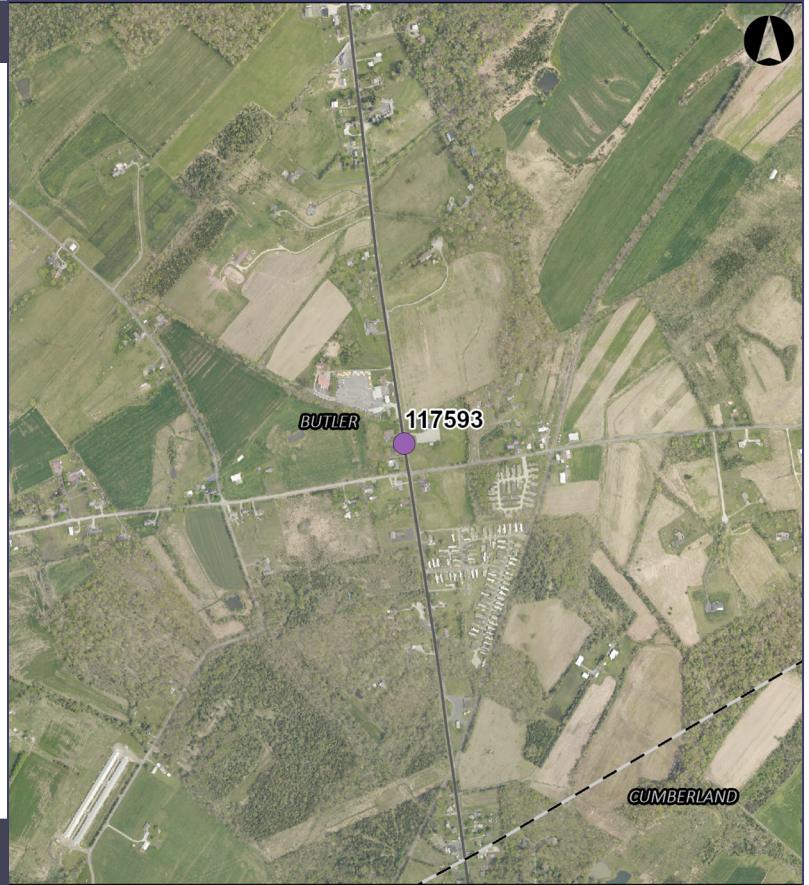
Geographic Limits: Intersection of SR 34 (Biglerville Road) and T-501 (Goldenville Road) in Butler Township

Description: Potentially Install Intersection Warning Treatment, Increase Triangular Sight Distance for Eastbound and Westbound Approaches and adjust SR 34 vertical profile south of intersection

Estimated Let Date: 01/01/2026

Estimated Year of Construction: 2026

Estimated Total Project Cost: \$650,000



FUNDING SOURCE

Federal (HSIP): \$46,511

State:

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$100,000	\$5,300					
Final Design	\$50,000	\$4,200					
Utility							
Right of Way							
Construction	\$562,754		\$37,011				
Total	\$712,754	\$9,500	\$37,011				
Actual Expenditures							
2025—2028	\$46,511						

PROJECT NAME: CARLISLE PIKE RESURFACE 2

MPMS ID: 115745

First Appearance on TIP: 08/26/2020

PROJECT DETAILS

Primary Improvement Type: Pavement Preservation

State Route #: 0094

Name: Carlisle Pike

Length: 5.97 Miles

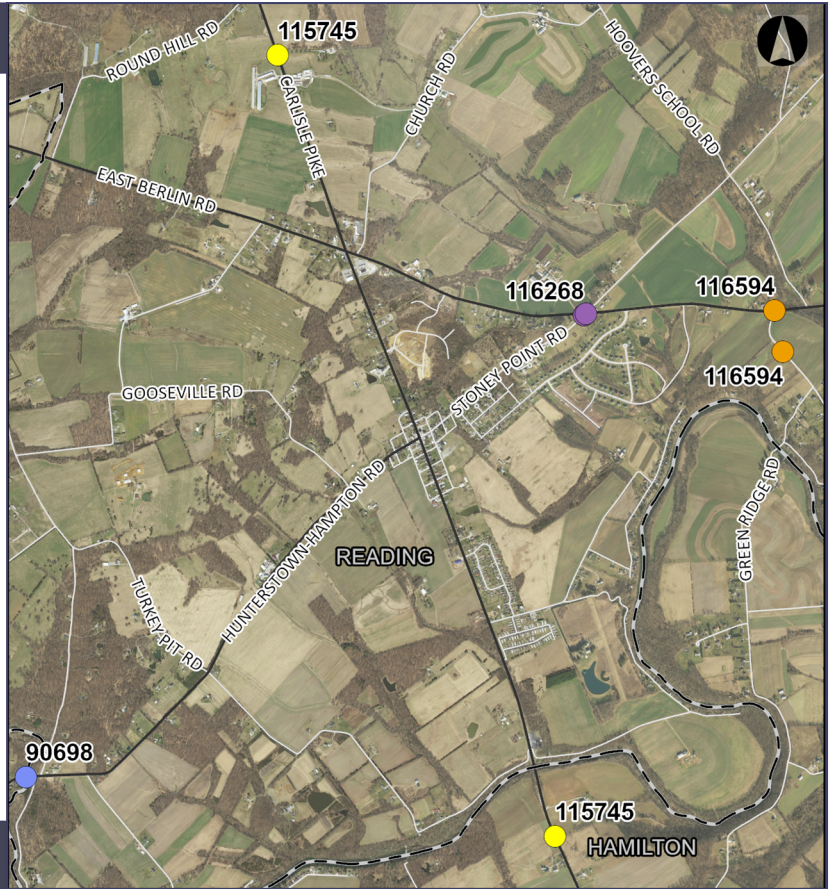
Geographic Limits: PA 94 (Carlisle Pike) from Gun Club Road to Mud Run in Hamilton and Reading Townships

Description: Pavement Preservation/Resurface

Estimated Let Date: 11/06/2025

Estimated Year of Construction: 2026

Estimated Total Project Cost: \$3,000,000



FUNDING SOURCE

Federal (NHPP): \$3,811,255

State:

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering							
Final Design							
Utility							
Right of Way							
Construction	\$3,874,000		\$1,905,628	\$1,905,627			
Total	\$3,874,000		\$1,905,628	\$1,905,627			
Actual Expenditures							
FY 2025—2028	\$3,811,255						

PROJECT NAME: PA 116 OVER TRIB TO MARSH CREEK

MPMS ID: 106665

First Appearance on TIP: 1/28/2016

PROJECT DETAILS

Primary Improvement Type: Bridge Rehabilitation

State Route #: 0116

Name: Fairfield Road

Length: 0.01 miles

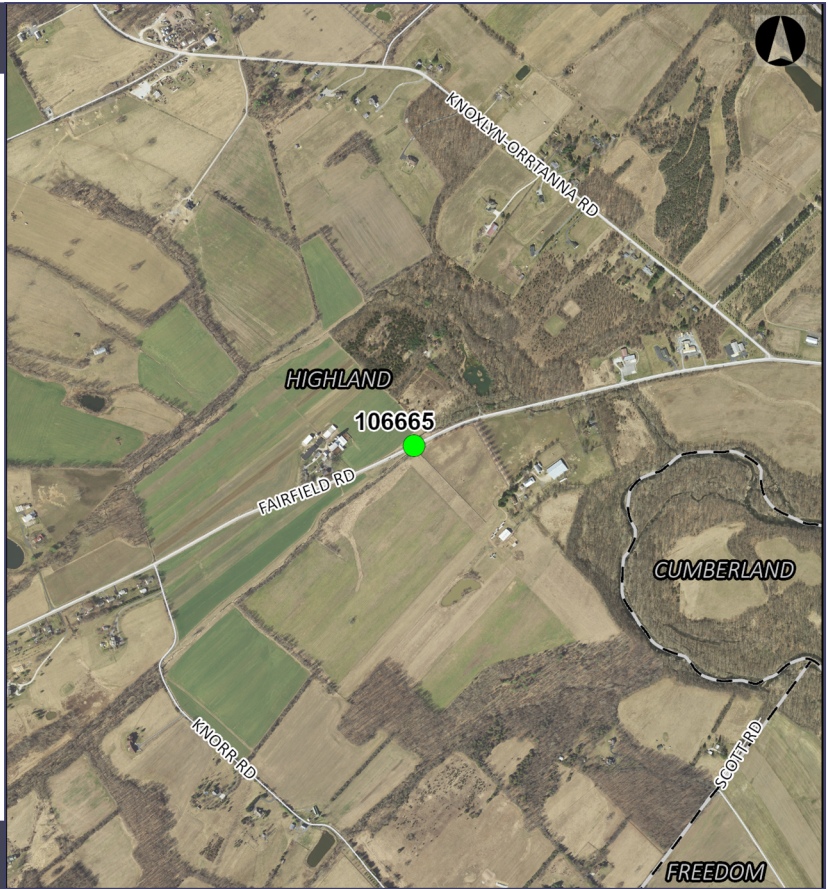
Geographic Limits: PA 116 (Fairfield Road) over Tributary to Marsh Creek in Highland Township

Description: Bridge Rehabilitation

Estimated Let Date: 5/9/2024

Estimated Year of Construction: 2025

Estimated Total Project Cost: \$2,525,000



FUNDING SOURCE

Federal (BRIP): \$1,117,184

Federal (STP): \$84,382

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$346,298						
Final Design	\$206,000						
Utility							
Right of Way							
Construction	\$1,984,000	\$1,201,566					
Total	\$2,536,298	\$1,201,566					
Actual Expenditures	\$346,298						
FY 2025—2028	\$1,201,566						

PROJECT NAME: EAST BERLIN AND STONEY PT INT

MPMS ID: 116268

First Appearance on TIP: 06/04/2021

PROJECT DETAILS

Primary Improvement Type: Safety Improvement

State Route #: 0234/ 1007

Name: East Berlin Rd/ Stoney Point Rd

Length: 0.06 Miles

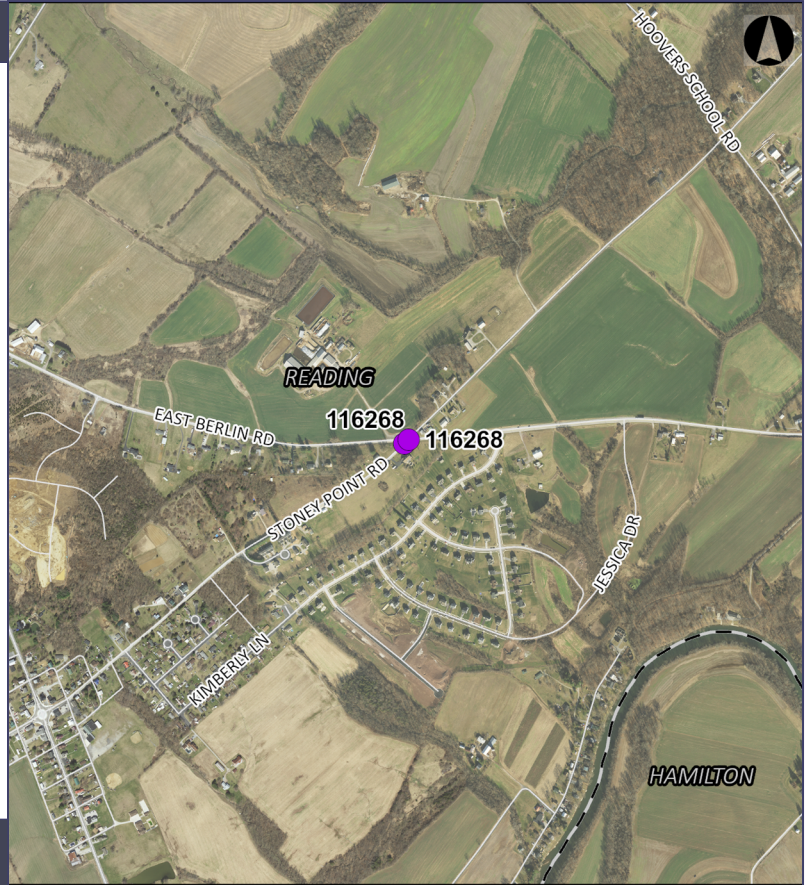
Geographic Limits: Intersection of PA 234 (East Berlin Road) and SR 1018 (Peepytown Road) in Reading Township

Description: Safety Improvement potentially an intersection skew angle change or relocation of township owned leg or convert intersection to roundabout

Estimated Let Date: 12/10/2026

Estimated Year of Construction: 2028

Estimated Total Project Cost: \$1,862,170



FUNDING SOURCE

Federal (HSIP): \$3,179,439 | 2nd 4-Years (HSIP): \$2,010,751

State:

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$138,574						
Final Design		\$175,000					
Utility	\$70,000	\$250,000					
Right of Way	\$60,000	\$250,000					
Construction	\$901,000		\$837,309	\$648,130	\$1,019,000	\$2,010,751	
Total	\$1,759,976	\$675,000	\$837,309	\$648,130	\$1,019,000	\$2,010,751	
Actual Expenditures							
2025—2028	\$3,179,439						
2029—2032	\$2,010,751						

PROJECT NAME: EAST BERLIN RD AND PEEPYTOWN RD INT

MPMS ID: 116594

First Appearance on TIP: 09/01/2021

PROJECT DETAILS

Primary Improvement Type: Relocation/Realignment

State Route #: 0234/1018

Name: East Berlin Rd/Peepytown Rd

Length: 0.71 Miles

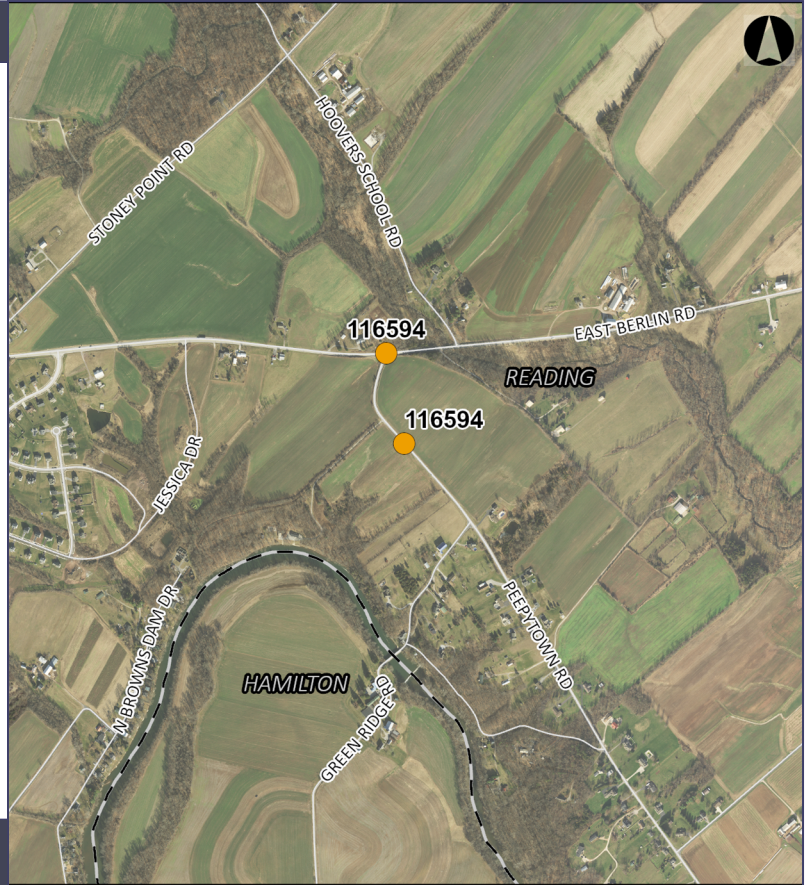
Geographic Limits: Intersection of PA 234 (East Berlin Road) and SR 1018 (Peepytown Road) in Reading Township

Description: Intersection realignment

Estimated Let Date: 12/10/2026

Estimated Year of Construction: 2029

Estimated Total Project Cost: \$595,000



FUNDING SOURCE

Federal (STP): \$2,901,982

State:

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$100,000						
Final Design	\$75,000	\$75,000					
Utility			\$250,000				
Right of Way	\$20,000	\$250,000					
Construction	\$450,000		\$175,557	\$1,149,000	\$1,002,425	\$1,000,000	
Total	\$645,000	\$325,000	\$425,557	\$1,149,000	1,002,425	\$1,000,000	
Actual Expenditures							
2025—2028	\$2,901,982						
2029—2032	\$1,000,000						

PROJECT NAME: HUNTERSTOWN HAMPTON RD OVER CONEWAGO CR

MPMS ID: 90698

First Appearance on TIP: 07/13/2010

PROJECT DETAILS

Primary Improvement Type: Bridge Replacement

State Route #: 0394

Name: Hunterstown-Hampton Rd

Length: 0.02 mi

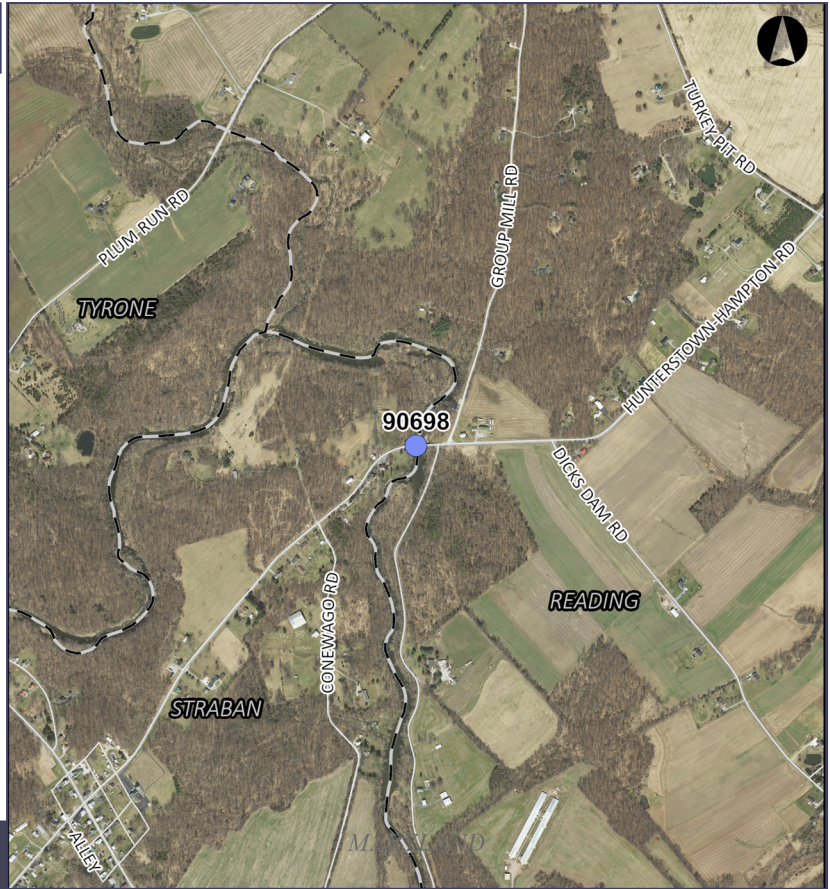
Geographic Limits: PA 394 over Conewago Creek in Straban Township and Reading Township

Description: Bridge Replacement

Estimated Let Date: 08/13/2026

Estimated Year of Construction: 2027

Estimated Total Project Cost: \$2,800,000



FUNDING SOURCE

Federal (STP): \$300,000

Federal (BOF): \$500,000

State (185): \$1,107,195

State (581): \$1,462,899

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$390,000	\$300,000					
Final Design	\$280,000		\$500,000				
Utility							
Right of Way							
Construction				\$1,289,117	\$1,280,977		
Total	\$670,000	\$300,000	\$500,000	\$1,289,117	\$1,280,977		
Actual Expenditures							
2025—2028	\$3,370,094						

PROJECT NAME: HANOVER STREET AND RED HILL RD INT

MPMS ID: 116269

First Appearance on TIP: 6/04/2021

PROJECT DETAILS

Primary Improvement Type: Safety Improvement

State Route #: SR 1015 & Red Hill Rd

Name: Hanover St & Red Hill Rd

Length: 0.04 Miles

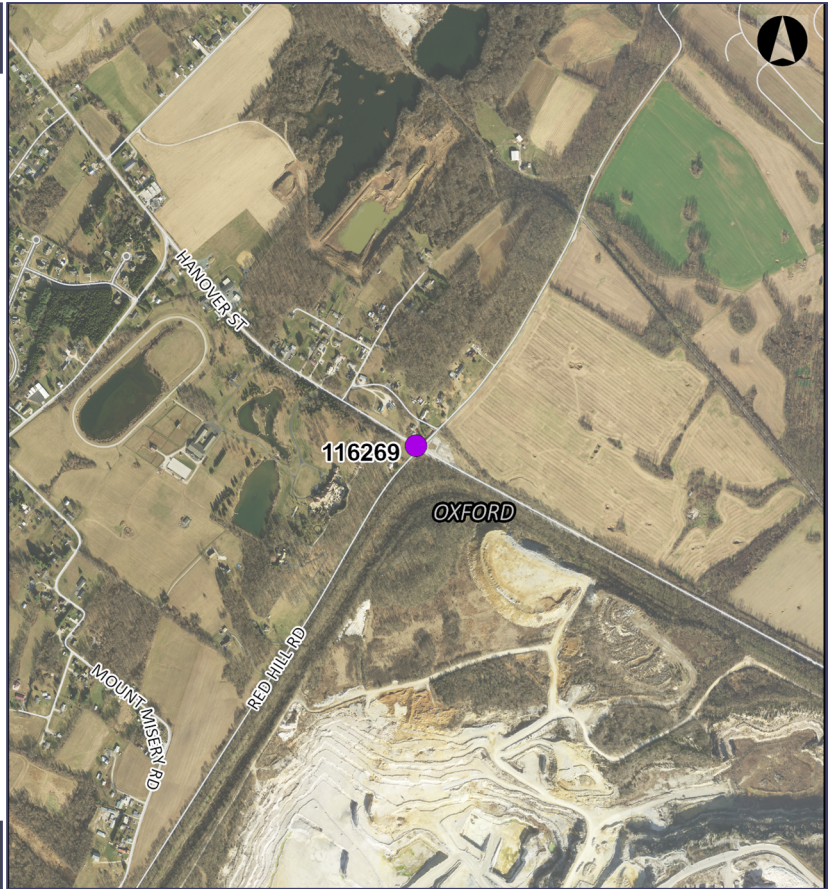
Geographic Limits: Intersection of Hanover St (SR 1015) and Red Hill Rd in Oxford Township

Description: Safety Improvement potentially to install traffic signal or increase triangle sight distance

Estimated Let Date: 01/01/2027

Estimated Year of Construction: 2028

Estimated Total Project Cost: \$501,868



FUNDING SOURCE

Federal (HSIP): \$562,140

State:

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering		\$46,590					
Final Design	\$35,000		\$31,060				
Utility	\$23,620		\$23,620				
Right of Way	\$90,000		\$90,000				
Construction				\$370,870			
Total	\$148,620	\$46,590	\$144,680	\$370,870			
Actual Expenditures							
FY 2025—2028	\$562,140						
FY 2027—2030							

PROJECT NAME: RED BRIDGE RD OVER CONEWAGO CREEK

MPMS ID: 78642

First Appearance on TIP: 8/24/2006

PROJECT DETAILS

Primary Improvement Type: Bridge Rehabilitation

State Route #: 1017

Name: Red Bridge Road (formerly Conewago Creek Bridge 2)

Length: 0.04 Miles

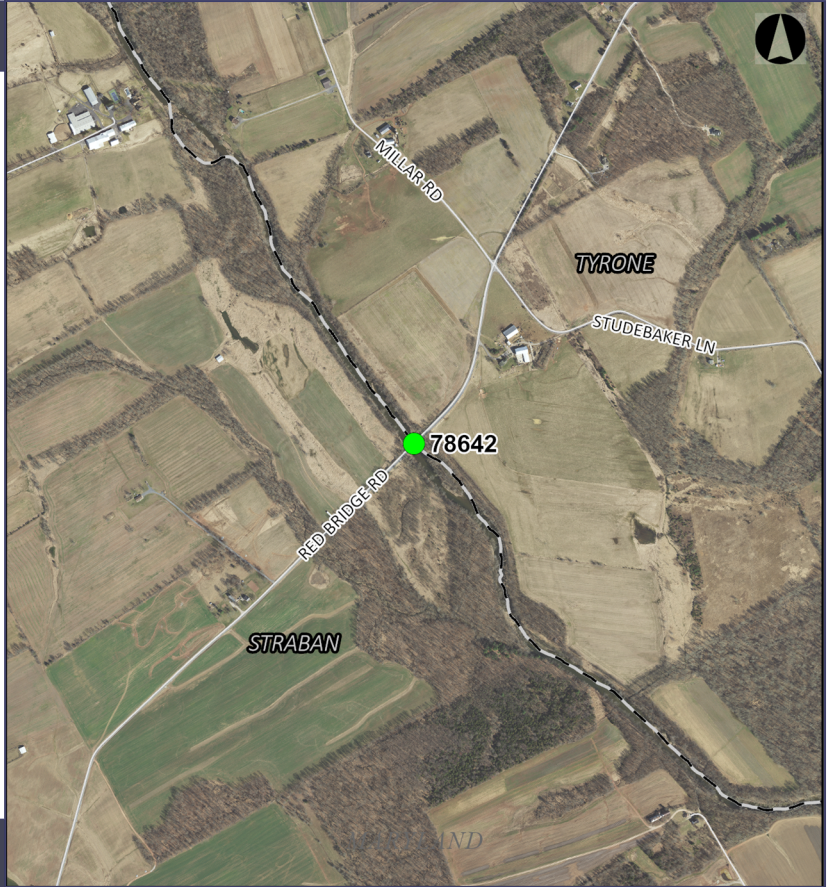
Geographic Limits: SR 1017 (Red Bridge Road) over Conewago Creek in Straban Twp

Description: Bridge Rehabilitation

Estimated Let Date: 08/13/2026

Estimated Year of Construction: 2027

Estimated Total Project Cost: \$6,541,200



FUNDING SOURCE

Federal (BOF): \$682,021 | 2nd 4-Years: \$1,000,000

Federal (BRIP): \$726,359 | 2nd 4-years: \$1,273,641

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$453,000						
Final Design	\$397,000	\$500,000					
Utility							
Right of Way							
Construction					\$908,380	\$2,273,641	
Total	\$850,000	\$500,000			\$908,380	\$2,273,641	
Actual Expenditures							
FY 2025—2028	\$1,408,380						
FY 2029—2032	\$2,273,641						

PROJECT NAME: EDGE GROVE ROAD BRIDGE PM

MPMS ID: 99749

First Appearance on TIP:

PROJECT DETAILS

Primary Improvement Type: Bridge Replacement

State Route #: 2007

Name: Edgegrove Rd

Length: 0.02 mi

Geographic Limits: State Route 2007 (Edgegrove Road) over South Branch of Conewago Creek in Oxford and Mount Pleasant Township

Description: Bridge improvement (replacement, rehabilitation or preservation) on Edgegrove Road

Estimated Let Date: 01/01/2030

Estimated Year of Construction: 2030

Estimated Total Project Cost:



FUNDING SOURCE

Federal (BOF): \$100,000

State (185): 2nd 4-Years \$786,401

State (581): 2nd 4-Years \$83,055

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering		\$100,000					
Final Design							
Utility							
Right of Way							
Construction	\$884,000					\$869,456	
Total	\$884,000	\$100,000				\$869,456	
Actual Expenditures	\$111,823						
FY 2025—2028	\$100,000						
FY 2029—2032	\$869,456						

PROJECT NAME: CHAPEL RD OVER PLUM CRK

MPMS ID: 80962

First Appearance on TIP: 1/21/1999

PROJECT DETAILS

Primary Improvement Type: Bridge Replacement

State Route #: 2009

Name: Chapel Road

Length: 0.01 mi

Geographic Limits: SR 2009 over Plum Creek in Conewago Twp.

Description: Bridge Replacement

Estimated Let Date: 01/01/2028

Estimated Year of Construction: 2028

Estimated Total Project Cost: \$1,855,000



FUNDING SOURCE

Federal (BRIP): \$528,000 | 2nd 4-years: \$597,026

State:

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$328,000		\$328,000				
Final Design					\$250,000		
Utility							
Right of Way							
Construction						\$597,026	
Total	\$328,000		\$328,000		\$250,000	\$597,026	
Actual Expenditures							
FY 2025—2028	\$578,000						
FY 2029—2032	\$597,026						

PROJECT NAME: ALLOWAY CREEK BRIDGE

MPMS ID: 90740

First Appearance on TIP: 7/13/2010

PROJECT DETAILS

Primary Improvement Type: Bridge Replacement

State Route #: 2014

Name: Harney Road

Length: N/A

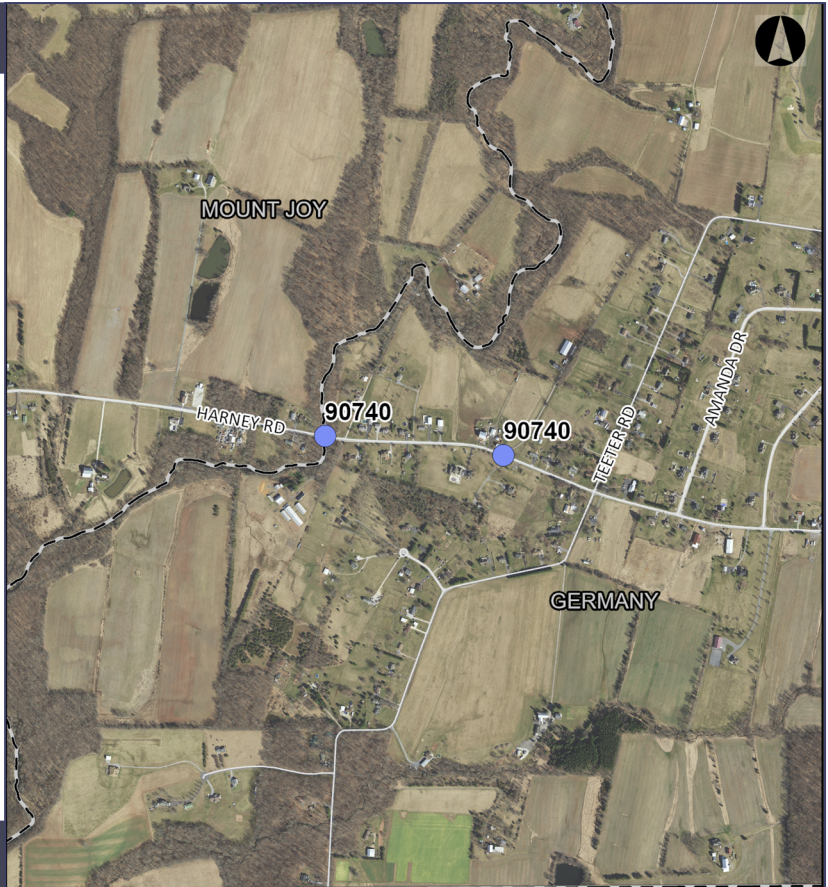
Geographic Limits: SR 2014 over Alloway Creek in Germany Township and Mount Joy Township

Description: Bridge Replacement

Estimated Let Date: 1/15/2026

Estimated Year of Construction: 2026

Estimated Total Project Cost: \$2,072,000



FUNDING SOURCE

Federal (BRIP): \$1,982,021

Federal (BOF): \$295,743

State (185): \$573,935

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering							
Final Design	\$206,000						
Utility							
Right of Way							
Construction			\$1,250,000	\$1,232,021	\$369,678		
Total	\$206,000		\$1,250,000	\$1,232,021	\$369,678		
Actual Expenditures							
FY 2025—2028	\$2,851,699						

PROJECT NAME: ROCK CREEK BRIDGE

MPMS ID: 99832

First Appearance on TIP: 1/15/2014

PROJECT DETAILS

Primary Improvement Type: Bridge Improvement

State Route #: 3002

Name: Mason Dixon Road

Length: 0.37 Miles

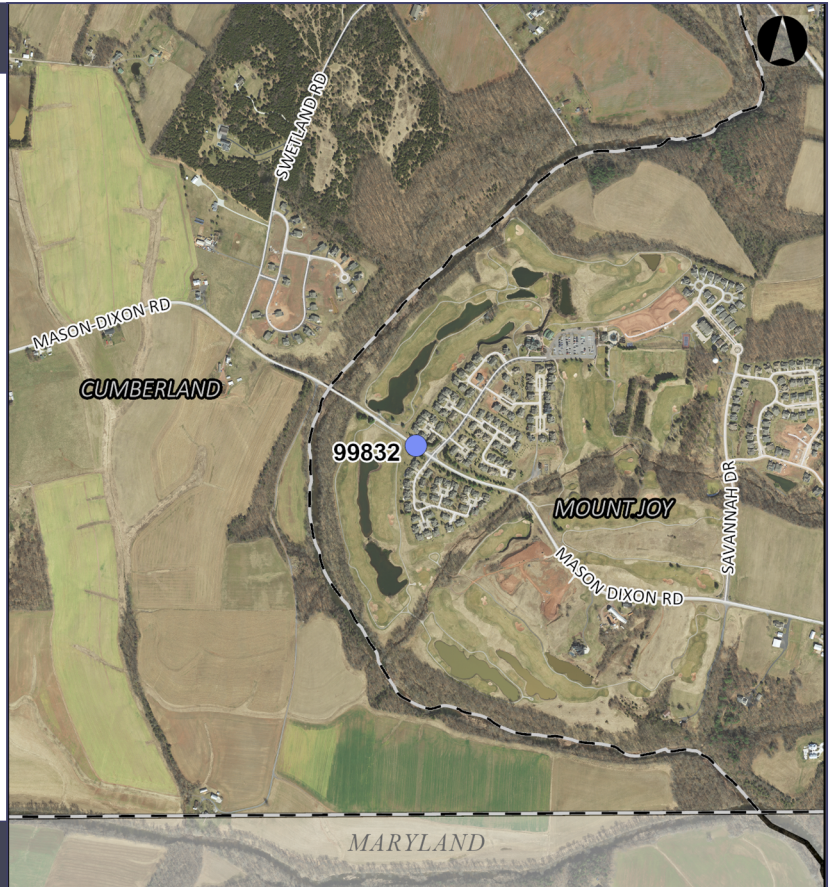
Geographic Limits: SR 3002 (Mason Dixon Road) over Rock Creek in Cumberland and Mount Joy Townships

Description: Bridge Replacement

Estimated Let Date: 12/11/2025

Estimated Year of Construction: 2026

Estimated Total Project Cost: \$3,748,000



FUNDING SOURCE

Federal (BRIP): \$876,330

Federal (BOF): \$1,420,567

Federal (STP): \$1,192,181

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering							
Final Design							
Utility							
Right of Way							
Construction	\$3,208,215		\$1,596,500	\$1,614,479	\$278,099		
Total	\$3,208,215		\$1,596,500	\$1,614,479	\$278,099		
Actual Expenditures	\$82,064						
FY 2025—2028	\$3,489,078						

PROJECT NAME: PUMPING STATION RD OVER TRIB TO MARSH CR

MPMS ID: 90752

First Appearance on TIP: 07/13/2010

PROJECT DETAILS

Primary Improvement Type: Bridge Improvement

State Route #: 3005

Name: Pumping Station Rd

Length: 0.02 Miles

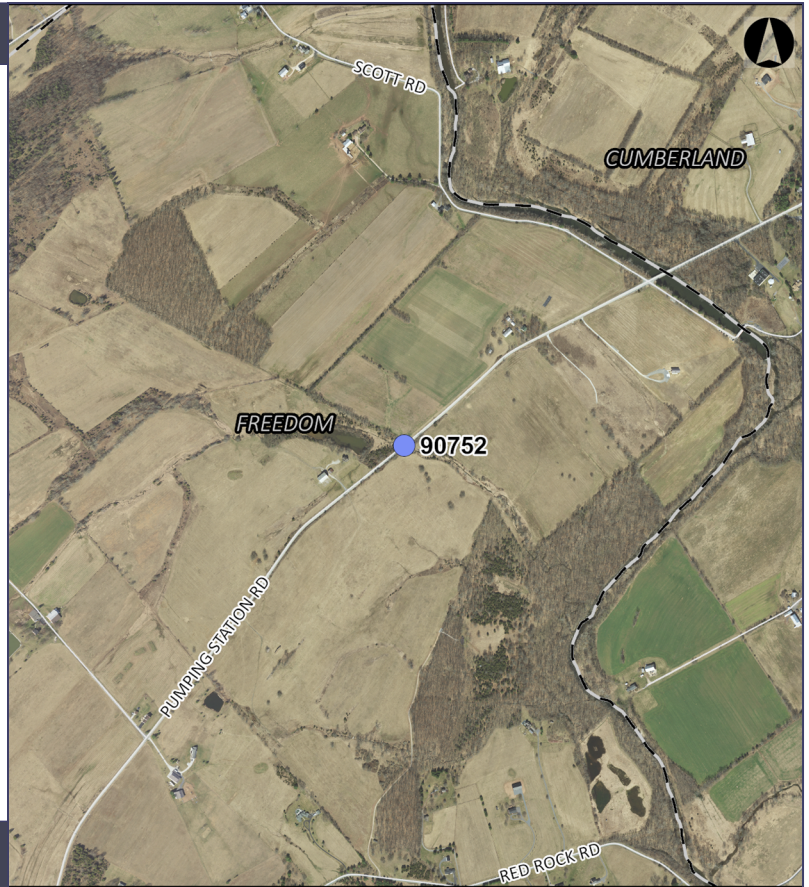
Geographic Limits: SR3005 Pumping Station Road over Trib Marsh Creek in Freedom Township

Description: Bridge improvement (replacement, rehabilitation or preservation) of SR 3005 Pumping Station Road over Tributary Marsh Creek in Freedom Township

Estimated Let Date: 01/01/2028

Estimated Year of Construction: 2028

Estimated Total Project Cost: \$1,050,000



FUNDING SOURCE

Federal (BOF): \$150,000

State (185): \$100,000 | 2nd 4-Years: \$485,311 State (581): 2nd 4-Years: \$528,105

FUNDING SUMMARY

Phase	Previous	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$160,000		\$150,000				
Final Design					\$100,000		
Utility							
Right of Way							
Construction						\$1,013,416	
Total	\$160,000		\$150,000		\$100,000	\$1,013,416	
Actual Expenditures	\$61,254						
2025—2028	\$250,000						
2029—2032	\$1,013,416						

PROJECT NAME: CUNNINGHAM RD OVER TRIB MARSH CREEK

MPMS ID: 117174

First Appearance on TIP:

PROJECT DETAILS

Primary Improvement Type: Bridge Improvement

State Route #: 3008

Name: Cunningham Road

Length: N/A

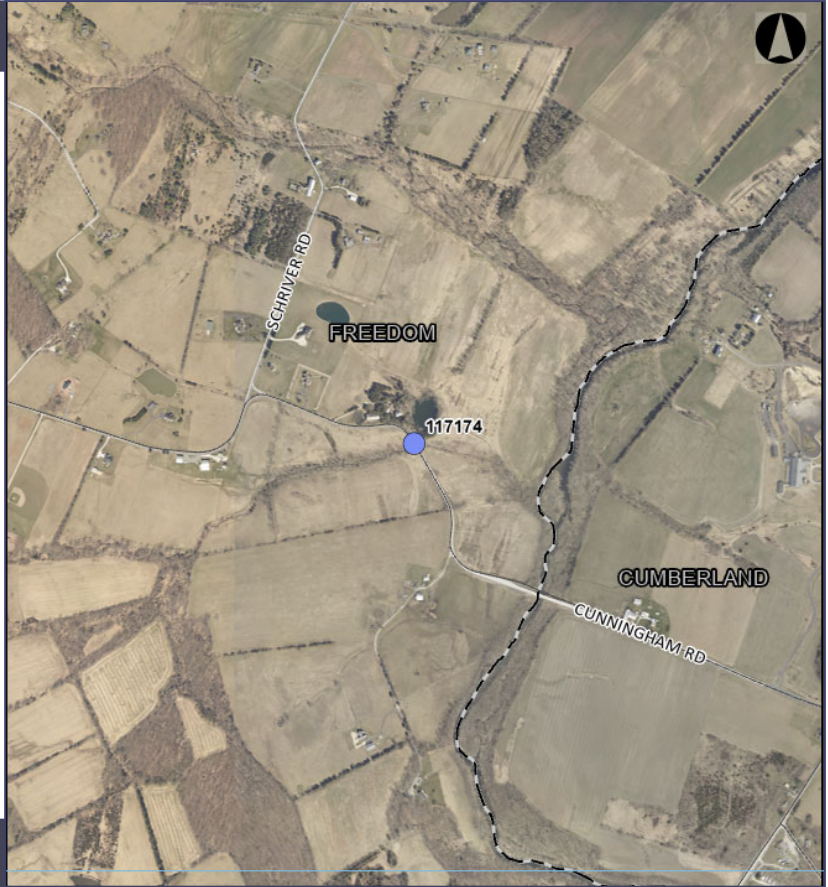
Geographic Limits: Bridge improvement (replacement, rehabilitation, preservation) on SR 3008 Cunningham Road over Tributary to Marsh Creek in Freedom Township

Description: Bridge Improvement

Estimated Let Date:

Estimated Year of Construction:

Estimated Total Project Cost:



FUNDING SOURCE

Federal:

State (185): \$232,000 | 2nd 4-Years: \$819,000

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering					\$232,000		
Final Design						\$185,000	
Utility							
Right of Way							
Construction						\$634,000	
Total					\$232,000	\$819,000	
Actual Expenditures							
FY 2025—2028	\$232,000						
FY 2029—2032	\$819,000						

PROJECT NAME: BRYSONIA RD OVER CONEWAGO CR

MPMS ID: 90782

First Appearance on TIP: 07/13/2010

PROJECT DETAILS

Primary Improvement Type: Bridge Replacements

State Route #: 4008

Name: Brysonia Rd

Length: 0.02 Miles

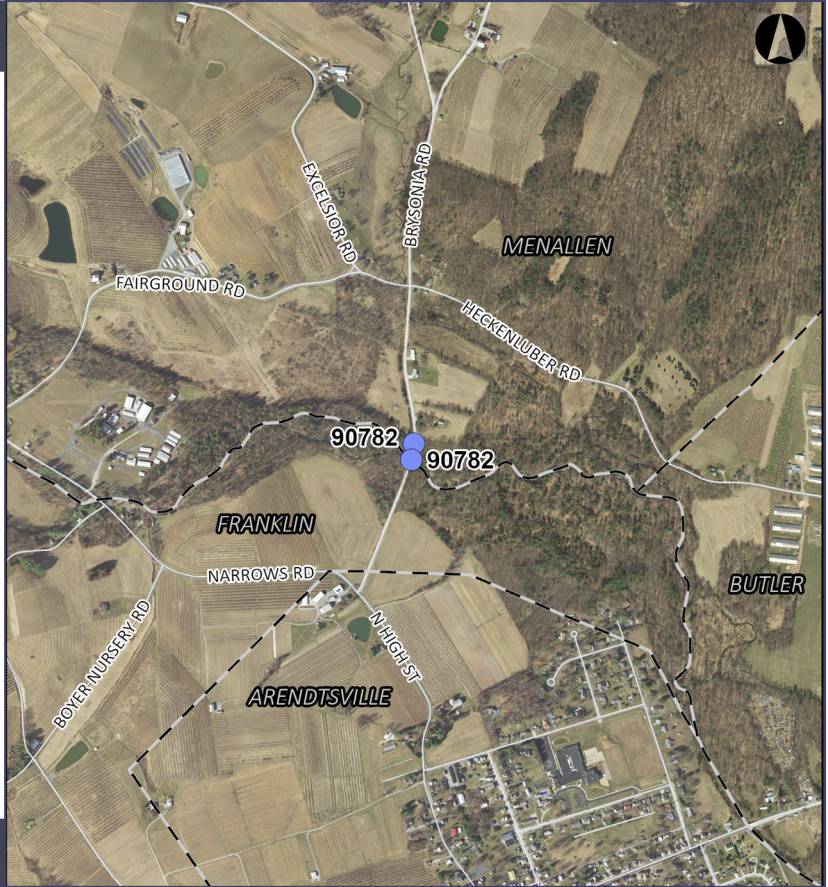
Geographic Limits: SR4008 (Brysonia Road) over Conewago Creek in Menallen Township

Description: (2) Bridge Replacements

Estimated Let Date: 01/01/2029

Estimated Year of Construction: 2029

Estimated Total Project Cost: \$3,490,000



FUNDING SOURCE

Federal (BOF): \$440,000 | 2nd 4-Years: \$3,124,000 | 3rd 4-Years: \$749,000

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$241,000			\$440,000			
Final Design						\$350,000	
Utility							
Right of Way							
Construction						\$2,774,000	\$749,000
Total	\$241,000			\$440,000		\$3,124,000	\$749,000
Actual Expenditures							
2025—2028	\$440,000						
2029—2032	\$3,124,000						
2033—2036	\$749,000						

PROJECT NAME: STONEY POINT ROAD BRIDGE

MPMS ID: 18154

First Appearance on TIP: 1/21/1999

PROJECT DETAILS

Primary Improvement Type: Bridge Improvement

State Route #: 7218

Name: Stoney Point Road

Length: .01 Miles

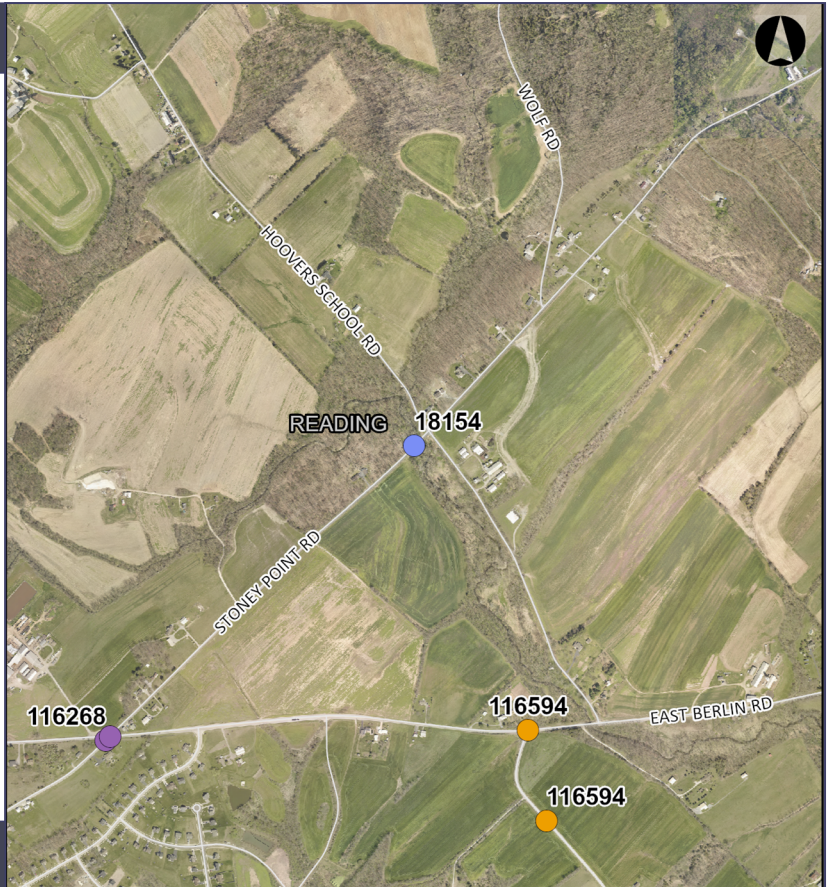
Geographic Limits: Stoney Point Road over Market Run in Reading Township

Description: Bridge Replacement

Estimated Let Date: 03/13/2025

Estimated Year of Construction: 2026

Estimated Total Project Cost: \$1,864,491



FUNDING SOURCE

Federal (BOF): \$691,000

Federal (BRIP): \$183,181

State (183): \$163,910

Local: \$54,636

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$5,103						
Final Design	\$257,125						
Utility	\$53,045						
Right of Way	\$79,567						
Construction	\$1,000,000	\$863,750	\$228,977				
Total	\$1,389,737	\$863,750	\$228,977				
Actual Expenditures	\$5,103						
FY 2025—2028	\$1,092,727						

PROJECT NAME: COUNTRY CLUB ROAD BRIDGE

MPMS ID: 18086

First Appearance on TIP:

PROJECT DETAILS

Primary Improvement Type: Bridge Replacement

State Route #: N/A

Name: Country Club Rd

Length: 0.01 mi

Geographic Limits: Country Club Road over Tributary of Beaver Creek

Description: Bridge Replacement

Estimated Let Date: 01/01/2030

Estimated Year of Construction: 2031

Estimated Total Project Cost: \$1,220,000



FUNDING SOURCE

Federal (BOF): \$216,000 | 2nd 4-years: \$590,339

State (183): \$40,500 | 2nd 4-years: \$110,689

Local: \$13,500 | 2nd 4-years: \$36,869

FUNDING SUMMARY

Phase	Previous TIP	2025	2026	2027	2028	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$350,000						
Final Design	\$250,000			\$250,000			
Utility							
Right of Way	\$20,000				\$20,000		
Construction						\$737,897	
Total	\$620,000			\$250,000	\$20,000	\$737,897	
Actual Expenditures							
FY 2025—2028	\$270,000						
FY 2029—2032	\$737,897						

SRTA (CPTA)
TIP Draft
FFY 2025-FFY 2028

Project MPMS #	Project Title	Sponsor	FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					Totals				
			Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total
110665	Fixed Route Buses	CPTA	5339	\$ 377,000		\$ 91,210	\$ 3,040	\$ 471,250	5339	\$ 377,000		\$ 91,210	\$ 3,040	\$ 471,250		\$ 377,000		\$ 91,210	\$ 3,040	\$ 471,250		\$ 377,000		\$ 91,210	\$ 3,040	\$ 471,250	\$ 1,885,000
110666	Operating Assistance	CPTA	5307	\$ 3,260,250	338	\$ 9,910,000	\$ 789,261	\$ 13,959,511	5307	\$ 3,260,250	338	\$ 9,910,000	\$ 828,724	\$ 13,998,974	5307	\$ 3,260,250	338	\$ 9,910,000	\$ 870,160	\$ 14,040,410	5307	\$ 3,260,250	338	\$ 9,910,000	\$ 913,668	\$ 14,083,918	\$ 56,082,813
114479	Operating Assistance Hanover	CPTA	5307	\$ 1,000,000				\$ 1,000,000	5307	\$ 1,000,000				\$ 1,000,000	5307	\$ 1,000,000				\$ 1,000,000		\$ 1,000,000				\$ 1,000,000	\$ 4,000,000
116742	Shelter Replacements	CPTA	5307	\$ 240,000	339	\$ 58,065	\$ 1,935	\$ 300,000																		\$ 300,000	
116749	Shelter Improvements	CPTA							5307	\$ 360,000	339	\$ 82,485	\$ 7,515	\$ 450,000												\$ 450,000	
116755	Shelter Expansion	CPTA							5307	\$ 40,000	339	\$ 9,162	\$ 835	\$ 49,997												\$ 49,997	
TOTALS:				\$ 4,877,250		\$ 10,059,275	\$ 794,236	\$ 15,730,761		\$ 5,037,250		\$ 10,092,857	\$ 840,114	\$ 15,970,221		\$ 4,637,250		\$ 10,001,210	\$ 873,200	\$ 15,511,660		\$ 4,637,250		\$ 10,001,210	\$ 916,708	\$ 15,555,168	\$ 62,767,810

York MPO TIP - Transit Projects

Central Pennsylvania Transportation Authority

PennDOT Project Id: 110665

Title: Fixed Route Buses

Air Quality Status: Non-Significant: Not included in regional conformity analysis

County: York

Narrative: This item consists of funds to replace Fixed Route Buses for CPTA.

For the 2025-2028 FFY CPTA TIP.

In accordance with the Transit Asset Management Plan targets and the anticipated replacement schedule in the PA DOT CPT., CPTA will be replacing Fixed Route Buses in FFY 2025-2028.

For the 2025-2028 FFY CPTA TIP.

FFY2025: Vehicles estimated to be eligible for replacement include three (3) hybrid fixed route buses and one (6) diesel commuter express buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2026: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY 2027: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY 2028: Vehicles estimated to be eligible for replacement include seven (7) 30' CNG buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

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

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

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

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Federal:	\$377	\$377	\$377	\$377	\$0	\$0
	State:	\$91	\$91	\$91	\$91	\$0	\$0
	Local/Other:	\$3	\$3	\$3	\$3	\$0	\$0
	Period Totals	\$471	\$471	\$471	\$471	\$0	\$0
	Total FY 2025-2036 Cost	\$1,508					

PennDOT Project Id: 110666

Title: Operating Assistance

Air Quality Status: Exempt from Regional Conformity Analysis

County: York

Narrative: This item consists of funds for Operating Assistance for Rabbitransit in the form of Federal and State funding for Federal Fiscal Years 2025-2028.

For the FFY 2025-2028 CPTA TIP.

Federal and State funds are received and utilized, as subsidy support, for the daily operational expenses for the fixed route, express and ADA services in the York, Hanover and Gettysburg area. This would be including, but not limited to wages, maintenance, utilities, fuel and insurance.

For the FFY 2025-2028 CPTA TIP.

Funding is being programmed in FFY 2025-FFY2028 for Operating Assistance. Federal funds are for the York Urbanized Area and State funds are for the CPTA service area and includes Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York Counties.

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2032	2031 - 2036
	Federal:	\$3,260	\$3,260	\$3,260	\$3,260	\$0	\$0
	State:	\$9,910	\$9,910	\$9,910	\$9,910	\$0	\$0
	Local/Other:	\$789	\$829	\$870	\$914	\$0	\$0
	Period Totals	\$13,959	\$13,999	\$14,040	\$14,084	\$0	\$0
	Total FY 2025-206 Cost	\$56,082					

PennDOT Project Id: 114479

Title: Hanover Operating Assistance

Air Quality Status: Exempt from Regional Conformity Analysis

York MPO TIP - Transit Projects

County: York

Narrative: This item consists of funding for Hanover Operating Assistance through CPTA.

For the FFY 2025-2028 CPTA TIP.

This item provides funds for Hanover operating assistance.

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2033	2034 - 2036
	Federal:	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$0
	Total FY 2025-2036 Cost	\$5,000					

PennDOT Project Id: 116742

Title: Shelter Replacement

Air Quality Status: Exempt from Regional Conformity Analysis

County: York

Narrative: This item consists of funds for Shelter Replacements and Improvements in the CPTA service area.

For the FFY 2025-2028 CPTA TIP.

FFY 2025: Funding will be used to replace passenger amenities at bus stops identified by CPTA service standards through the purchase, installation and maintenance of passenger shelters and other transit amenities.

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2033	2034 - 2036
	Federal:	\$240	\$0	\$0	\$0	\$0	\$0
	State:	\$58	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$2	\$0	\$0	\$0	\$0	\$0
	Period Totals	\$300	\$0	\$0	\$0	\$0	\$0
	Total FY 2025-2036 Cost	\$300					

PennDOT Project Id: 116749

Title: Shelter Improvements

Air Quality Status: Exempt from Regional Conformity Analysis

County: York

Narrative: This item consists of funds for Shelter Improvements in the CPTA service area.

For the FFY 2025-2028 CPTA TIP.

FFY 2026: Funding will be used to improve passenger amenities at specific bus stops. Amenities could include signage, lighting, benches, trash cans, visibility improvements, or playful elements.

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2033	2034 - 2036
	Federal:	\$0	\$360	\$0	\$0	\$0	\$0
	State:	\$0	\$82	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$8	\$0	\$0	\$0	\$0
	Period Totals	\$0	\$450	\$0	\$0	\$0	\$0
	Total FY 2025-2036 Cost	\$450					

PennDOT Project Id: 116755

Title: Shelter Expansion

Air Quality Status: Exempt from Regional Conformity Analysis

County: York

Narrative: This item consists of funds for Shelter Expansions in the CPTA service area.

For the FFY 2025-2028 CPTA TIP.

FFY 2026: Funding will be used to improve passenger amenities at specific bus stops through the purchase, installation and maintenance of passenger shelters and other

York MPO TIP - Transit Projects

transit amenities.

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2033	2034 - 2036
	Federal:	\$0	\$40	\$0	\$0	\$0	\$0
	State:	\$0	\$9	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$1	\$0	\$0	\$0	\$0
	Period Totals	\$0	\$50	\$0	\$0	\$0	\$0
	Total FY 2025-2036 Cost	\$50					

York MPO TIP - Transit Projects

York

PennDOT Project Id: 95325

Project Administrator: PennDOT

Air Quality Status: Non-Significant: Not included in regional conformity analysis

Improvement Type: Transit System Improvement

Title: Rabbitransit Bus Replacement

Municipality: York (CITY)

Location: Rabbitransit ,
York County

Project Description: Purchase Bus Replacements for Rabbitransit in York County

For the 2025-2028 FFY CPTA TIP Rabbitransit will be contributing CMAQ funds to the replacement of revenue vehicles.

In accordance with the Transit Asset Management Plan targets, CPTA will be replacing Fixed Route Buses in FFY 2025-2028.

FFY2025: Vehicles estimated to be eligible for replacement include three (3) hybrid fixed route buses and one (6) diesel commuter express buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2026: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY 2027: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY 2028: Vehicles estimated to be eligible for replacement include seven (7) 30' CNG buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

Funding will be used in coordination/conjunction with MPMS # 110665 Fixed Route Buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles. Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 50101E. All vehicle replacements include the cost of the bus, security cameras and all necessary equipment. Projects occurring under this MPMS number will assist in meeting CPTAs Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

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

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

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

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Federal:	\$1287	\$669	\$669	\$669	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals	\$1282	\$663	\$663	\$663	\$0	\$0
	Total FY 2025-2036 Cost	\$3,294					

PennDOT Project Id: 113073

Project Administrator: PennDOT

Air Quality Status: Non-Significant: Not included in regional conformity analysis

Improvement Type: Transit System Improvement

Title: Rabbitransit Employee Access

Municipality: York (CITY)

Location: York/HATS

Project Description: This project will be used in coordination with MPMS #112974 from the HATS TIP for a demonstration project to provide access to employment centers along the I-83 corridor between York and Harrisburg beyond the current Rabbitransit or CAT fixed route service areas.

Project Costs(In Thousands)							
Fund		2025	2026	2027	2028	2029 - 2032	2031 - 2036
	Federal:	\$112	\$112	\$112	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals	\$112	\$112	\$112	\$0	\$0	\$0
	Total FY 2025-2036 Cost	\$336					

Central Pennsylvania Transportation Authority (CPTA)
Transit TIP FFY 2025-2028
Transit Project Narrative

Transit TIP projects:

MPMS #11665 Fixed Route Buses

FFY2025: Vehicles estimated to be eligible for replacement include three (3) hybrid fixed route buses and one (6) diesel commuter express buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2026: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY 2027: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY 2028: Vehicles estimated to be eligible for replacement include seven (7) 30' CNG buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

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

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

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

MPMS #110666 Operating Assistance

Funding is being programmed in FFY 2025-FFY2028 for Operating Assistance. Federal funds are for the York Urbanized Area and State funds are for the CPTA service area and includes Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York Counties.

MPMS #114479 Operating Assistance Hanover

Funding is being programmed in FFY 2025-FFY 2028 for Operating Assistance for the Hanover Urbanized Area including Federal, State and Local funds.

MPMS #116742 Shelter Replacement

FFY 2025: Funding will be used to replace passenger amenities at bus stops identified by CPTA service standards through the purchase, installation and maintenance of passenger shelters and

other transit amenities including but not limited to: signage, lighting, trash cans, benches, accessibility improvements, etc.

MPMS #116749 Shelter Improvements

FFY 2026: Funding will be used to improve passenger amenities at specific bus stops. Transit amenities include but are not limited to: signage, lighting, trash cans, benches, accessibility improvements, etc.

MPMS #116755 Shelter Expansion

FFY 2026: Funding will be used to improve passenger amenities at specific bus stops through the purchase, installation and maintenance of accurate and informative bus stop signs, passenger shelters waiting areas and benches.

Highway and Bridge TIP Projects

MPMS #112313 CPTA Replacement Buses

Funding will be used in coordination with MPMS #110665 Fixed Route Buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles. Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 5010.1E. All vehicle replacements include the cost of the bus and other systems and equipment necessary to operate service including, but not limited to: security cameras, fare collection systems, radio communication systems, headsigns, CAD/AVL, etc. Projects occurring under this MPMS number will assist in meeting CPTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate. All vehicle replacements include the cost of the bus and other systems and equipment necessary to operate service including, but not limited to: security cameras, radio communication systems, etc.

MPMS #113077 rabbittransit Employment Access

Funding will be used in coordination with MPMS #112974 from the HATS TIP for a demonstration project to provide access to employment centers along the I-83 corridor between York and Harrisburg beyond the current rabbittransit or CAT fixed route service areas.

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$3,257,000	\$3,257,000	\$3,076,000	\$3,076,000	\$2,724,000	\$2,724,000	\$2,461,000	\$2,461,000	
STP	\$1,971,000	\$1,971,000	\$2,029,000	\$2,029,000	\$2,028,000	\$2,028,000	\$2,027,000	\$2,027,000	
State Highway (581)	\$3,592,000	\$3,592,000	\$4,067,000	\$4,067,000	\$4,630,000	\$7,130,000	\$5,104,000	\$7,604,000	Additional s581 SPIKE funds on MPMS#58137
State Bridge (185/183)	\$1,266,000	\$1,266,000	\$1,264,000	\$1,264,000	\$1,235,000	\$1,235,000	\$1,233,000	\$1,233,000	
BOF	\$1,387,000	\$1,387,000	\$1,387,000	\$1,387,000	\$1,387,000	\$1,387,000	\$1,387,000	\$1,387,000	
HSIP	\$999,000	\$999,000	\$1,019,000	\$1,019,000	\$1,019,000	\$1,019,000	\$1,019,000	\$1,019,000	
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TAU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CRP	\$385,000	\$385,000	\$395,000	\$395,000	\$395,000	\$395,000	\$395,000	\$395,000	
CRPU	\$0	\$263,807	\$0	\$269,103	\$0	\$269,103	\$0	\$269,103	Hanover UZA CRPU Share %
BRIP	\$1,409,000	\$1,409,000	\$1,409,000	\$1,409,000	\$1,409,000	\$1,409,000	\$1,409,000	\$1,409,000	
Total	\$14,266,000	\$14,529,807	\$14,646,000	\$14,915,103	\$14,827,000	\$17,596,103	\$15,035,000	\$17,804,103	

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

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
s581			\$2,500,000	\$2,500,000	Additional 581 SPIKE funds on MPMS#58137
Local	\$43,187	\$11,449			MPMS 18154 CON Phases
Local			\$12,500	\$1,000	MPMS 18086 FD & ROW Phases
CRPU	\$263,807	\$269,103	\$269,103	\$269,103	Hanover UZA CRPU Share %
Total	\$306,994	\$280,552	\$2,781,603	\$2,770,103	

Central Pennsylvania Transportation Authority

FINANCIAL CAPACITY ANALYSIS REPORT

2025-2028 TRANSPORTATION IMPROVEMENT PLAN

Background

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

Requirement

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

FY 2025-2028 Transit Transportation Improvement Program

The York Area Metropolitan Planning Organization (YAMPO) will be adopting the 2025-2028 TIP for transit related projects as shown in Table 1. This plan includes two (2) operating assistance projects for each of the four fiscal years from 2025 through 2028. The plan also includes four (4) capital projects in each year of the TIP. These projects are consistent with CPTA’s past operations, as well as continued, expected future operations. The combined operating and capital projects will require a total funding of \$62,767,810. The total required funds will be broken down in the following amounts: Federal funds needed are projected to be \$19,189,000. The State of Pennsylvania is expected to contribute \$40,154,552; the remaining \$3,424,258 is expected to be provided by the local jurisdictions that supports CPTA (York County and Adams County).

The Federal funds required to implement this TIP are available through CPTA’s formula apportionments that it receives annually (future apportionments will be provided to SRTA, who will administer the funds on behalf of CPTA and the York UZA). The non-federal share of funding will be provided through state transit dedicated Act 89 grants designated to CPTA, ACT 89 discretionary funds, and general revenues of the local jurisdictions.

Table 1. 2025-2028 Transportation Improvement Plan

Type of Funding	Project Description	Federal	State	Local	Total
Capital Assistance Grant	Fixed Route Buses	377,000	91,210	3,040	471,250
Operating Assistance Grant	Operating Assistance York	3,260,250	9,910,000	789,261	13,959,511
Operating Assistance Grant	Operating Assistance Hanover	1,000,000	0	0	1,000,000
Capital Assistance Grant	Shelter Replacements	240,000	58,065	1,935	300,000
Capital Assistance Grant	Shelter Improvements	0	0	0	0
Capital Assistance Grant	Shelter Expansion	0	0	0	0
FFY 2025 Totals		4,877,250	10,059,275	794,236	15,730,761

Type of Funding	Project Description	Federal	State	Local	Total
Capital Assistance Grant	Fixed Route Buses	377,000	91,210	3,040	471,250
Operating Assistance Grant	Operating Assistance York	3,260,250	9,910,000	828,724	13,998,974
Operating Assistance Grant	Operating Assistance Hanover	1,000,000	0	0	1,000,000
Capital Assistance Grant	Shelter Replacements	0	0	0	0
Capital Assistance Grant	Shelter Improvements	360,000	82,485	7,515	450,000
Capital Assistance Grant	Shelter Expansion	40,000	9,162	835	49,997
FFY 2026 Totals		5,037,250	10,092,857	840,114	15,970,221

Type of Funding	Project Description	Federal	State	Local	Total
Capital Assistance Grant	Fixed Route Buses	377,000	91,210	3,040	471,250
Operating Assistance Grant	Operating Assistance York	3,260,250	9,910,000	870,160	14,040,410

Operating Assistance Grant	Operating Assistance Hanover	1,000,000	0	0	1,000,000
Capital Assistance Grant	Shelter Replacements	0	0	0	0
Capital Assistance Grant	Shelter Improvements	0	0	0	0
Capital Assistance Grant	Shelter Expansion	0	0	0	0
FFY 2027 Totals		4,637,250	10,001,210	873,200	15,511,660

Type of Funding	Project Description	Federal	State	Local	Total
Capital Assistance Grant	Fixed Route Buses	377,000	91,210	3,040	471,250
Operating Assistance Grant	Operating Assistance York	3,260,250	9,910,000	913,668	14,083,918
Operating Assistance Grant	Operating Assistance Hanover	1,000,000	0	0	1,000,000
Capital Assistance Grant	Shelter Replacements	0	0	0	0
Capital Assistance Grant	Shelter Improvements	0	0	0	0
Capital Assistance Grant	Shelter Expansion	0	0	0	0
FFY 2028 Totals		4,637,250	10,001,210	916,708	15,555,168

Financial Condition of Central Pennsylvania Transportation Authority

CPTA is a Municipal based in York County, with a services area that includes the counties of Adams, Columbia, Cumberland, Dauphin, Franklin, Montour, Northumberland, Perry, Snyder, Union and York.

Fixed route transit service is focused mainly in the York City urban area with radial service to specific suburban area communities including Dover, Manchester, Red Lion, Shrewsbury, and Hanover. CPTA’s shared ride service includes the York service area, as well as each of the surrounding counties for which CPTA services the community.

Table 2 summarizes key financial data for CPTA for fiscal years FY 2021-FY 2023. Note that FY 2023 was the first full year of the Susquehanna Regional Transportation Authority (SRTA), created as a merger between CPTA and the Cumberland-Dauphin-Harrisburg Transit Authority (CAT). As part of the merger, CAT and Rabbit Transit administrative operations were combined under the leadership of SRTA. The creation of SRTA did not change the operations of CPTA nor the service that operated during the year. However, SRTA was made the designated recipient of the funds for both York and the Harrisburg UZAs. This simply means that SRTA will be receiving the funds and

acting on the behalf of CPTA when those funds are received and administered. The purpose and use of those funds will not change, nor will the service that those funds are covering. The significant change is that all administrative functions for CPTA are being carried out by employees of SRTA (former CPTA administrative staff, as well as all staff in the surrounding counties). Operations and Maintenance functions are still residing in CPTA, but office staff are currently functioning as SRTA staff. The result of the merger is that there will be changes to the financial reporting. Expenses that were at one-time being reported under CPTA for admin will now be reported under SRTA. This is merely a change in where the information is being recorded. The relevant CPTA expenses will still be covered by funds for the York UZA. The only change is that the administrator of those funds will be SRTA, and the corresponding financial information will reside on SRTA books. All CPTA maintenance and operational expenses will remain on CPTA's books.

It should also be noted that while CPTA continues to feel the lingering effects of the Covid 19 pandemic, there has been some overall improvement in ridership and in operations. While the pandemic continues to be further in the past, there are still lingering negative trends that CPTA is encountering related to costs. CPTA has had increases in costs for parts and supplies, and in general, everyday expenses. These expenses have slightly been offset by increases in revenue that has resulted with ridership beginning to rebound; however, the ridership levels have not reached pre-pandemic levels, and the rate of inflation has outpaced the increases seen in revenue.

Specifically for FY 2023: The Authority recovered approximately 72.4% of its operating expenses with operating revenue for the year ended June 30, 2023. The remaining operating expense balance has been funded with federal, state, and local grants. A substantial portion of the Authority's support is received from these grants. Therefore, a significant reduction in the level of this support would have a major effect on the Authority's operations. However, based on historical trends (including federal amounts received during the Covid-19 pandemic), and expected future grant amounts, the Authority is confident that when combined with the changes being made internally through the creation of SRTA, the funding received will allow CPTA to sustain its operations comfortably in the short and long-term.

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

Beginning July 1, 2022 under the contract with SRTA, CPTA provided public transportation in the County of York Pennsylvania and was paid \$11,433,240 for those services by SRTA.

In addition, CPTA was able to utilize Federal CARES and ARP funds through FY 2023, which has allowed the organization to improve its current financial position. CPTA has been able to operate since the beginning of the pandemic with no service interruptions because of the increased Federal funds. This influx of funding has also allowed CPTA to be more efficient in the use of its State Act 89 operating funds, which will now be

available for future use. CPTA expects to see continued improvement (in financial stability, service, and technology) over the next several years and will be in a position to maximize its funding and revenue, while keeping expenses at reasonable levels, despite inflation effects. CPTA will remain fully funded in the foreseeable future. CPTA’s annual budget will be balanced with Federal, State, and Local receipts.

The Pennsylvania Counties of York and Adams is current on payments and are committed to meet their obligations through 2023. CPTA expects these commitments to continue with no interruptions.

CPTA has no long-term liabilities nor outstanding debt, and has the financial capacity to undertake the programs identified in the TIP.

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

	FY 20-21	FY 21-22	FY 22-23**
Operating Expense	\$26,907,449	\$31,644,869	\$13,607,833
Operating revenue	\$13,826,421	\$17,178,870	\$13,082,310
Federal Operating Assistance	\$9,280,069	\$8,158,708	\$413,298
State Operating Assistance	\$3,760,581	\$6,589,946	\$0
Local Operating Assistance	\$1,059,499	\$709,919	\$143,922

**FY 2023 was the first year for SRTA reporting. The information shown here is only reflective of CPTA direct expenses. All administrative functions and financial information, as well as the activity of the shared ride program in all of the surrounding counties, is reported on SRTA’s books. All relevant subsidy for the York UZA will be captured on SRTA’s books. CPTA financial information only reflects Fixed Route activity for York, as well as related operational and maintenance expenses.

Financial Capacity of Non-federal Funding Partners

The Commonwealth of Pennsylvania is the major non-federal funding source for CPTA. Through regular appropriations from the General Assembly all public transit providers identified in Act 89 of 2013 (which includes CPTA) receive annual operating grants. Act 89 also provides dedicated funding for CPTA with annual increases. Act 89 funds may be used for operating costs. Capital funds are competitive with other transit systems in the state; however projects that are already funded with federal dollars hold a priority. SRTA is the designated recipient for funds that are provided to the York UZA, and which are to be used for transportation in the region. The funds that are received by SRTA are, and will continue to be, used on behalf of CPTA and will be used for transportation purposes in CPTA’s operating region. The full faith and good will of the Commonwealth of Pennsylvania is behind the receipt and distribution of these funds and SRTA has every confidence that this funding source will be available during the project period outlined in the TIP.

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

Table 3 Local Funding Partner Statistics

Municipality	Housing units		Median Income		Population		
	2018	2022	2018	2022	2018	2022	%+/-
York County	184,869	189,822	65,238	79,183	448,417	461,058	2.82
Adams County	43,673	43,673	62,877	78,975	103,035	106,027	2.90%

Conclusion

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

Prepared December 17, 2023

2025-2028 Adams County Transportation Improvement Program (TIP) Environmental Justice Analysis

Introduction

The public involvement efforts for the Department of Transportation are guided by several federal mandates to ensure nondiscrimination in federally funded activities. These mandates are designed so that planning and public involvement activities are conducted equitably and in consideration of all citizens, regardless of race, nationality, sex, age, ability, language spoken, or economic status. These mandates include:

- **Title VI of the Civil Rights Act of 1964** - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." PennDOT and its partners are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color or national origin.
- **Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994)** - Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. PennDOT and its partners are committed to providing opportunities for full and fair participation by minority and low-income communities in the transportation decision making process.
- **Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. PennDOT and its partners are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually impaired participants.
- **Executive Order on Limited English Proficiency** - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable steps to ensure meaningful access to programs and activities by LEP person." PennDOT and its partners will make special arrangements for the provision of interpretative services upon request.

FHWA recently introduced the Environmental Justice Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. PennDOT and the ACTPO are committed to following the Core Elements approach, which includes:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

The EJ process should be comprehensive and continuous with each task informing and cycling back to influence the next step. By integrating the Core Elements into the planning process, as supported by FHWA, federal agencies are better equipped to carry out the investment strategy and project selection processes.

Further, the EJ Analysis was conducted based on the Statewide Environmental Justice Analysis Methodology, which was modeled after the South Central Pennsylvania Unified Environmental Justice Process and Methodology. ACTPO will continue to evaluate the EJ process to ensure that a complete analysis is continuously considering the needs of traditionally underserved populations during the transportation planning process.

Identifying Minority and Low-Income Populations

The identification of minority and low-income populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation investment program, but also aids in the development of an effective public involvement program.

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Native who live in geographic proximity and who would be similarly affected by a proposed FHWA program, policy, or activity. Low-income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity and would be similarly affected by a proposed FHWA program, policy, or activity.

Table 1 shows the profile of Low-Income and Minority Populations within Adams County, based on the 2018-2022 American Community Survey (ACS) 5-Year Estimates, the most recent dataset available at the time the EJ Analysis was conducted. Figure 1 identifies the total population by race and low-income category.

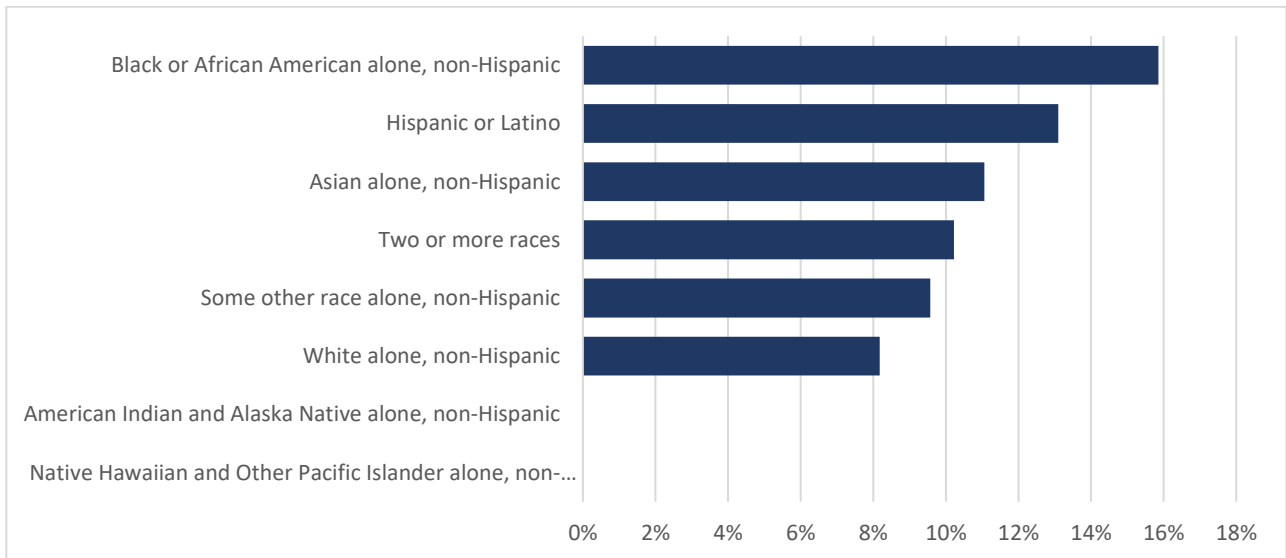
Table 1: Profile of Low-Income and Minority Populations, 2022

Adams County		
Demographic Indicator	County Population*	County Percentage*
Total Population	104,604	100%
White alone, non-Hispanic	92,058	88.01%
Minority	12,546	11.99%
Black or African American alone, non-Hispanic	1,415	1.35%
American Indian and Alaska Native alone, non-Hispanic	53	0.05%
Asian alone, non-Hispanic	844	0.81%
Native Hawaiian and Other Pacific Islander alone, non-Hispanic	4	0.004%
Some other race alone, non-Hispanic	328	0.31%
Two or more races	2,214	2.12%
Hispanic or Latino	7,688	7.35%
Low-Income Households	2,779	2.66%
Low-Income Populations	7,909	7.89%
Other Potentially Disadvantaged Populations		
Limited English Proficiency Households	434	1.08%
Persons with a Disability	17,333	16.51%
Elderly (65 years or older)	21,851	20.89%
Carless Households	2,804	6.89%
Housing Units with no internet	4,447	10.93%
Housing Units with no computer	2,652	6.52%

Source: 2018-2022 American Community Survey 5-Year Estimates

*Note: Discrepancies may result from the use of various ACS 2018-2022 5-Year Estimate data tables

Figure 1: Low- Income Rates Among Racial/ Ethnic Groups in Adams County



Source: 2018-2022 American Community Survey 5-Year Estimates

Note: Discrepancies may result from the use of various ACS 2018-2022 5-Year Estimate data tables

Minority Intervals for Adams County

Data from the 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Adams County compared to the minority concentration in 68 census block groups. The total County population used for this analysis was 104,604 and the total minority population was 12,546. 11.99% of the population of Adams County is minority. Using that percentage, census blocks were divided into intervals described in the table below.

Table 2: Minority Intervals

Minority Intervals (County Average = 11.99%)		
1	Census Block Minority Population Percentage <= 6.00% (Census block group minority population percentage less than or equal to half of county population percentage)	24,306 people live in these census blocks. Of those, 3.11% are minority.
2	Census Block Minority Population Percentage > 6.00% and <= 11.99% (Census block group minority population percentage greater than half and less than or equal to county minority population percentage)	38,968 people live in these census blocks. Of those, 8.36% are minority.
3	Census Block Minority Population Percentage > 11.99% and <= 23.99% (Census block group minority population percentage greater than county minority population percentage and less than or equal to twice the county minority population percentage)	31,796 people live in these census blocks. Of those, 17.51% are minority.
4	Census Block Minority Population Percentage > 23.99% and <= 47.98% (Census block group minority population percentage greater than twice and less than or equal to four times the county minority population percentage)	9,534 people live in these census blocks. Of those, 31.10% are minority.
5	Census Block Minority Population Percentage > 47.98% (Census block group minority population percentage greater than four times county minority population percentage)	0 people live in these census blocks.

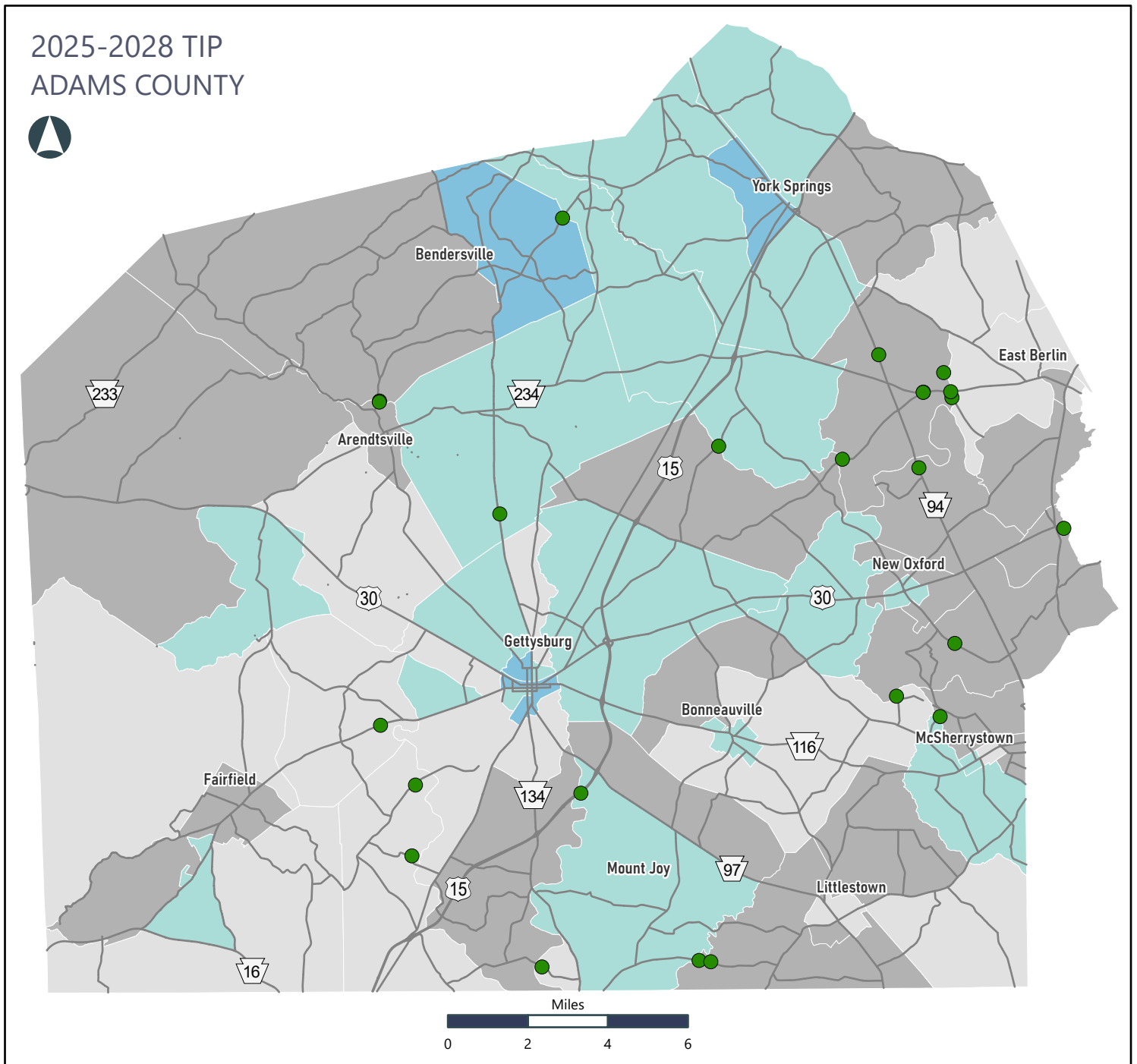
Low-Income Intervals for Adams County

Data from 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Adams County compared to the low-income concentration in the 68 census block groups. The total County population used for this analysis was 100,237 and the total low-income population was 7,909, or 7.89% of the total population of Adams County. Using that percentage, census blocks were divided into intervals described in the table below.

Table 3: Low-Income Intervals

Low-Income Intervals (Countywide Average = 7.89%)		
1	Census Block Low-Income Population Percentage $\leq 3.95\%$ (Census block group low-income population percentage less than or equal to half of county low-income population percentage)	35,797 people live in these census blocks. Of those, 2.23% are low-income.
2	Census Block Low-Income Population Percentage $> 3.95\%$ and $\leq 7.89\%$ (Census block group low-income population percentage greater than half and less than or equal to county low-income population percentage)	24,024 people live in these census blocks. Of those, 5.46% are low-income.
3	Census Block Low-Income Population Percentage $> 7.89\%$ and $\leq 15.78\%$ (Census block group low-income population percentage greater than county low-income population percentage and less than or equal to twice the county low-income population percentage)	28,866 people live in these census blocks. Of those, 11.42% are low-income.
4	Census Block Low-Income Population Percentage $> 15.78\%$ and $\leq 31.56\%$ (Census block group low-income population percentage greater than twice and less than or equal to four times the county low-income population percentage)	11,047 people live in these census blocks. Of those, 21.10% are low-income.
5	Census Block Low-Income Population Percentage $> 31.56\%$ (Census block group low-income population percentage greater than four times the county low-income population percentage)	503 people live in these census blocks. Of those, 34.00% are low-income.

Figure 2: Concentrations of Minority Populations by Census Block Group



CONCENTRATIONS OF MINORITY POPULATIONS

Census Block Groups, 2022

Ratio of Minority Population Percentage in Census Block Group to County Minority Population Percentage

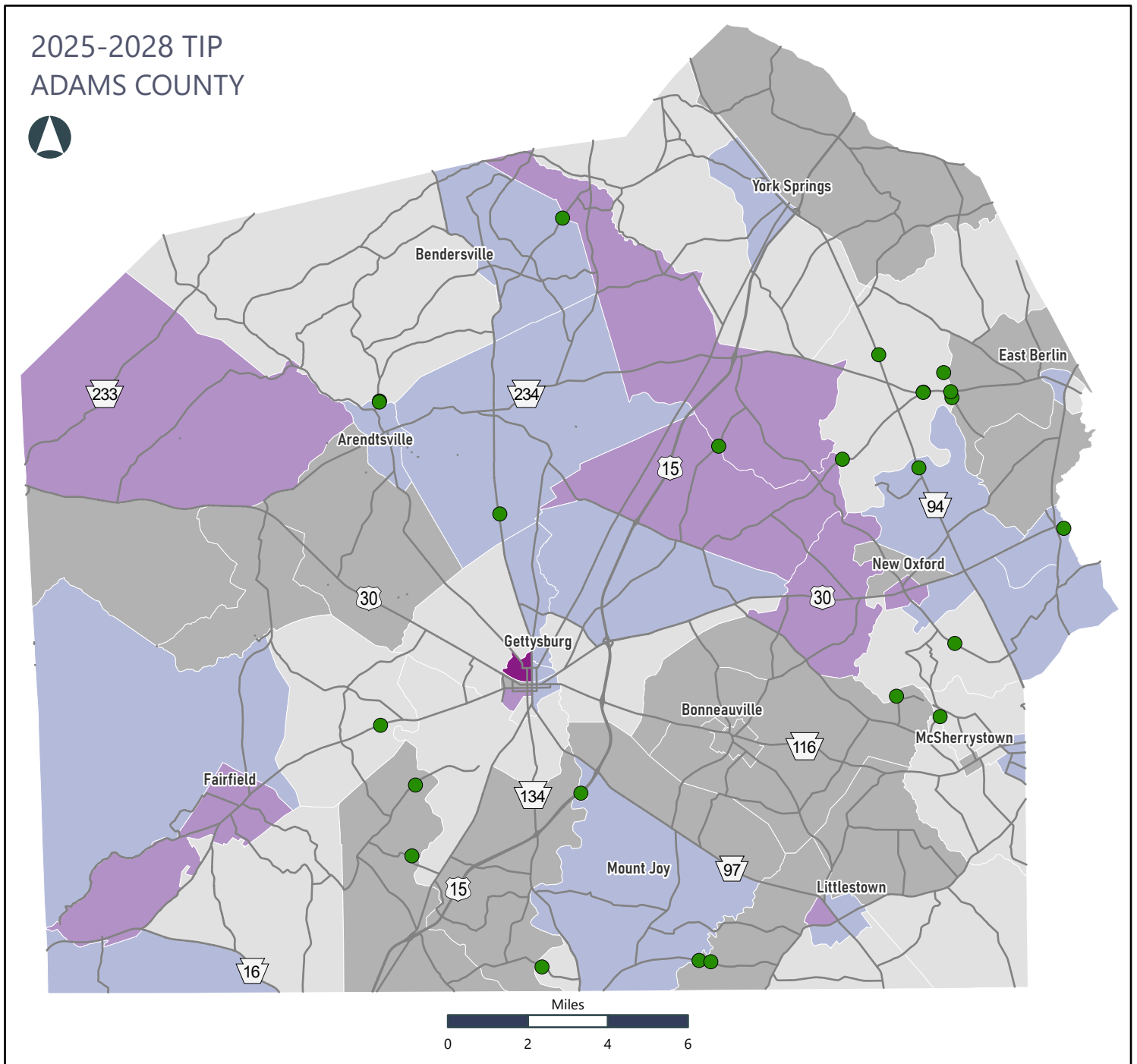
- Less than or equal to half county minority population percentage
- Greater than half and less than or equal to county minority population percentage
- Greater than county minority population percentage and less than or equal to twice to the county minority population percentage
- Greater than twice and less than or equal to four times the county minority population percentage
- Greater than four times the county minority population percentage

TIP PROJECTS

- TIP Project Location
- State Route

County Overall Minority Population Percentage: 11.99%

Figure 3: Concentrations of Low-Income Populations by Census Block Group



CONCENTRATIONS OF LOW-INCOME POPULATIONS

Census Block Groups, 2022

Ratio of Low-Income Population Percentage in Census Block Group to County Low-Income Population Percentage

- Less than or equal to half county low-income population percentage
- Greater than half and less than or equal to county low-income population percentage
- Greater than county low-income population percentage and less than or equal to twice to the county low-income population percentage
- Greater than twice and less than or equal to four times the county low-income population percentage
- Greater than four times the county low-income population percentage

TIP PROJECTS

- TIP Project Location
- State Route

County Overall Low-Income Population Percentage: 7.89%

Condition Assessment

In order to meaningfully analyze benefits and adverse effects of the transportation program, the MPO has examined the existing conditions of transportation assets throughout the county and safety performance measures among the minority and low-income populations. These data assessments allow the MPO to track changes in crashes, poor condition bridges, and poor pavement mileage in the county and identify safety gaps and distribution disparities between minority and low-income populations. The following tables and figures show the distribution of poor bridges and pavement miles compared to the minority and low-income populations in Adams County. Current asset and condition information was pulled from PennDOT’s Open Data data repository. Please note that the Open Data system is constantly updated with the most recent available information, so discrepancies may occur based on the timing of when data was extracted.

Based on the available data, 37.14% of poor condition bridges are located within block groups with higher-than-average minority populations, and 42.86% are located within block groups with higher-than-average low-income populations.

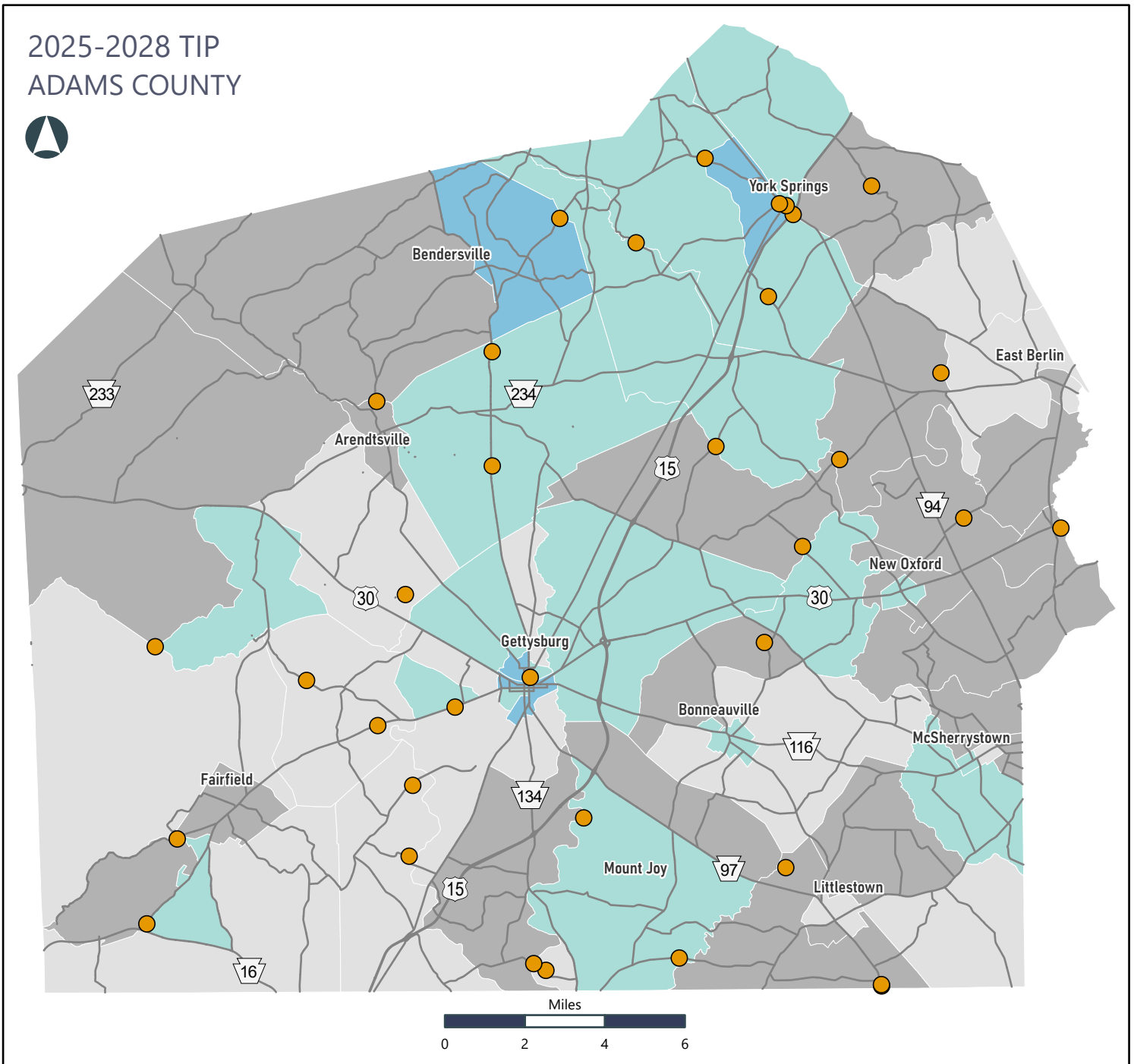
Table 4: Distribution of Bridge Condition by Minority Population Intervals – Based on 11.99% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					Total
	Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Poor Condition Bridge Count	7	15	9	4	0	35
Percentage of Bridges in Poor Condition	20.00%	42.86%	25.71%	11.43%	0.00%	100%
Total Population	24,306	38,968	31,796	9,534	0	104,604
Total Population (in %)	23.24%	37.25%	30.40%	9.11%	0.00%	100%
Minority Population	757	3,256	5,568	2,965	0	12,546
Minority Population (in %)	6.03%	25.95%	44.38%	23.63%	0.00%	100%

Table 5: Distribution of Bridge Condition by Low-Income Population Intervals – Based on 7.89% County Average

<i>Population/Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
	Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Poor Condition Bridge Count	13	7	10	4	1	35
Percentage of Bridges in Poor Condition	37.14%	20.00%	28.57%	11.43%	2.86%	100%
Total Population	35,797	24,024	28,866	11,047	503	100,237
Total Population (in %)	35.71%	23.97%	28.80%	11.02%	0.50%	100%
Low-Income Population	798	1,312	3,297	2,331	171	7,909
Low-Income Population (in %)	10.09%	16.59%	41.69%	29.47%	2.16%	100%

Figure 4: Distribution of Poor Condition Bridges by Minority Population Census Block Group



CONCENTRATIONS OF MINORITY POPULATIONS

Census Block Groups, 2022

Ratio of Minority Population Percentage in Census Block Group to County Minority Population Percentage

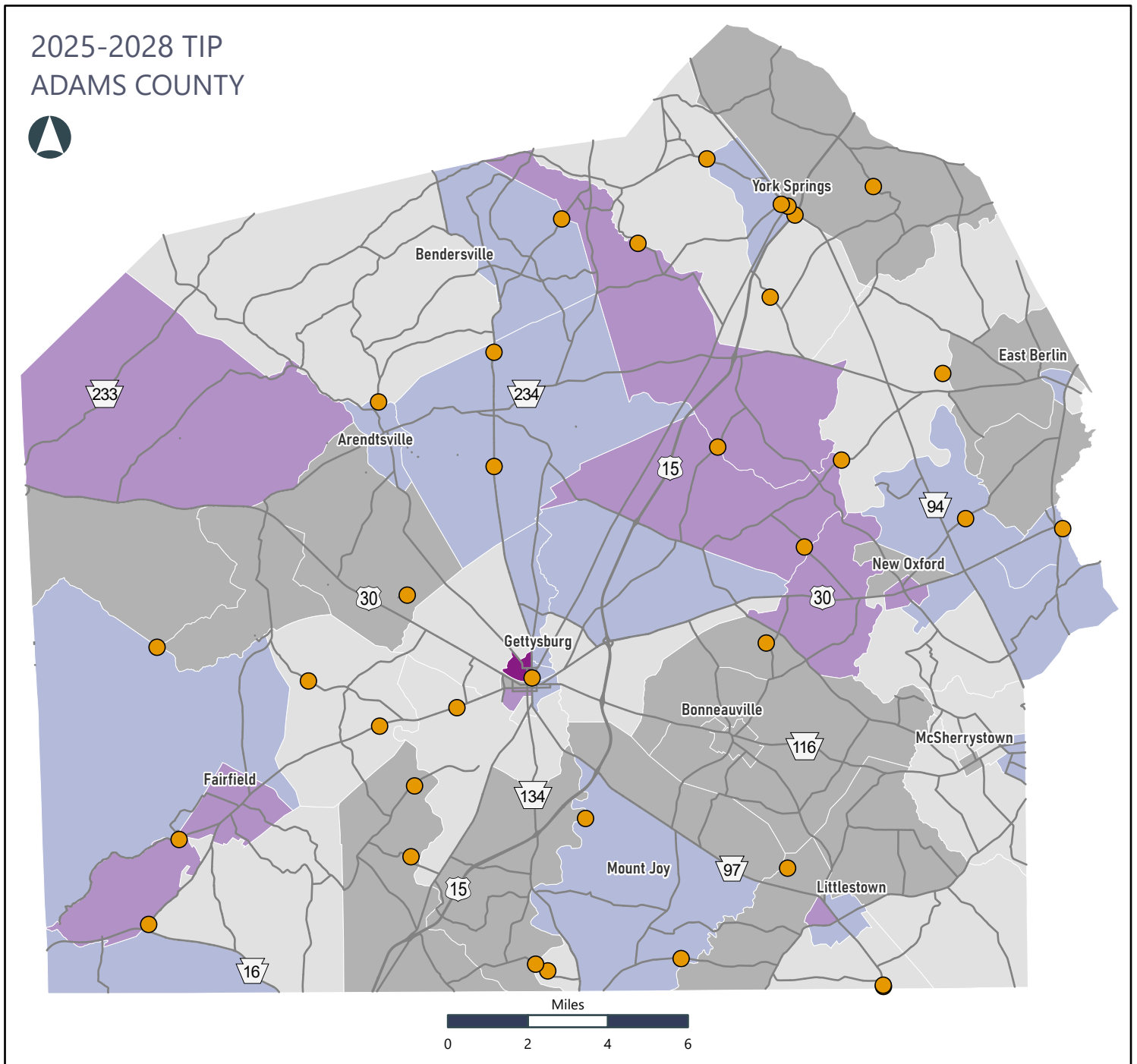
- Less than or equal to half county minority population percentage
- Greater than half and less than or equal to county minority population percentage
- Greater than county minority population percentage and less than or equal to twice to the county minority population percentage
- Greater than twice and less than or equal to four times the county minority population percentage
- Greater than four times the county minority population percentage

BRIDGE CONDITION

- Poor Condition Bridge
- State Route

County Overall Minority Population Percentage: 11.99%

Figure 5: Distribution of Poor Condition Bridges by Low-Income Population Census Block Group



CONCENTRATIONS OF LOW-INCOME POPULATIONS

Census Block Groups, 2022

Ratio of Low-Income Population Percentage in Census Block Group to County Low-Income Population Percentage

- Less than or equal to half county low-income population percentage
- Greater than half and less than or equal to county low-income population percentage
- Greater than county low-income population percentage and less than or equal to twice to the county low-income population percentage
- Greater than twice and less than or equal to four times the county low-income population percentage
- Greater than four times the county low-income population percentage

BRIDGE CONDITION

- Poor Condition Bridge
- State Route

County Overall Low-Income Population Percentage: 7.89%

Condition data for pavement assets are compiled by PennDOT’s Bureau of Maintenance and Operations (BOMO) and made available through the Roadway Management System (RMS) annually. The primary pavement condition and performance measures are International Roughness Index (IRI) and Overall Pavement Index (OPI). Condition data is collected on Interstate and NHS roads every year and on all non-NHS roads every two years. For this evaluation, both the IRI and OPI were evaluated for all state roads in Adams County.

Based on the available condition data for pavement miles, 34.38% of IRI poor condition pavement miles and 59.69% of OPI poor condition pavement miles are located within block groups with higher-than-average minority populations. For low-income populations, 37.02% of IRI poor condition pavement miles and 52.70% of OPI poor condition pavement miles are located within block groups with higher-than-average low-income populations.

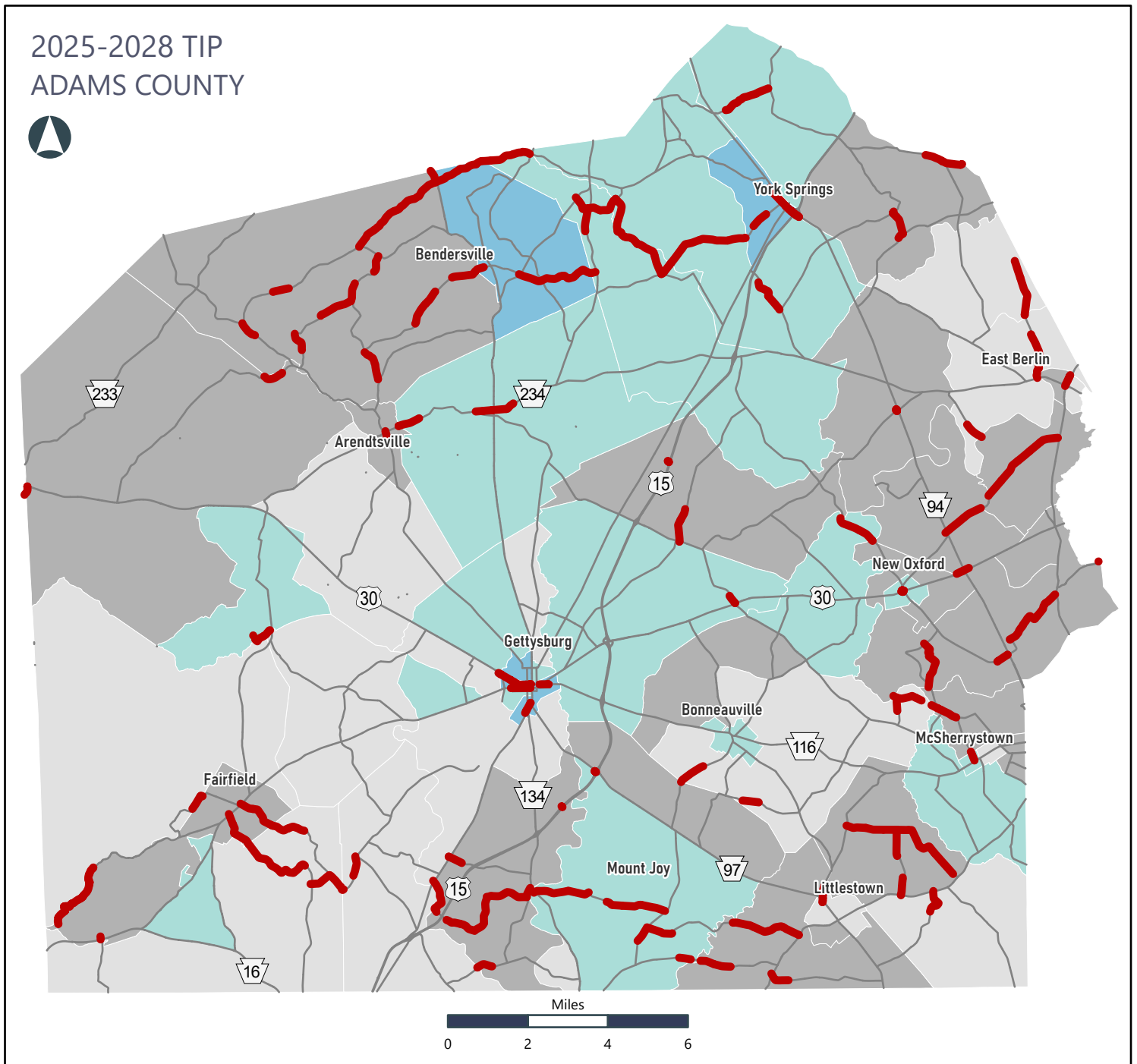
Table 6: Distribution of Pavement Condition by Minority Population Intervals – Based on 11.99% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					Total
	Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Poor Pavement Miles (IRI)	12.7	35.4	18.8	6.4	0	73.3
Percentage of Poor Pavement Miles (IRI)	17.33%	48.29%	25.65%	8.73%	0.00%	100%
Poor Pavement Miles (OPI)	1.7	4.8	7.3	2.03	0	15.8
Percentage of Poor Pavement Miles (OPI)	10.88%	29.43%	46.71%	12.99%	0.00%	100%
Total Population	24,306	38,968	31,796	9,534	0	104,604
Total Population (in %)	23.24%	37.25%	30.40%	9.11%	0.00%	100%
Minority Population	757	3,256	5,568	2,965	0	12,546
Minority Population (in %)	6.03%	25.95%	44.38%	23.63%	0.00%	100%

Table 7: Distribution of Pavement Condition by Low-Income Population Intervals – Based on 7.89% County Average

<i>Population/Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
	Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Poor Pavement Miles (IRI)	22.9	23.3	16.9	10.2	0	73.3
Percentage of Poor Pavement Miles (IRI)	31.28%	31.69%	23.09%	13.93%	0.00%	100%
Poor Pavement Miles (OPI)	3.9	3.55	6.3	2	0	15.8
Percentage of Poor Pavement Miles (OPI)	24.76%	22.54%	40.00%	12.70%	0.00%	100%
Total Population	35,797	24,024	28,866	11,047	503	100,237
Total Population (in %)	35.71%	23.97%	28.80%	11.02%	0.50%	100%
Low-Income Population	798	1,312	3,297	2,331	171	7,909
Low-Income Population (in %)	10.09%	16.59%	41.69%	29.47%	2.16%	100%

Figure 6: Distribution of Poor Pavement Miles by Minority Population Census Block Group



CONCENTRATIONS OF MINORITY POPULATIONS

Census Block Groups, 2022

Ratio of Minority Population Percentage in Census Block Group to County Minority Population Percentage

- Less than or equal to half county minority population percentage
- Greater than half and less than or equal to county minority population percentage
- Greater than county minority population percentage and less than or equal to twice to the county minority population percentage
- Greater than twice and less than or equal to four times the county minority population percentage
- Greater than four times the county minority population percentage

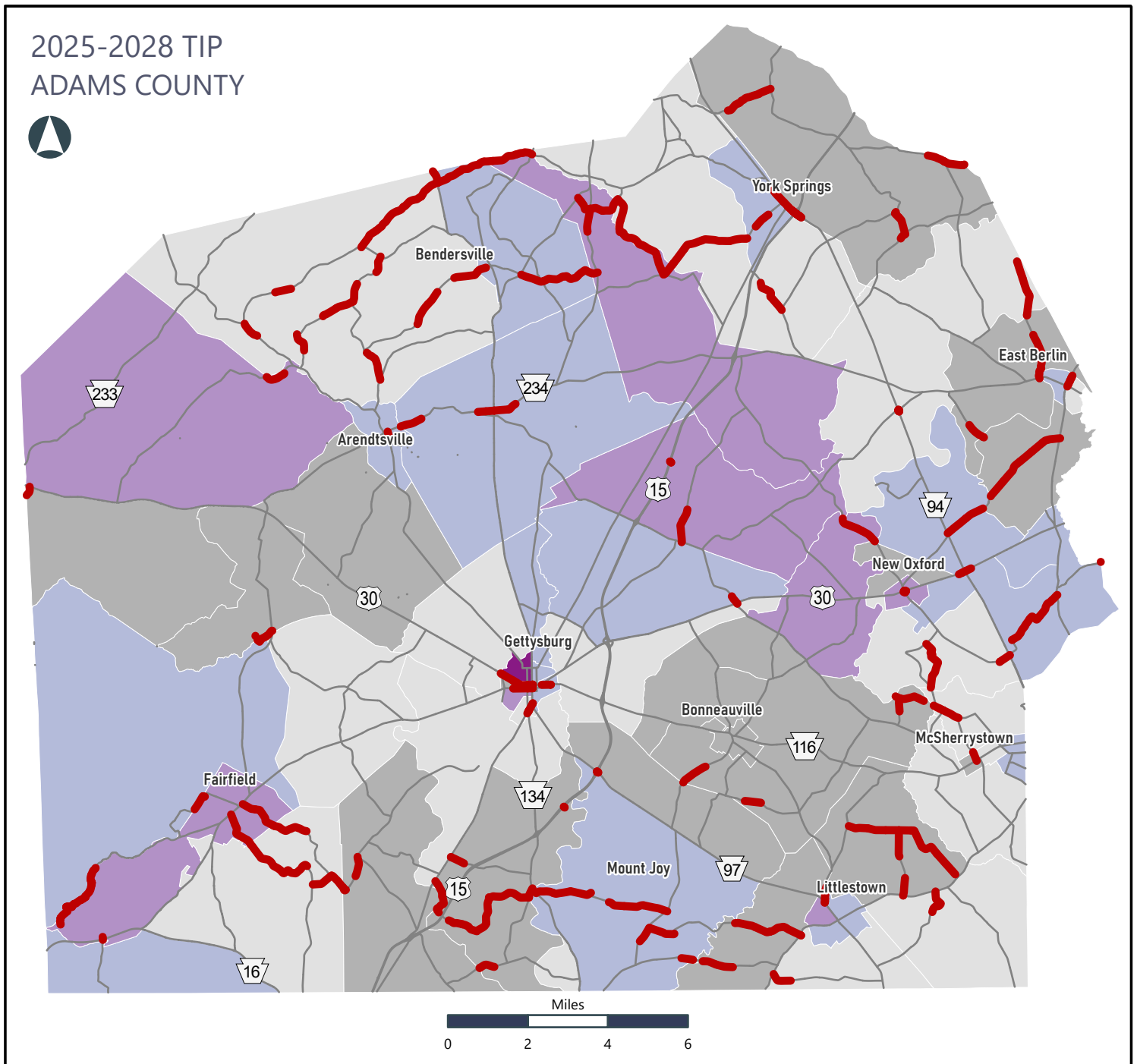
PAVEMENT CONDITION

Roadway Segment Condition (IRI Rating)

- Poor Condition
- State Route

County Overall Minority Population Percentage: 11.99%

Figure 7: Distribution of Poor Pavement Miles by Low-Income Population Census Block Group



CONCENTRATIONS OF LOW-INCOME POPULATIONS

Census Block Groups, 2022

Ratio of Low-Income Population Percentage in Census Block Group to County Low-Income Population Percentage

- Less than or equal to half county low-income population percentage
- Greater than half and less than or equal to county low-income population percentage
- Greater than county low-income population percentage and less than or equal to twice to the county low-income population percentage
- Greater than twice and less than or equal to four times the county low-income population percentage
- Greater than four times the county low-income population percentage

PAVEMENT CONDITION

Roadway Segment Condition (IRI Rating)

- Poor Condition
- State Route

County Overall Low-Income Population Percentage: 7.89%

Statewide crash data is collected by PennDOT publicly available through the Pennsylvania Crash Information Tool (PCIT). The most recent data available at the time of this analysis was from January 2019 to December 2023. The total reportable crashes in Adams County for that period was 4,516. This includes vehicular crash fatalities and suspected serious injuries, crashes in which a person on a bicycle was involved and crashes in which a pedestrian was involved. This data is reviewed to identify if any disproportionate numbers of crashes occur in areas with high shares of minority or low-income population.

Table 8: Distribution of Crashes (2019-2023) by Minority Population Intervals – Based on 11.99% County Average

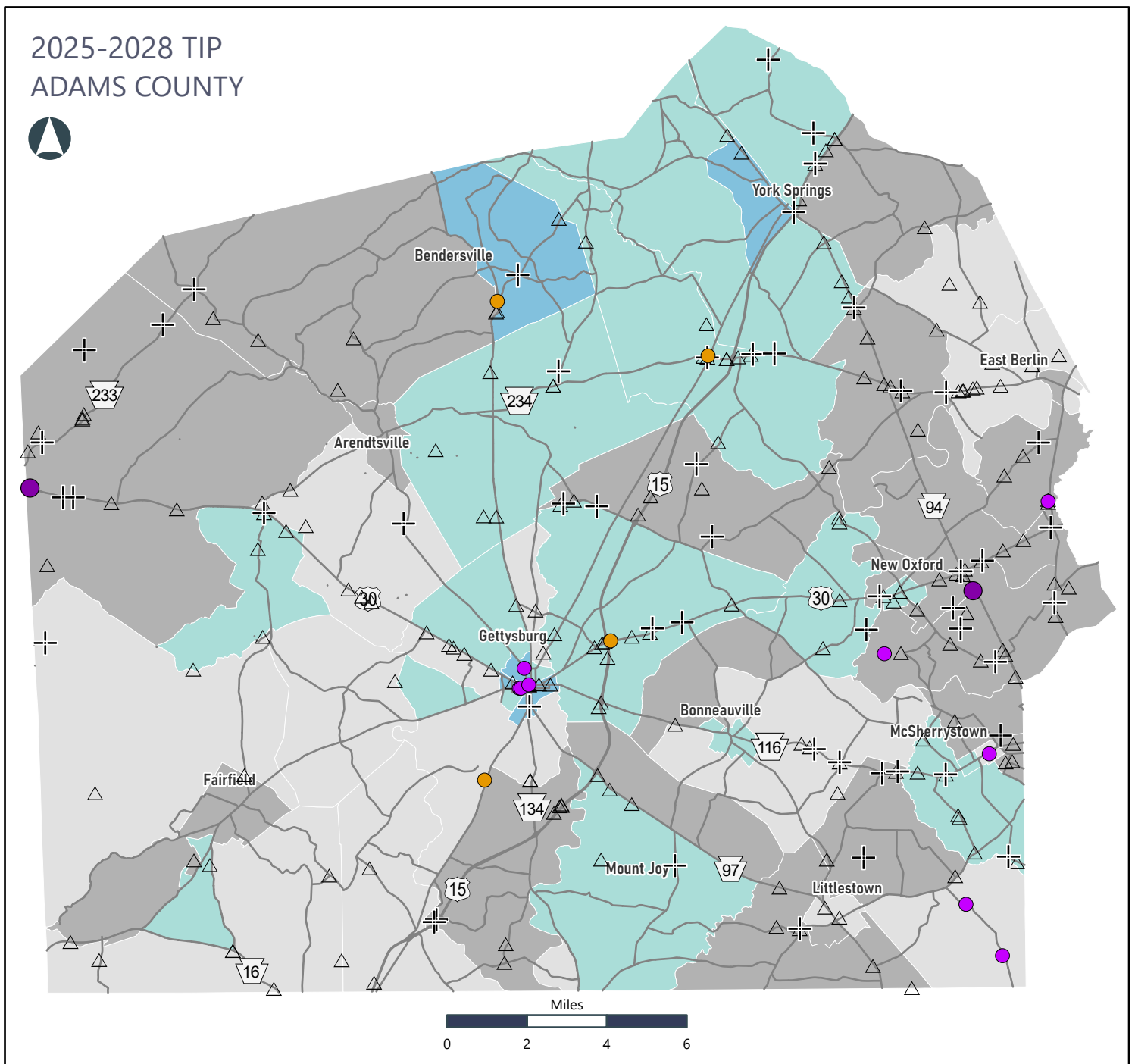
<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					Total
	Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Reportable Crashes	856	1,754	1,617	289	0	4,516
Percentage of Reportable Crashes	18.95%	38.84%	35.81%	6.40%	0.00%	100%
Crash Fatalities	6	31	14	2	0	53
Percentage of Crash Fatalities	11.32%	58.49%	26.42%	3.77%	0.00%	100%
Crash Suspected Serious Injuries	49	85	62	11	0	207
Percentage of Crash Suspected Serious Injuries	23.67%	41.06%	29.95%	5.31%	0.00%	100%
Bicycle Involved Crashes	1	6	9	2	0	18
Pedestrian Involved Crashes	8	14	17	13	0	52
Percentage of Total Bicycle or Pedestrian Involved Crashes	12.86%	28.57%	37.14%	21.43%	0.00%	100%
Total Population	24,306	38,968	31,796	9,534	0	104,604
Total Population (in %)	23.24%	37.25%	30.40%	9.11%	0.00%	100%
Minority Population	757	3,256	5,568	2,965	0	12,546
Minority Population (in %)	6.03%	25.95%	44.38%	23.63%	0.00%	100%

Table 9: Distribution of Crashes (2019-2023) by Low-Income Population Intervals – Based on 7.89% County Average

<i>Population/Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
	Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Reportable Crashes	1,460	1,045	1,293	691	27	4,516
Percentage of Reportable Crashes	32.33%	23.14%	28.63%	15.30%	0.60%	100%
Crash Fatalities	11	16	14	12	0	53
Percentage of Crash Fatalities	20.75%	30.19%	26.42%	22.64%	0.00%	100%
Crash Suspected Serious Injuries	66	60	45	35	1	207
Percentage of Crash Suspected Serious Injuries	31.88%	28.99%	21.74%	16.91%	0.48%	100%
Bicycle Involved Crashes	5	2	6	5	0	18
Pedestrian Involved Crashes	13	13	14	8	4	52
Percentage of Total Bicycle or Pedestrian Involved Crashes	25.71%	21.43%	28.57%	18.57%	5.71%	100%
Total Population	35,797	24,024	28,866	11,047	503	100,237
Total Population (in %)	35.71%	23.97%	28.80%	11.02%	0.50%	100%
Low-Income Population	798	1,312	3,297	2,331	171	7,909
Low-Income Population (in %)	10.09%	16.59%	41.69%	29.47%	2.16%	100%

About 42% of the total crashes occur within block groups that have higher shares of minority population and 44% of crashes occur in block groups with higher shares of low-income populations. Of the total reported vehicular fatalities and serious injuries, 31% took place within census block groups with higher-than-average minority population, and 34% were located within block groups with higher-than-average low-income population. Over half of bicycle and pedestrian involved crashes occur in in block groups with a higher-than-average minority and low-income populations, these figures are 59% and 53% respectively. This may result due to higher levels of pedestrian and bike activity and usage in those areas that are more urban in nature. Adams County will continue to review and evaluate safety needs for these populations in their planning process.

Figure 8: Distribution of Reportable Crashes by Minority Population Census Block Group



CONCENTRATIONS OF MINORITY POPULATIONS

Census Block Groups, 2022

Ratio of Minority Population Percentage in Census Block Group to County Minority Population Percentage

- Less than or equal to half county minority population percentage
- Greater than half and less than or equal to county minority population percentage
- Greater than county minority population percentage and less than or equal to twice to the county minority population percentage
- Greater than twice and less than or equal to four times the county minority population percentage
- Greater than four times the county minority population percentage

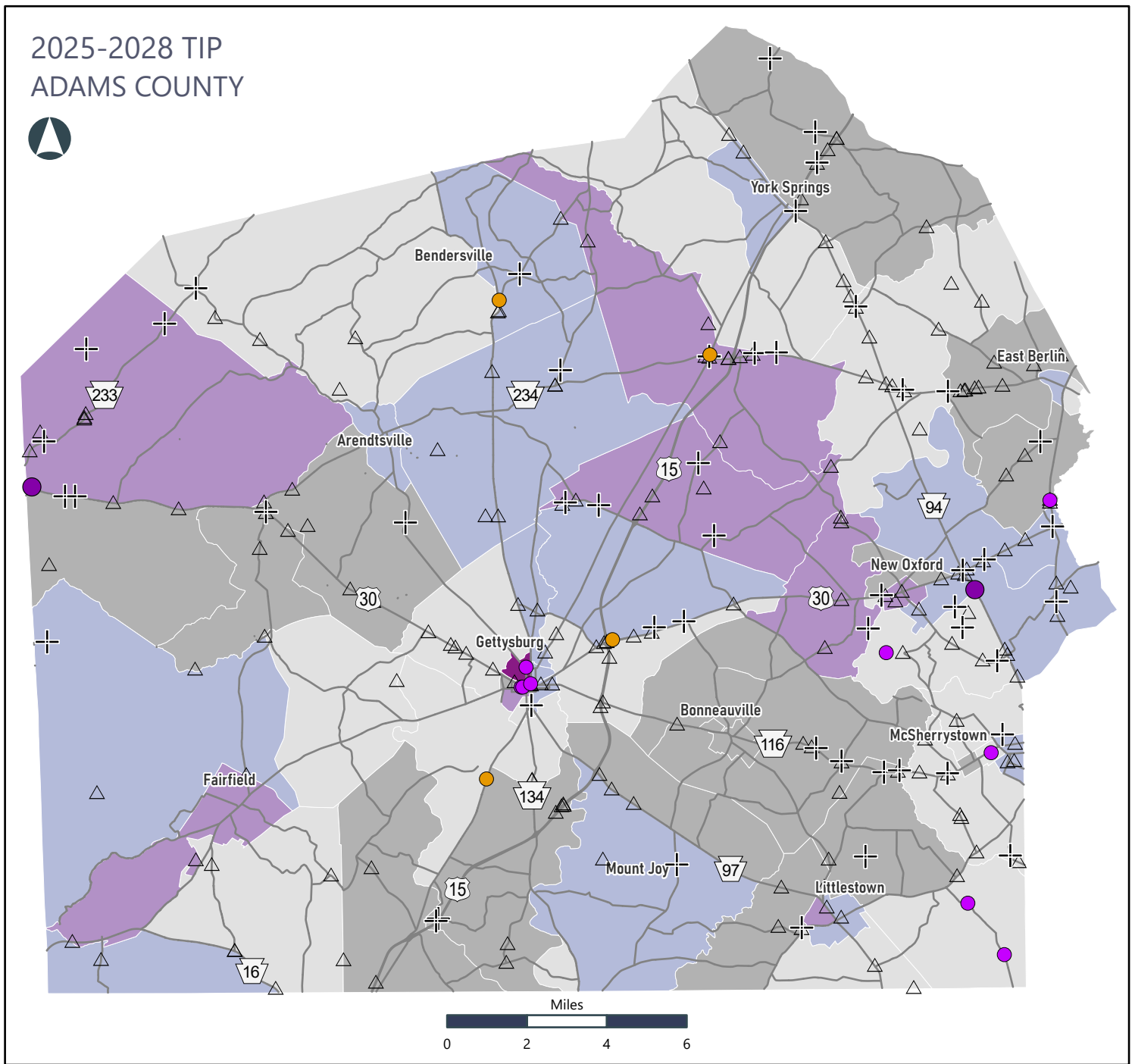
CRASH LOCATIONS

Reportable Crashes 2019-2023

- Pedestrian Fatal Crash
- Pedestrian Suspected Serious Injury Crash
- Bicycle Suspected Serious Injury Crash
- All Fatal Crashes
- All Suspected Serious Injury Crashes
- State Route

County Overall Minority Population Percentage: 11.99%

Figure 9: Distribution of Reportable Crashes by Low-Income Population Census Block Group



CONCENTRATIONS OF LOW-INCOME POPULATIONS

Census Block Groups, 2022

Ratio of Low-Income Population Percentage in Census Block Group to County Low-Income Population Percentage

- Less than or equal to half county low-income population percentage
- Greater than half and less than or equal to county low-income population percentage
- Greater than county low-income population percentage and less than or equal to twice to the county low-income population percentage
- Greater than twice and less than or equal to four times the county low-income population percentage
- Greater than four times the county low-income population percentage

CRASH LOCATIONS

Reportable Crashes 2019-2023

- Pedestrian Fatal Crash
- Pedestrian Suspected Serious Injury Crash
- Bicycle Suspected Serious Injury Crash
- All Fatal Crashes
- All Suspected Serious Injury Crashes
- State Route

County Overall Low-Income Population Percentage: 7.89%

BENEFITS & BURDENS: 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

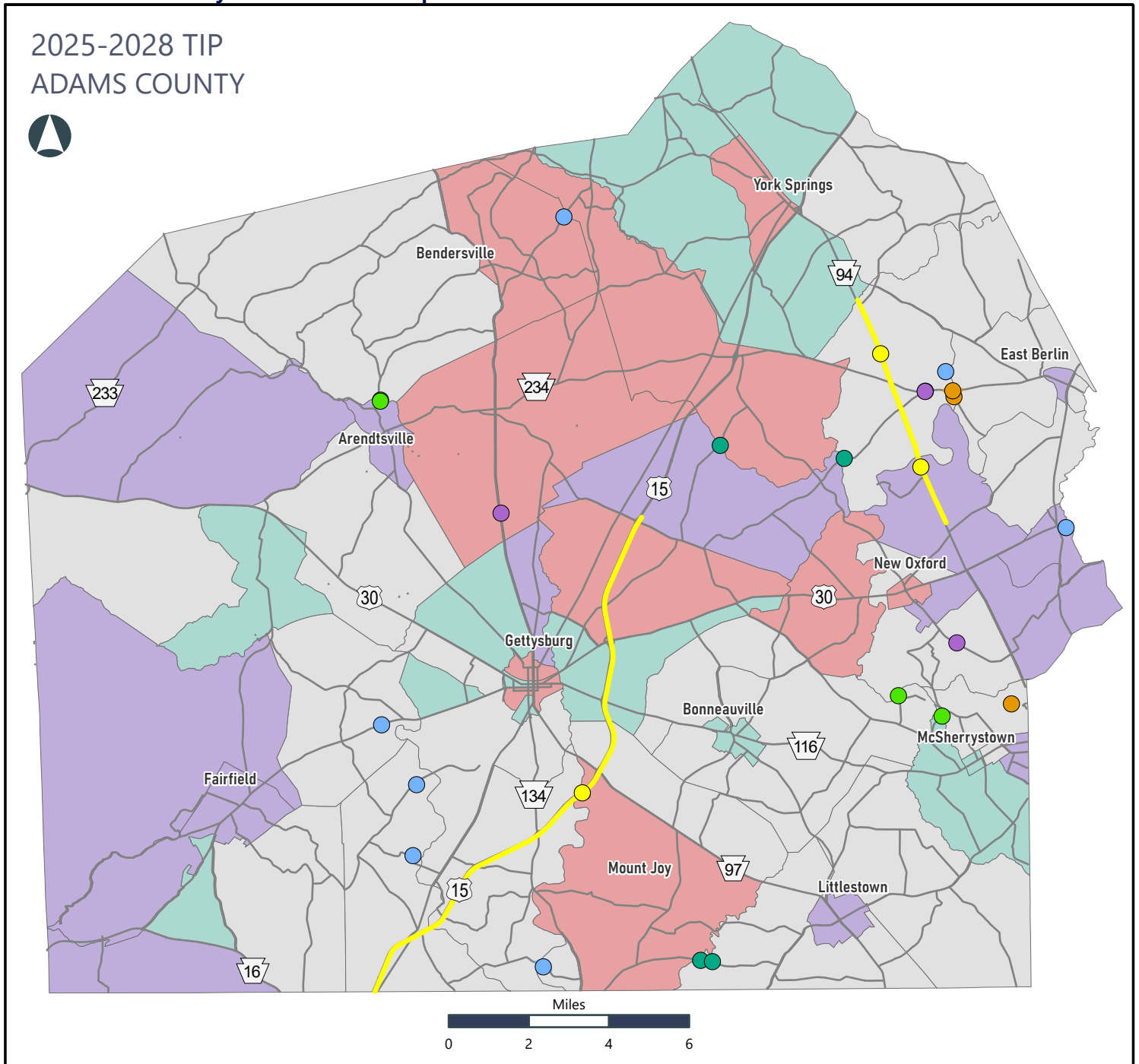
The Adams County MPO reviewed transportation projects located in areas that were determined to be “high minority” or “high low-income.” “High minority”, for the purpose of this analysis, refers to Census block groups that have a concentration of minority persons that is greater than or equal to the county average of 11.99%. “High Low-Income” refers to Census block groups that have a concentration of low-income persons that is greater than or equal to the county average of 7.89%.

When evaluating the potential benefit or burden of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently. For example, maintenance projects tend to cause the least amount of impact on the population since they typically involve highway resurfacing or repaving work on existing roadways. Although these projects can cause delayed travel time and transit service, traffic detours, and work zone noise and debris, the projects are typically shorter in duration and result in improvements to the functionality of the roadway network by providing smoother driving surfaces and new roadway markings. While most bridge projects are identified as either a rehabilitation or replacement, both types of projects can lend itself to significant traffic detours, traffic delay, and noise. However, the benefits of these types of improvements result in safer bridge structures, improved roadway conditions and updated signage.

Capacity projects, which can involve the addition of new lanes to existing roadways, new roadways to the existing network, or at times the realignment of intersections or interchanges, in an effort to provide for more traffic mobility. Special attention needs to be made when planning capacity projects, especially to low-income and minority populations. Not only can these projects result in right-of-way acquisitions to account for the additional capacity, but also construction impacts are normally more severe due to longer construction periods, travel pattern shifts, and delayed travel times among others. The consequences of the completion of capacity projects can involve the loss of property, increased traffic volumes, and decreased air quality, while other benefits can include improved transit service time, decreased travel delay, and safer roadway conditions which will result in improved quality of life for all residents and users of the roadway system.

Of the locatable 20 projects on the Adams County TIP, 5 projects are located in both high minority and high low-income block groups, 3 projects are located in a high low-income block group, and one projects are located in a high minority block group. Figure 10 illustrates the geographic proximity between different 2025-2028 TIP projects and high minority and high in low-income areas.

Figure 10: 2025-2028 TIP Project Locations and Census Block Groups that Exceed the Regional Threshold for Minority and Low-Income Populations



PROJECT LOCATIONS IN RELATION TO CENSUS BLOCK GROUPS THAT EXCEED COUNTY THRESHOLDS

TIP PROJECTS

Project Class

- Bridge Replacement
- Bridge Preservation
- Bridge Restoration
- Highway Reconstruction
- Highway Restoration
- New Alignment
- Safety Improvement

Block Groups that Exceed County Threshold

- Low-Income Only (County Threshold 7.89%)
- Minority Only (County Threshold 11.99%)
- Both Low-Income and Minority
- Does Not Exceed County Threshold

State Route

A qualitative evaluation of the program was undertaken to evaluate potential adverse effects of the program disproportionately impacts minority and low-income populations. A few of these adverse effects could include destruction or disruption of community cohesion or a community's economic vitality, increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community, destruction or disruption of the availability of public and private facilities and services, adverse employment effects, or destruction or disruption of human-made or natural resources.

The projects were categorized by their potential to impact minority and low-income populations. Knowing a project's impact type clarifies the implications of that project being located near these populations. Some projects may deliver countywide benefits in terms of improved mobility and accessibility but have localized adverse effects that may be borne by minority and low-income populations in proximity to the project.

Table 10: Types of Project Impacts on Low-Income and Minority Populations

Higher potential for adverse impacts (High)	These may include major capital/capacity adding or new right-of-way projects
Lower potential for adverse impacts/potentially beneficial (Medium)	These may include roadway and bridge maintenance projects
Low potential for adverse impact/inherently beneficial (Low)	These may include transit, bike-ped, safety, or studies

Table 11: Impacts from the Draft 2025 TIP on Low-Income and Minority Populations

MPMS	Project Title	Minority Interval	Project Type	Impact
18086	Country Club Road Bridge	High Low-Income	Bridge Replacement	Medium
18154	Stoney Point Road Bridge	Does Not Exceed County Averages	Bridge Replacement	Medium
58137	Eisenhower Drive Extension	Does Not Exceed County Averages	Highway Reconstruction	High
78642	Red Bridge Rd over Conewa	High Minority & High Low-Income	Bridge Restoration	Medium
80962	Chapel Rd over Plum Creek	High Minority	Bridge Preservation	Medium
87433	Carlisle Road Bridge 4	High Minority & High Low-Income	Bridge Replacement	Medium
90698	Hunterstown Hampton Rd Bridge	High Low-Income	Bridge Restoration	Medium
90740	Alloway Creek Bridge	High Minority & High Low-Income	Bridge Restoration	Medium
90752	Pumping Station Rd Bridge	Does Not Exceed County Averages	Bridge Replacement	Medium
90782	Brysonia Rd over Conwago	Does Not Exceed County Averages	Bridge Preservation - Federal	Medium
99749	Edgegrove Road Bridge PM	Does Not Exceed County Averages	Bridge Preservation - Federal	Medium
99832	Rock Creek Bridge	Does Not Exceed County Averages	Bridge Replacement	Medium
106665	PA 116 over Trib Marsh Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
115745	Carlisle Pike Resurface 2	High Low-Income	Highway Restoration	Medium
116268	East Berlin and Stoney Pt Rd	Does Not Exceed County Averages	Safety Improvement	Low
116269	Hanover Street and Red Hill Rd	Does Not Exceed County Averages	Safety Improvement	Low
116594	East Berlin Rd and Peepytown Road	Does Not Exceed County Averages	New Alignment	Medium
116595	US 15 Preservation	High Minority & High Low-Income	Highway Restoration	Medium
117174	Cunningham Rd Bridge ovr Tributary to Marsh Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
117593	Biglerville Rd and Golden	High Minority & High Low-Income	Safety Improvement	Low

Table 12: TIP Project Location and Investment by Minority Population Interval

	<i>Population/ Asset</i>	<i>Percent Minority Population Intervals</i>					Total
		Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Population Shares by Interval	Total Population	24,306	38,968	31,796	9,534	-	104,604
	Total Population (in %)	23.24%	37.25%	30.40%	9.11%	0.00%	100.00%
	Minority Population	757	3,256	5,568	2,965	-	12,546
	Minority Population (in %)	6.03%	25.95%	44.38%	23.63%	0.00%	100.00%
All Road Maintenance Projects	Percentage of Funding		87.3%	12.7%			100.0%
	Amount of Funding		\$67,892,000	\$9,851,987			\$77,743,987
All Bridge Projects	Percentage of Funding	43.7%	27.8%	25.0%	3.4%		100.0%
	Amount of Funding	\$10,939,021	\$6,951,757	\$6,253,000	\$862,500		\$25,006,278
All Safety Projects	Percentage of Funding		99.2%	0.8%			100.0%
	Amount of Funding		\$4,566,598	\$34,886			\$4,601,484
All Projects	Percentage of Funding	10.2%	74.0%	15.0%	0.8%		
	Amount of Funding	\$10,939,021	\$79,410,355	\$16,139,873	\$862,500		\$107,351,749
	Per-Capita Funding	\$450	\$2,038	\$508	\$90		\$1,026

Table 13: TIP Project Location and Investment by Poverty Population Interval

	<i>Population/ Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
		Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Population Shares by Interval	Total Population	35,797	24,024	28,866	11,047	503	100,237
	Total Population (in %)	35.71%	23.97%	28.80%	11.02%	0.50%	100.00%
	Low-Income Population	798	1,312	3,297	2,331	171	7,909
	Low-Income Population (in %)	10.09%	16.59%	41.69%	29.47%	2.16%	100.00%
All Road Maintenance Projects	Percentage of Funding		81.9%	18.1%			100.0%
	Amount of Funding		\$63,636,000	\$14,107,987			\$77,743,987
All Bridge Projects	Percentage of Funding	51.3%	10.4%	28.9%	9.4%		100.0%
	Amount of Funding	\$12,839,021	\$2,591,757	\$7,215,500	\$2,360,000		\$25,006,278
All Safety Projects	Percentage of Funding	99.2%		0.8%			100.0%
	Amount of Funding	\$4,566,598		\$34,886			\$4,601,484
All Projects	Percentage of Funding	16.2%	61.7%	19.9%	2.2%		
	Amount of Funding	\$17,405,619	\$66,227,757	\$21,358,373	\$2,360,000		\$107,351,749
	Per-Capita Funding	\$486	\$2,757	\$740	\$214		\$1,071

Conclusions

Based on the qualitative analysis, most projects will not require significant right-of-way acquisition, require the displacement of people, or cause burdens on the mobility, access, or environmental health of any community or population group. This is because most of the Highway and Bridge TIP is programmed to maintain the existing transportation system

One project, MPMS 58137 Eisenhower Drive Extension, was labeled high impact due nature of constructing a new roadway. This project consists of extending Eisenhower Drive with a new limited access roadway through Conewago Township, Adams County, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. Although not currently mapped in high minority or high low-income areas, impacts from ongoing construction can be expected. The project aims to address the falling level of service (LOS), as well as improve safety within the study area.

Most of the projects in the bridge and pavement categories of are believed to have some potential adverse or beneficial impact (yellow impact) on minority or low-income populations. More evaluation is required at each project. This is being done through the PennDOT connects process.

Transportation Conformity Determination Report
1997 Ozone NAAQS

Transportation Conformity Determination
Adams County

2025-2028 Transportation
Improvement Program (TIP)
and 2050 Long Range
Transportation Plan (LRTP)

April 2024

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APPENDIX A: Regionally Significant Project List (Adams County)

Executive Summary

As part of its transportation planning process, the Adams County Transportation Planning Organization (ACTPO) completed the transportation conformity process for the 2025-2028 Transportation Improvement Program (TIP) and the Onward2050 Long Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meet the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the LRTP is being reaffirmed, and there are no changes to the LRTP.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Adams County was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Adams County is currently designated as a maintenance area under the 1997 8-hour ozone NAAQS. The county is in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour PM_{2.5} and 2012 annual PM_{2.5} NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018 the D.C. Circuit reached a decision in *South Coast Air Quality Management District v. EPA*, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, Adams County was designated as an “orphan” maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA’s original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Adams County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Adams County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 ACTPO TIP and LRTP

MPOs and Rural Planning Organizations (RPOs) each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the individual TIPs representing each Planning Partner. Federal Law requires TIPs to be

updated at least every four years. Pennsylvania's MPOs and RPOs update their TIPs every two years during the TYP update process.

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The [Adams County LRTP](#) was adopted on July 27, 2022 and guides decision-making about transportation improvements in the county. The planning factors specified in federal regulations provide the framework for developing an LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and local policies and plans play a role in LRTP development to ensure transportation investments address current and future needs.

The February 16, 2018, *South Coast vs. EPA* Court decision did not vacate EPA's revocation of the 1997 ozone standard and the decision does not change the area's attainment status. Therefore, while such areas might be required to meet conformity requirements as part of anti-backsliding controls, such areas are not considered nonattainment or maintenance areas under the Transportation Planning Rule (23 CFR 450.104). Such areas continue to complete 5-year plan update cycles as described in 23 CFR 450.324(c). The 5-year metropolitan transportation plan update cycle continues to apply from the date of the most recent MPO metropolitan transportation plan adoption (not the most recent FHWA/FTA conformity determination). While these areas have a 5-year plan cycle for transportation planning purposes, as a result of the court decision they must still meet the 4-year frequency requirements for conformity determinations on TIPs and LRTPs as required by 40 CFR 93.104.

Appendix A provides a listing of the regional significant projects that are funded in the TIP and LRTP within Adams County. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the ACTPO 2025-2028 TIP and 2050 LRTP.

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Adams County SIP maintenance plan does not include any TCMs.

² Available from [Policy and Technical Guidance for State and Local Transportation | US EPA](#)

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

A meeting was conducted on February 7, 2024 to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The TIP, LRTP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, ACTPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period starting May 13 included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The ACTPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The ACTPO TIP and LRTP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the ACTPO TIP and LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List

Adams County

Project Name	Description
FY 2025-2028 Highway-Bridge TIP	
Eisenhower Drive Extension (MPMS 58137)	This project consists of extending the Eisenhower Drive through Conewago Township, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. Potential improvements include new alignment alternatives, partial new alignment alternatives, as well as options to improve the existing roadway network. These changes aim to address the falling level of service (LOS), as well as improve safety within the study area.
2050 Long Range Transportation Plan (No change from last conformity determination)	
US15-US30 Interchange Improvement (MPMS 58136)	This project consists of improving the interchange at US Route 15 & US Route 30 in Straban Township, Adams County.

**AIR QUALITY RESOLUTION FOR THE
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

Conformity of the 2025-2028 Transportation Improvement Program (TIP) in Accordance with the Clean Air Act Amendments of 1990.

WHEREAS, the Congress of the United States enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as “the CAAA”; and,

WHEREAS, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in nonattainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and,

WHEREAS effective July 15, 2004, Adams County was designated by EPA as a nonattainment area under the 1997 8-hour ozone NAAQS; and,

WHEREAS, on January 14, 2008, Adams County was re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plan (SIP) maintenance plan; and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone maintenance areas that are in attainment of all subsequent ozone NAAQS for which Adams County satisfies the criteria; and,

WHEREAS, the transportation plans and programs are required to conform to the purposes of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d)); and,

WHEREAS, the Adams County Transportation Planning Organization, the Metropolitan Planning Organization for Adams County, Pennsylvania, is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and,

WHEREAS, the final conformity rule (and subsequent amendments) requires that the Adams County Transportation Planning Organization determines that the transportation plans and programs conform with the CAAA requirements by meeting the criteria described in the final guidelines; and,

NOW, THEREFORE BE IT RESOLVED THAT the Adams County Transportation Planning Organization has found that the 2025-2028 TIP contribute to the achievement and maintenance of the ambient air quality standards; and,

NOW, THEREFORE BE IT FURTHER RESOLVED THAT the Adams County Transportation Planning Organization finds that the 2025-2028 TIP is consistent with the final conformity rule and subsequent amendments.

I hereby certify that this Resolution was adopted by ACTPO on June 26, 2024.

ATTEST:

ACTPO Chair
David Laughman

ACTPO Vice-Chair
Louann Boyer

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD FOR THE DRAFT 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND DRAFT AIR QUALITY CONFORMITY ANALYSIS

The Adams County Transportation Planning Organization (ACTPO) announces the start of the 30-day public review & comment period for the Draft FFY 2025-2028 Transportation Improvement Program (TIP) and the Draft Air Quality Conformity Analysis Report (AQCA) for Adams County on **Monday, May 13th, 2024**. The TIP lists priority highway, bridge, safety, and enhancement projects for the period of October 1, 2024 through September 30, 2028. Comments will be accepted via phone, mail, or email until **4:00 PM on Thursday, June 13th, 2024**.

The FFY 2025-2028 TIP and related documentation will be available for review and comment at the following locations during regular business hours:

- **Adams County Office of Planning and Development**, 670 Old Harrisburg Road, Suite 100, Gettysburg, PA, (717) 337-9824
- **Adams County Commissioners Office**, 117 Baltimore Street, Room 201, Gettysburg, PA 17325
- **All Adams County Library Locations**
- **All Township and Borough Offices in Adams County**

The FFY 2025-2028 TIP will also be available for review on the **Adams County Website** at: www.adamscountypa.gov/departments/officeofplanninganddevelopment/tip

The Adams County Transportation Planning Organization (ACTPO) will hold two public information meetings on **Wednesday, June 5th, 2024** to present and receive comments on the 2023-2026 TIP. One will be held at **10:00 a.m.** and a second will be held at **7:00 p.m.** Each meeting will be conducted using a hybrid meeting format, with the option for in-person or virtual attendance.

The in-person meeting components will be held at **Adams County Agricultural and Natural Resources Center – Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325**. Members of the public wishing to attend the virtual meeting component can access the meeting using the following web link and call-in information:

Adams County TIP Online Public Comment Meeting June 5th, 2024: 1:00 p.m. – 3:00 p.m.

Web link: <https://bit.ly/actpo06052024-tip1>
Join by phone: +1 929-229-2915
Phone Conference ID: 963 608 989#

Adams County TIP Online Public Comment Meeting June 5th, 2024: 6:00 – 8:00 p.m.

Web link: <https://bit.ly/actpo06052024-tip2>
Join by phone: +1 929-229-2915
Phone Conference ID: 897 153 278#

A link to the Public Comment Meetings can also be found on the County of Adams website: <https://www.adamscountypa.gov/>

NOTICE OF INTENT TO CONSIDER ADOPTION:

ACTPO intends to consider the Draft 2025-2028 TIP and AQCA report for adoption on **June 26th, 2024 at 1:00 PM**. This meeting will also be conducted using a hybrid meeting format, with the option for in-person or virtual attendance. The in-person meeting component will be held at Adams County Agricultural and Natural Resources Center – Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325.

HOW TO PARTICIPATE:

The public has multiple ways to comment on individual projects or the TIP in general between the dates of May 13th, 2024 and June 13th, 2024. Whichever method you prefer, please include your name and the municipality you live in. If you are commenting on an individual project, please include the project name or ID number for reference.

1. Attend one of the public meetings scheduled to discuss the 2025-2028 TIP.
2. Email your comments to the Adams County Office of Planning and Development c/o:
 - a. Andrew Merkel, AICP – amerkel@adamscountypa.gov
3. Call the Adams County Office of Planning and Development at (717) 337-9824.
4. Mail comments to:

Adams County Office of Planning and Development
670 Old Harrisburg Road, Suite 100
Gettysburg, PA 17325

DISCLAIMERS:

1. Public notice of public involvement activities and time established for public review and comment on the TIP satisfies the POP requirements of the Section 5307 Program.
2. The Adams County Office of Planning and Development (ACOPD) and the Adams County Transportation Planning Organization (ACTPO) fully comply with Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and all related nondiscrimination statutes and regulations in all program and activities. This assures that no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination on the grounds of race, color, national origin, religion, or sex in any of ACTPO's services, programs or activities. Furthermore, ACTPO will not, directly or through contractual arrangements:
 - Engage in intentional discrimination because of race, color, or national origin;
 - Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
 - Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

ACOPD and ACTPO also comply with the Americans with Disabilities Act of 1990 (ADA). The ADA grants civil rights protections to those with disabilities and guarantees equal opportunities to such individuals regarding employment, transportation, public accommodation, state and local government services, and telecommunications. With advance notification, accommodations may be provided at any meeting open to the public for those with special needs related to language, speech, sight, or hearing.

For more information on the ACTPO Title VI Policy, ADA Policy, and the procedures to file complaints, please call (717) 334-9824, visit the Adams County Office of Planning and Development at 670 Old Harrisburg Rd, Suite 100, Gettysburg, PA 17325, or visit the ACTPO Website for more information about fair treatment under the law.

<https://www.adamscountypa.gov/departments/officeofplanninganddevelopment/titlevi>

Any persons who believe they have been aggrieved by any unlawful discriminatory practice, allege exclusion from participation; denial of benefits or discrimination on the basis of race, color, national origin, religion, or sex under Title VI or ADA may file a complaint with ACTPO. Any such complaint must be in writing and filed with ACTPO's Title VI and ADA Compliance Manager and/or the appropriate state or federal agency.

If you have a request for a special need, wish to file a complaint, or desire additional information, please contact ACTPO via mail or email to:

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acopd@adamscountypa.gov

Adams County Transportation Planning Organization (ACTPO) Title VI Policy Statement

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MEMORANDUM OF UNDERSTANDING

Adams County Transportation Planning Organization (ACTPO) Procedures for FFY 2025-2028 Transportation Improvement Program (TIP) Revisions

I. Background

This Memorandum of Understanding (MOU) between ACTPO, the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2025-2028 Transportation Improvement Program (TIP).

The TIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.326](#) and recognized by FHWA and FTA. The TIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute, and is submitted to the State to contribute to the overall State Transportation Improvement Program (STIP). The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, the National Electric Vehicle Infrastructure (NEVI) Formula Program, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2025 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2025 Transportation Program Financial Guidance*. These documents were both released on April 19th, 2023 and can be found on the <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2025 Guidance Documents.

II. TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved TIP. If a MPO/RPO, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in [23 CFR 450](#) govern the provisions for revisions of the ACTPO TIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated MPO's/RPO's LRTP. In addition, TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of the MPO's/RPO's Public Participation Plans (PPPs). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO will involve and engage the public and interested parties in the transportation planning process to ensure that their comments, concerns, or issues are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within a nonattainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with ACTPO to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the TIP shall also be developed and approved by the ACTPO Board. The modified conformity determination should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO/RPO region's PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, ACTPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, 23 CFR 450.324(a) & (c) and 23 CFR 450.330(c), define update cycles for MPO/RPO LRTPs. Per 23 CFR 450.330(c), "Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the MPO may not amend the TIP." MPOs/RPOs in air quality nonattainment and maintenance areas are required to update their LRTP every 4 years, and their LRTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the LRTP in a nonattainment or maintenance area has expired due to lack of a conformity approval, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the MPO/RPO area. Accordingly, MPOs/RPOs in nonattainment or maintenance areas should allow at least 60-90 days between Board adoption and their LRTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire. During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

III. Revisions – Amendments and Administrative Modifications

In accordance with the federal transportation planning regulations [23 CFR 450](#), revisions to the STIP/TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision to the STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source.**
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds **\$1 million** within the four years of the TIP:
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and ACTPO;
 - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by ACTPO is required for *Amendments*. ACTPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the ACTPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, ACTPO/District 8-0/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, ACTPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on ACTPO TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and ACTPO, and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An **Administrative Modification** is a minor revision to a TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and ACTPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and ACTPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and ACTPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

IV. Transit – Funds Related to Prior–Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

V. Fiscal Constraint

Demonstration that TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the STIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project,

which may extend beyond the four years of the TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

VI. TIP Financial Reporting

PennDOT will provide reports to ACTPO and FHWA no later than 30 days after the end of each quarter and each FFY. At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by ACTPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. These reports can be used by ACTPO as the basis for compiling information to meet the federal annual listing of obligated projects requirement in [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

VII. TIP Transportation Performance Management

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and the MPOs/RPOs will ensure that TIP revisions promote progress toward achievement of performance targets.

VIII. Statewide or Multi- UZA Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

ACTPO TIP Revision Procedures

As each ACTPO's TIP is adopted, its respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how ACTPO will address all TIP revisions. **In all cases, ACTPO revision procedures will be developed under the guidance umbrella of this document.** If ACTPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the ACTPO established provisions cannot be less stringent than the statewide MOU.

This document will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned, hereby agree to the above procedures and principles:

David Laughman
ACTPO Chair

Date

Louann Boyer
ACTPO Vice-Chair

Date

Mrs. Kristin A Mulkerin
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date

Adams County Transportation Planning Organization

Self-Certification Resolution

RESOLUTION OF THE Adams County Transportation Planning Organization (ACTPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration and the Federal Transit Administration as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.326(j) and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the American Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 28, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Divisions A and C of the Infrastructure Investment and Jobs Act (IIJA - Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

WHEREAS, the provisions of 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

WHEREAS, the provision of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that ACTPO, the Metropolitan Planning Organization for Adams County, Pennsylvania certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's plans and programs, including the FFY 2025-2028 TIP.

I, Robert Gordon, **HEREBY CERTIFY** that I am Chair of the Adams County Transportation Planning Organization: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 26th day of June 2024, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

David Laughman, Chair

Louann Boyer, Vice-Chair

PROJECTS IMPLEMENTED FROM THE 2023 TIP

Below is a list of the projects from the 2023-2026 TIP that were implemented during the TIP cycle and/or will not be carried over to the 2025-2028 TIP. These projects include Safety, Transportation Systems Management and Operations (TSMO), and Bridge improvements.

1. US 15 Preservation Northbound – (MPMS #116595)
2. TSMO Adams County Devices (US 15) – (MPMS #114856)
3. SR 30 Safety Improvement – (MPMS 116267)
4. Piney Creek Bridge (SR 97) – (MPMS #90692)
5. PA 116/Trib Willoughby Run (SR 116) – (MPMS #106666)
6. Wierman Mill Bridge (SR 1009) – (MPMS #87431)