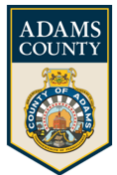


ACTPO

April 22, 2026



Office of
**PLANNING and
DEVELOPMENT**

Developments of Significance

Q1 – January to March 2026

Development Name	Resubmission	Municipality	School District	Street Location	Total New Residential Lots or Units (≥ 25)	Total Building Square Feet (≥30,000) for Industrial, Commercial, or Mixed Use Development
Gettysburg Station	YES	Gettysburg	GASD	108 N Stratton St	185	28,763
Brecken's Hollow	No	Hamiltonban	FASD	4099 Bullfrog Rd.	148	0

Staff Updates

HOP/Traffic Study/Project Meetings

- **SRTP/PA Commuter Services**
 - Board Meeting (March)
 - Yearly Review Meeting (March)
- **PennDOT Meetings**
 - VRU Safety Assessment (March)
 - Statewide Planning Partners Calls (February, April)
 - District 8 Planning Partners Call (March)

Staff Updates

HOP/Traffic Study/Project Meetings

- PennDOT TIS Scoping Meetings
 - Wawa (Berwick)
 - Wawa (Littlestown)
- Project Meetings
 - HSIP TIP Projects (April)
 - Long Range Transportation Plan Kick-off (March)
 - Eisenhower Drive Extension (Multiple)

Local Bridge Update

- Adams County Bridge Engineer

Transportation Organization Updates



ADAMS COUNTY

Year in Review 2025



Learn more about the SRTP!

Trending Up

After commuters adjusted to new travel patterns in 2020, the use of alternatives to driving alone initially declined. Today, Commute PA data shows a positive shift, carpooling and transit are on the rise with over a 100% increase in the past 4 years. Our team remains committed to educating and informing commuters and employers about the options available, with the goal of making travel throughout the region more convenient and cost-effective.

SRTP New Established Look

After more than two decades of serving local communities, the Susquehanna Regional Transportation Partnership (SRTP) has introduced a new logo and website. This refreshed identity reflects SRTP's growth and its commitment to expanding programs and services. In addition to launching the Commute PA program, SRTP has developed a Congestion Management Process (CMP) Hub and initiated the Regional Bike Share Committee, further strengthening its role in regional transportation solutions.



Highlights

Gettysburg College topped the College Month contest with 700 trips logged in October.

Hosted transit outreach events at the rabbitransit Gettysburg Transfer Center to promote the Refer-a-Friend campaign and educate riders.

Facilitated the Bike Share discussion in partnership with @Home in Adams County and delivered a presentation to local stakeholders.



4,651
Trips Tracked



42.3 Tons
of CO2 Reduced



102,200
Miles Reduced



203,396
Calories Burned



Commute PA Data

Numbers include all
commuters traveling within
Adams County.
Jan. 2025 - Dec. 2025

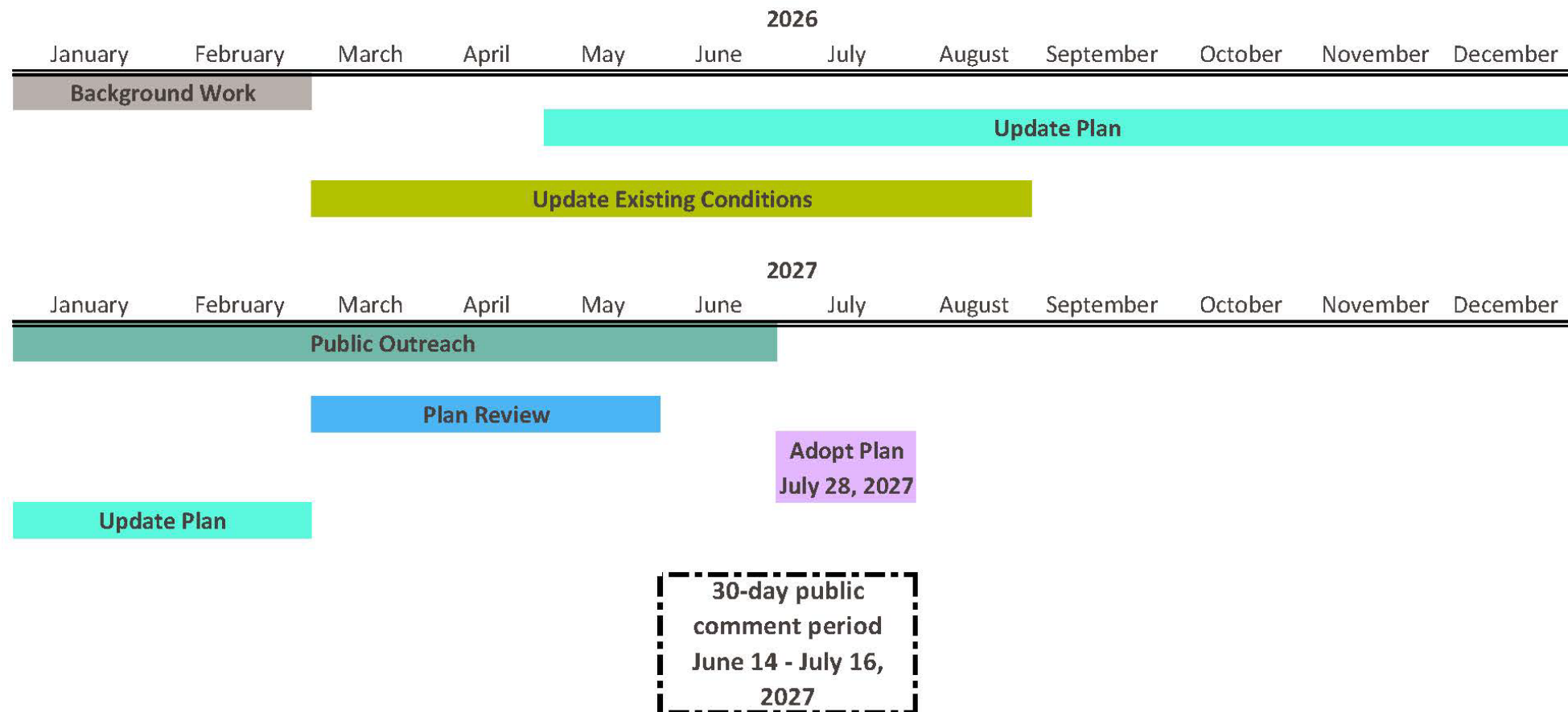


Long Range Transportation Plan (LRTP) Update

- LRTP Update due by July 27, 2027.
- Update is required every 5 years.
- Staff approach to LRTP updates is:
 - Completely new plan update every 10 years.
 - Review of implementation activity and targeted revisions to existing conditions and recommendations of the existing LRTP every 5 years.
- LRTP adopted in 2022 was a completely new plan.
- The 2027 LRTP will update existing data, review implementation efforts and adjust recommendations as needed.
- Will be prepared in-house by ACOPD staff.
- Kick-off meeting with PennDOT, FHWA, FTA held on March 19, 2026.

Long Range Transportation Plan (LRTP) Update

Development Timeline



Long Range Transportation Plan (LRTP) Update

Outline

1. Introduction
 - Planning Requirements, MPO Responsibilities/Functions
2. Public Engagement
 - Outreach Efforts
3. Goals and Objectives
 - Visions, Goals, Objectives
4. Land Use and Socioeconomic Trends
 - Land Use/Development Trends, Socioeconomic Trends, Environmental/Cultural Factors
5. The Transportation Network
 - Current Infrastructure, Transit, Freight, Congestion
5. Transportation Performance Management
 - PM1- Safety, PM2- Bridge/Pavement Preservation, PM3 – System Performance
7. Future Strategies
 - Forecast Future Trends, Future Policy Considerations, Needed Projects
8. Financial Guidance
 - Projected Revenue, Comparison of past estimations vs. actuals
9. Project Prioritization
 - Project ranking considering funding constraints
10. Environmental Analysis
 - Impacts of projects on the environment
11. Community Demographic Analysis
 - Population characteristics
12. Air Quality Conformity

Long Range Transportation Plan (LRTP) Update

Previous ACTPO LRTP Sub Committee Members (for 2022 LRTP Update)

- Bob Gordon – Hamiltonban Township
- David Bolton – Abbottstown Borough
- David Laughman – Arendtsville Borough
- Anne Geiger – East Berlin Borough
- Beth Nidam – CPTA
- Robin Fitzpatrick – AEA / ACIDA
- Michelle Tarquino – District 8-0
- Jeff Puher – District 8-0
- Jen Crobak– FHWA PA Division

Volunteers to reform committee?

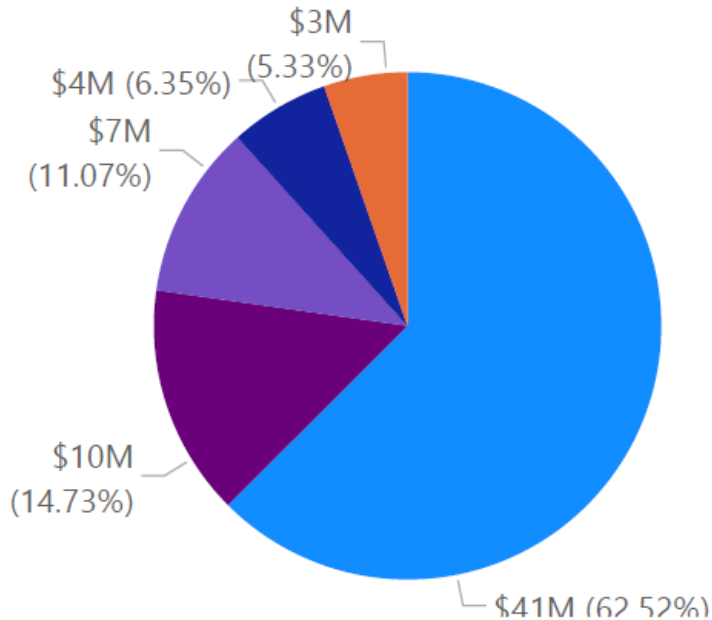
Tentative Sub Committee Meetings:

- May 2026 – Existing Conditions Review
- August 2026 – Recommendations Review
- November 2026 – Plan Preparation Review
- January 2026 – Continued Plan Preparation Review
- March 2026 – Final Plan Review
- 30-day Public Comment Period targeted for June 14, 2027 to July 16, 2027
- Adoption July 2027

2025 TIP FFY 2025-2028

Program Phase Amount

Phase ● CON ● ROW ● UTL ● FD ● PE



*MPMS - Project ID in the Multimodal Project Management System
 *TIP - Transportation Improvement Program
 *FFY- Federal Fiscal Year
 *PE-Preliminary Engineering
 *FD-Final Design
 *UTL-Utility
 *ROW- Right of Way
 *CON-Construction

Number of MPMS Projects
(Includes Line Items)

30

Construction Program
Amt (Includes Line
Items)

\$41M

Program Phase Amount
(Includes Line Items)

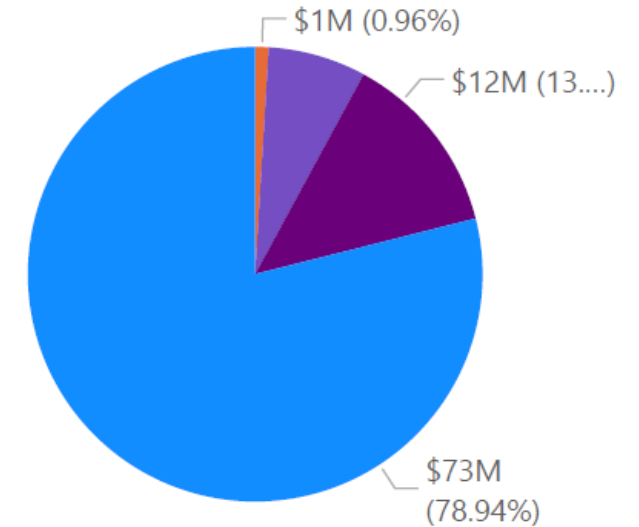
\$65M

Planning Partner: [Adams](#)

2027 TIP FFY 2027-2030

Program Phase Amount

Phase ● PE ● UTL ● ROW ● CON



Number of MPMS
Projects (Includes Line
Items)

15

Construction Program
Amt (Includes Line
Items)

\$73M

Program Phase Amount
(Includes Line Items)

\$92M

New Projects (Excludes
Line Items)

1

Carryover Projects
(Excludes Line Items)

8

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						^ Milestones
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	
Adams			87792	Bridge Reserve	C	BRDG														185	288,090				288,090			185	622,116		622,116
Adams			87793	Highway Reserve	C	HRST	NHPP	1,789,370				1,789,370	NHPP	2,306,000				2,306,000	NHPP	2,306,000				2,306,000	NHPP	2,306,000				2,306,000	
Adams			87807	Delivery / Consult Assist	P	PRA			581	50,000		50,000			581	50,000		50,000													
Adams			87807	Delivery / Consult Assist	P	PRA			185	150,000		150,000			185	150,000		150,000													
Adams			87807	Delivery / Consult Assist	C	PRA			581	200,000		200,000			581	200,000		200,000													
Adams			87811	HSIP Line Item	C	SAMI	HSIP	650,130				650,130	HSIP	1,021,000				1,021,000	HSIP	1,021,000				1,021,000	HSIP	1,021,000				1,021,000	
Adams			119288	Carbon Reduction Program (CRP) Hanover RSL	C	TENH	CRPU	269,103				269,103	CRPU	269,103				269,103	CRPU	269,103				269,103	CRPU	269,103				269,103	
Adams			119288	Carbon Reduction Program (CRP) Hanover RSL	C	TENH	CRP	394,000				394,000	CRP	394,000				394,000	CRP	394,000				394,000	CRP	394,000				394,000	
Adams		RSP	82372	SRTP Rideshare Program	P	PT	STP	65,441				65,441	STP	66,095				66,095													
Adams		RWY	58137	Eisenhower Drive Extension	U	HCON			581	1,149,000		1,149,000			581	3,330,696		3,330,696													
Adams		RWY	58137	Eisenhower Drive Extension	U	HCON	STP	373,059	185	293,382		666,441	STP	958,480	185	293,382		1,251,862													
Adams		RWY	58137	Eisenhower Drive Extension	R	HRST																				581	4,606,913			4,606,913	
Adams		RWY	58137	Eisenhower Drive Extension	R	HCON															581	3,571,284		3,571,284							
Adams		RWY	58137	Eisenhower Drive Extension	R	HCON			581	2,905,000		2,905,000			581	666,304		666,304			185	350,000		350,000							
Adams		RWY	58137	Eisenhower Drive Extension	C	HCON	SXF	3,204,720				3,204,720																			6/24/2027 E
Adams		RWY	58137	Eisenhower Drive Extension	C	HCON	STU	780,000				780,000																			6/24/2027 E
Adams		RWY	58137	Eisenhower Drive Extension	C	HCON	STP	1,514,500				1,514,500	STP	923,425				923,425	STP	1,948,000	581	8,000,000		9,948,000	STP	1,948,000	581	10,000,000		11,948,000	6/24/2027 E
Adams		RWY	58137	Eisenhower Drive Extension	C	HCON	BRIP	228,000	581	6,000,000		6,228,000	BRIP	228,000	581	6,000,000		6,228,000	BRIP	1,408,000	581	1,078,716		2,486,716	BRIP	1,408,000	581	386,087		1,794,087	6/24/2027 E
Adams	94	032	115745	Carlisle Pike Resurface 2	+C	HCON	NHPP	762,630				762,630																			2/12/2026 A
Adams	394	010	90698	Hunterstown Hampton Rd ov Conewago Cr	C	BRDG	BRIP	1,180,000				1,180,000	BRIP	1,180,000				1,180,000													1/28/2027 E
Adams	1015	019	116269	Hanover Street and Red Hill Rd Int	+C	SAMI	HSIP	370,870				370,870																			1/1/2027 E
Adams	1017	006	78642	Red Bridge Rd over Conewago Creek	+C	BRDG	BOF	794,515				794,515	BOF	1,388,000				1,388,000	BOF	921,105				921,105							1/28/2027 E
Adams	2014	021	90740	Alloway Creek Bridge	C	BRDG	BOF	593,485	185	689,618		1,283,103			185	398,618		398,618													6/18/2026 E
Adams	4015		122809	Adams County Department Force Box Culvert	P	BRDG			185	50,000		50,000			185	100,000		100,000			185	100,000		100,000			185	100,000		100,000	
Adams	4015		122809	Adams County Department Force Box Culvert	C	BRDG									185	200,000		200,000			185	200,000		200,000			185	200,000		200,000	
Adams	7218	BRG	18154	Stoney Point Road Bridge	C	BRDG													BOF	466,895	183	163,910	54,636	685,441	BOF	407,286				407,286	11/2/2028 E
Adams	7401	BRG	18086	Country Club Road Bridge	C	BRDG																			BOF	980,714	183	183,884	61,294	1,225,892	4/1/2027 E
Totals for: Adams								12,969,823		11,487,000		24,456,823		8,734,103		11,389,000		20,123,103		8,734,103		13,752,000	54,636	22,540,739		8,734,103		16,099,000	61,294	24,894,397	92,015,062
Overall Totals:								12,969,823		11,487,000		24,456,823		8,734,103		11,389,000		20,123,103		8,734,103		13,752,000	54,636	22,540,739		8,734,103		16,099,000	61,294	24,894,397	92,015,062

Adams MPO 2027 TIP New Projects

MPO	MPMS	SR	Project Title	Project Description	Notes
Adams	122809	4015	Adams County Department Force Box Culvert	This project may consist of a bridge improvement (replacement, rehabilitation, or preservation) on various St Routes in Adams County	

2027 MPO Draft TIP Breakdown

Funding Type and Number of MPMS

Fund Type	Count of MPMS	Program Phase Amount
LOC	2	\$115,930
183	2	\$347,794
STU	1	\$780,000
CRPU	1	\$1,076,412
CRP	1	\$1,576,000
SXF	1	\$3,204,720
HSIP	2	\$4,084,000
185	5	\$4,185,206
BOF	4	\$5,552,000
BRIP	2	\$5,632,000
STP	2	\$7,797,000
NHPP	2	\$9,470,000
581	2	\$48,194,000
Total	15	\$92,015,062

Count of MPMS By Improvement

Improvement	Count of MPMS
Bridge Improvement	2
Bridge Rehabilitation	2
Bridge Replacement	2
Miscellaneous	5
New Roadway	1
Pavement Preservation	1
Safety Improvement	2
Total	15

Programmed Amount by Improvement and Year

Improvement	1	2	3	4	Total
⊕ Bridge Improvement	\$1,230,000	\$1,480,000	\$300,000	\$300,000	\$3,310,000
⊕ Bridge Rehabilitation	\$2,077,618	\$1,786,618	\$921,105		\$4,785,341
⊕ Bridge Replacement			\$685,441	\$1,633,178	\$2,318,619
⊕ Miscellaneous	\$2,917,914	\$3,435,198	\$3,257,193	\$3,591,219	\$13,201,524
⊕ New Roadway	\$16,447,661	\$12,400,287	\$16,356,000	\$18,349,000	\$63,552,948
⊕ Pavement Preservation	\$762,630				\$762,630
⊕ Safety Improvement	\$1,021,000	\$1,021,000	\$1,021,000	\$1,021,000	\$4,084,000
Total	\$24,456,823	\$20,123,103	\$22,540,739	\$24,894,397	\$92,015,062

Planning Partner: [Adams](#)

2027-2038 Draft TYP Funding Totals

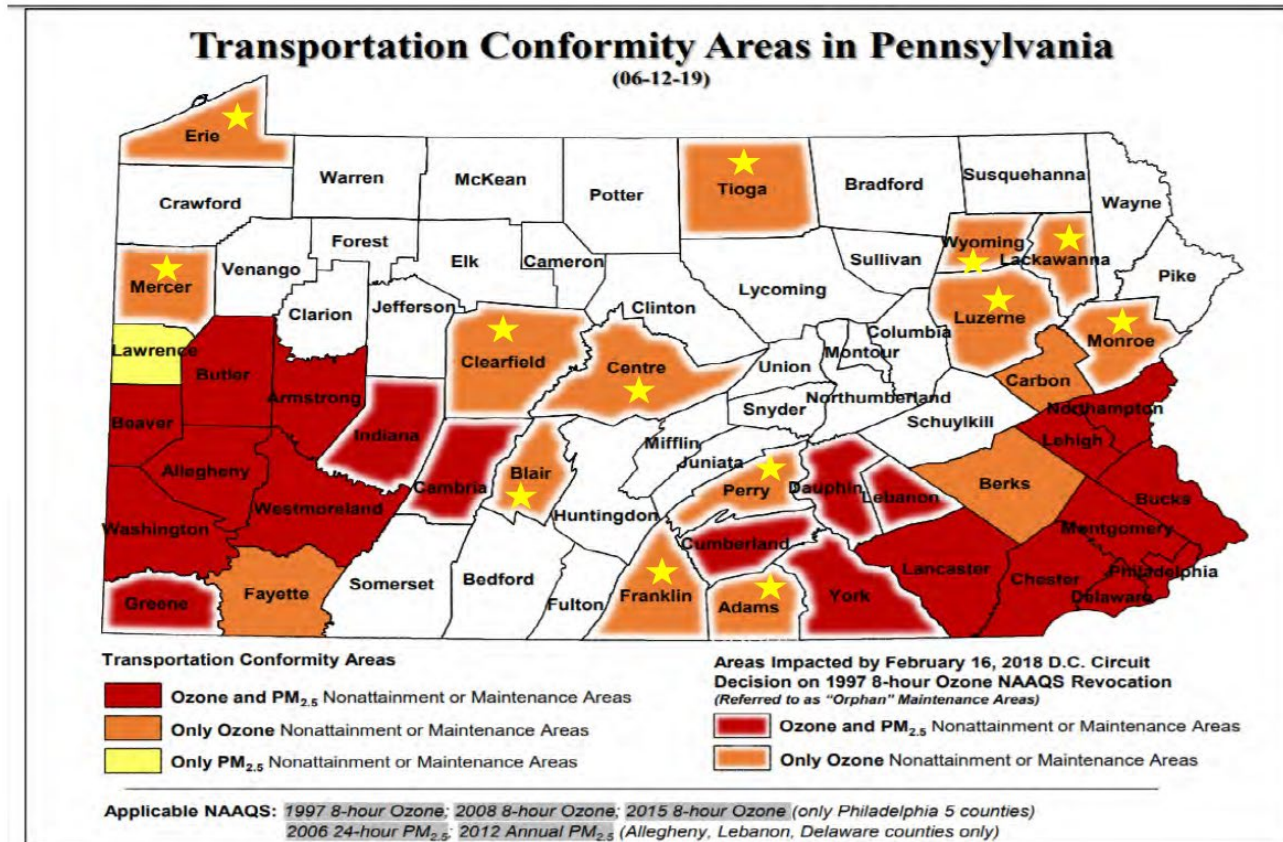
Fund Type	1	2	3	4	5	6	7	8	9	Total
183			\$163,910	\$183,884	\$146,190					\$493,984
185	\$1,183,000	\$1,142,000	\$938,090	\$922,116	\$957,810	\$1,101,000	\$1,101,000	\$1,098,000	\$4,341,000	\$12,784,016
581	\$10,304,000	\$10,247,000	\$12,650,000	\$14,993,000	\$4,992,000	\$4,989,000	\$4,989,000	\$4,986,000	\$19,893,000	\$88,043,000
BOF	\$1,388,000	\$1,388,000	\$1,388,000	\$1,388,000	\$1,388,000	\$1,388,000	\$1,388,000	\$1,388,000	\$5,552,000	\$16,656,000
BRIP	\$1,408,000	\$1,408,000	\$1,408,000	\$1,408,000	\$1,408,000	\$1,408,000	\$1,408,000	\$1,408,000	\$5,633,000	\$16,897,000
CRP	\$394,000	\$394,000	\$394,000	\$394,000	\$394,000	\$394,000	\$394,000	\$394,000	\$1,575,000	\$4,727,000
CRPU	\$269,103	\$269,103	\$269,103	\$269,103						\$1,076,412
HSIP	\$1,021,000	\$1,021,000	\$1,021,000	\$1,021,000	\$1,021,000	\$1,021,000	\$1,021,000	\$1,021,000	\$4,086,000	\$12,254,000
LOC			\$54,636	\$61,294	\$48,730					\$164,660
NHPP	\$2,552,000	\$2,306,000	\$2,306,000	\$2,306,000	\$2,306,000	\$2,306,000	\$2,306,000	\$2,306,000	\$9,223,000	\$27,917,000
STP	\$1,953,000	\$1,948,000	\$1,948,000	\$1,948,000	\$1,948,000	\$1,948,000	\$1,948,000	\$1,948,000	\$7,793,000	\$23,382,000
STU	\$780,000									\$780,000
SXF	\$3,204,720									\$3,204,720
Total	\$24,456,823	\$20,123,103	\$22,540,739	\$24,894,397	\$14,609,730	\$14,555,000	\$14,555,000	\$14,549,000	\$58,096,000	\$208,379,792

2027-2030 TIP – Public Comment Period

- Start – May 11, 2026
- End – June 11, 2026
- Two public hybrid meetings scheduled for June 3, 2026
 - 10:00 am – 12:00 pm
 - 6:00 pm – 8:00 pm
- **Physical Locations** of the TIP will be provided at the following:
 - Adams County Office of Planning and Development
 - Adams County Commissioner’s Office
 - Borough and Township Offices
 - Adams County Library System (Gettysburg Library, East Berlin Community Library, Fairfield Area Library, Harbaugh-Thomas Library, Littlestown Library, and New Oxford Area Library)
- **Print Sources** will be provided in the Gettysburg Times, Hanover Evening Sun Newspapers, and York Daily Record.
- **Digital Sources** will be provided on the Adams County Website and Gettysburg Connections

2027 – 2030 TIP - Air Quality Conformity

Counties Where Transportation Conformity Applies



★ No Emissions Analysis Required

2027-2030 TIP

Air Quality Resolution

AIR QUALITY RESOLUTION FOR THE ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION

Conformity of the 2027-2030 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 2027-2030 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 2027-2030 TIP is consistent with the final conformity rule and subsequent amendments.

I hereby certify that this Resolution was adopted by ACTPO on June 24, 2026.

ATTEST:

ACTPO Chair
Nina Tipler

ACTPO Vice-Chair
Louann Boyer

2027-2030 TIP - Self Certification Resolution

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 underserved populations, 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, or national origin, 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 requirement of Executive Order 13166 (Improving Access to Services for Person with Limited English Proficiency) 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 2027-2030 TIP.

I, Nina Tipler, **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 24th day of June 2026, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

Nina Tipler, Chair

Louann Boyer, Vice-Chair

2027-2030 TIP – Procedures for TIP/STIP Modification

MEMORANDUM OF UNDERSTANDING Adams County Transportation Planning Organization (ACTPO) Procedures for 2027-2030 Transportation Improvement Program Revisions

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 2027-2030 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

The STIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.218](#) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute. The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program, the Eastern Federal Lands Highway Division Annual and Mid-Year TIPs, 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-aside, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-aside (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), and 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 STIP/TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2027 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2027 Transportation Program Financial Guidance*. These documents were both released on May 29, 2025 and can be found on the <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2027 Guidance Documents.

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, STIP/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 ACTPOs 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 STIP and region's 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 Public Participation Plan (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.

2027-2030 TIP – Procedures for TIP/STIP Modification

During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

TIP 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 STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), 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.
 - For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.

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/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.
- Involves a cashflow action that does not change the project's overall total cost in excess of the thresholds described above. This includes movement of funding between the TIP and TYP years if a project is already partially funded on the TIP. Projects moving into/out of the TIP from/to the TYP in their entirety will be considered an Amendment.
- Adds a project back on to the TIP only for the following purposes:
 - Advance Construct conversion.
 - To process a right-of-way or damage claim.
 - To capture project close-out costs.
- 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 STIP/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;
- Adds a project to the program that was added to the previous TIP via TIP amendment process within the current calendar year;
- 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.
- For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.

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.

2027-2030 TIP – Procedures for TIP/STIP Modification

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.

Transit – Funds Related to Prior-Year Unobligated Funds

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

Fiscal Constraint

Demonstration that TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(i\)&\(k\)](#), for each of the four years of the TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

TIP Financial Reporting

PennDOT will provide reports to 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.

TIP Transportation Performance Management

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

Statewide or Multi-UZA Transit Projects

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

and the federal funding amount will be listed as \$0.

ACTPO TIP Revision Procedures

As each ACTPO TIP is adopted, their 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, individual 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, 2026, and remain in effect until September 30, 2028, 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:

Nina Tipler
ACTPO Chair

Date

Louann Boyer
ACTPO Vice-Chair

Date

Mr. Mark J. Tobin
Director, Center for Program Development
and Management
Pennsylvania Department of Transportation

Date

2025-2028 TIP Amendment

Adams													Informed Coordinating Committee:								
Amendment - Highway					Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029 & >	Remarks	
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
1	Highway Reserve	87793	CO N	Before	NHP P	581		2,125		257,000			208,000			2,461,000	2,002			This is a reserve line item.	
	Before			STP																	
	Adjust			NHP P	581																
	Adjust			STP																	
	After			NHP P	581		2,125		257,000			1,961,370			2,461,000	2,002					
	After			STP																	
2	Carlisle Pike Resurface 2	115745	CO N	Before	NHP P					2,076,000			2,516,000							Decreasing the CON phase of Carlisle Pike Resurface 2 for \$1,753,370 in FFY 2027 to the low bid amount. This project consists of resurfacing on PA 94 (Carlisle Pike) from Gun Club Road to Mud Run in Hamilton and Reading Townships, Adams County. This project had a let date of 2/12/2026.	
	Adjust			NHP P																	
	After			NHP P																	
				Before FFY Totals			223,792	2,125	0	2,561,650	0	0	0	3,179,925	0	0	2,461,000	2,002	0	0	0
Program Summary - Net Changes				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0		
				After FFY Totals			223,792	2,125	0	2,561,650	0	0	0	3,179,925	0	0	2,461,000	2,002	0	0	

2025-2028 TIP Administrative Actions

													Informed Coordinating Committee: 4/30/25									
Adams													Informed Technical Committee:									
Administrative Modification - Highway					Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029 - FFY 2032			Remarks
Item	Project Title	MP MS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	
1	Delivery / Consult Assist	87807	PE	Before	581		400,000			400,000			400,000			400,000						Increasing the PE phase of Delivery / Consult Assist for \$7,386 in FFY 2026 for bridge related PM and review assistance. This line item pays for consultant assistance in project delivery and construction in the Adams County MPO.
				Before																		
				Adjusted	581																	
				Adjusted	185						7,836											
				After	581		400,000			400,000			400,000			400,000						
	Adams			After	185						7,836											
2	Bridge Reserve	87792	CON	Before	BOF	185	127,991	5,436		391,727	7,836		106,000	32,149		909,236	17,502					This is a reserve line item.
				Before	BRIP		272,009									500,632						
				Adjusted	BOF	185					-7,836											
				Adjusted	BRIP																	
				After	BOF	185	127,991	5,436		391,727			106,000	32,149		909,236	17,502					
	Adams			After	BRIP		272,009									500,632						

2025-2028 TIP Administrative Actions

3	Hunterstown Hampton Rd ov Conewago Cr	90698	ROW	Before	STP			20,000											Increasing the ROW phase of Hunterstown Hampton Rd ov Conewago Cr for \$10,000 in FFY 2026 to account for placing Aids-to-Navigation signs. This project consist of a bridge rehabilitation on PA 394 over Conewago Creek in Straban Township and Reading Township, Adams County. The estimated let date of this project is 01/28/27.
	Before																		
	Adjusted			STP															
	Adjusted			BOF					10,000										
	After			STP			20,000												
	After			BOF					10,000										
4	Bridge Reserve	87792	CON	Before	BOF	185	127,991	5,436		391,727			106,000	32,149		909,236	17,502		This is a reserve line item.
	Before			BRIP		272,009							500,632						
	Adjusted			BOF	185					-10,000									
	Adjusted			BRIP															
	After			BOF	185	127,991	5,436		381,727			106,000	32,149		909,236	17,502			
	After			BRIP		272,009									500,632				

2025-2028 TIP Administrative Actions

5	SR 2008 Elm Ave Resurface	1132 55	UTL	Before																Adding the UTL phase of SR 2008 Elm Ave Resurface in FFY 2026 to the current estimate. This project may consist of resurfacing on SR 2008 from PA 116 to the Hanover Borough line in Conewago Township, Adams County. The estimated let date of this project is 7/16/2026.	
	Adjusted				581					125,000											
	After				581					125,000											
6	Highway Reserve	8779 3	CON	Before	NHP	581		2,125		257,000			208,000			2,461,000	2,002		9,844,000	132,827	This is a reserve line item.
	Before			STP		223,792			228,650			455,925						400,000			
	Adjusted			NHP	581														-125,000		
	Adjusted			STP																	
	After			NHP	581		2,125		257,000			208,000			2,461,000	2,002		9,844,000	7,827		
	After			STP		223,792			228,650			455,925						400,000			
7	Eisenhower Drive Extension	5813 7	ROW	Before		581		797,226		3,467,000			2,172,383			417,020			8,039,820	Cashflowing the ROW phase Eisenhower Drive Extension for \$125,000 from FFY 2025 to FFY 2028 and FFY 2029 to better utilize current available funds. 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. These changes aim to address the falling level of service (LOS), as well as improve safety within the study area. The estimated let date of this project is 06/24/27.	
	Before				185		256,864		936,271			293,382			270,034						
	Adjusted				581					-125,000									125,000		
	Adjusted				185																
	After				581		797,226		3,342,000			2,172,383			417,020			8,164,820			
	After				185		256,864		936,271			293,382			270,034						

2025-2028 TIP Administrative Actions

8	Hunterstown Hampton Rd ov Conewago Cr	90698	ROW	Before	STP			20,000												Increasing the ROW phase of Hunterstown Hampton Rd ov Conewago Cr for \$32,000 in FFY 2026 for additional real property and section 710 fees. This project consists of a bridge rehabilitation on PA 394 over Conewago Creek in Straban Township and Reading Township, Adams County. The estimated let date of this project is 01/28/27.
	394/010			Before					10,000											
				Adjusted	STP															
				Adjusted	BOF				32,000											
				After	STP			20,000												
	Adams			After	BOF				42,000											
9	Bridge Reserve	87792	CON	Before	BOF	185	127,991	5,436	381,727			106,000	32,149	909,236	17,502					This is a reserve line item.
				Before	BRIP		272,009							500,632						
				Adjusted	BOF	185			-32,000											
				Adjusted	BRIP															
				After	BOF	185	127,991	5,436	349,727			106,000	32,149	909,236	17,502					
	Adams			After	BRIP		272,009							500,632						

2025-2028 TIP Administrative Actions

10	Red Bridge Rd over Conewago Creek	7864 2	PE	Before																Increasing the PE phase of Red Bridge Rd over Conewago Creek for \$8,207 in FFY 2026 to perform additional bat studies. This project consists of a bridge rehabilitation on SR 1017 (Red Bridge Road) over Conewago Creek in Straban Township, Adams County. The estimated let date of this project is 01/28/27.		
	Adjustment			BOF					8,207													
	After			BOF					8,207													
11	Bridge Reserve	8779 2	CON	Before	BOF	185	127,991	5,436	349,727			106,000	32,149		909,236	17,502				This is a reserve line item.		
	Before			BRIP		272,009							500,632									
	Adjustment			BOF	185				-8,207													
	Adjustment			BRIP																		
	After			BOF	185	127,991	5,436	341,520			106,000	32,149		909,236	17,502							
	After			BRIP		272,009								500,632								
Program Summary - Net Changes				Before FFY Totals			2,223,792	1,117,959	0	2,410,558	4,411,107	0	1,487,925	2,594,361	0	8,500,472	759,064	0	10,244,000	8,172,647	0	0
				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				After FFY Totals			2,223,792	1,117,959	0	2,410,558	4,411,107	0	1,487,925	2,594,361	0	8,500,472	759,064	0	10,244,000	8,172,647	0	

District 8 – Construction Updates

US 15 Preservation Northbound

ECMS # 116595

SR-Sect 15-059

Contractor, New Enterprise Stone and Lime Co., Inc.

Original Contract Value, \$8,318,599.87

NTP date, 1/31/2024

Original Completion Date, 2/19/2025

- **Project Scope:** Construction activities include diamond grinding, mill & overlay of ramps & shoulders, guide rail replacement, pipe replacement, and other miscellaneous activities, all as indicated on the approved drawings included in the Bid Package for State Route 0015, Section 059, In Adams County, Freedom, Cumberland, Mount Joy, & Straban Townships, northbound from the Maryland line at Segment 0010 Offset 0000 to the concrete-to-asphalt pavement notch at Segment 0270 Offset 3014, and southbound from the Maryland line at Segment 0011 Offset 0000 to Segment 0271 Offset 2958, for an overall project length of 78,277.00 linear feet (14.825 miles). Also Included are State Route 8001, State Route 8015, State Route 8003, State Route 8013, State Route 8005, And State Route 8009.

US 15 Preservation Northbound cont.

ECMS # 116595

SR-Sect 15-059

Contractor, New Enterprise Stone and Lime Co., Inc.

Original Contract Value, \$8,318,599.87

NTP date, 1/31/2024

Original Completion Date, 2/19/2025

- **Previous Update:** All physical work is complete. Working on project closeout documentation.
- **Project Update:** Project Complete

District 8 – Construction Updates

PA 116 Main Street Resurfacing

ECMS # 113256

SR-Sect 116-055

Contractor, New Enterprise Stone & Lime Co., Inc.

Original Contract Value, \$1,864,000.00

NTP date, 7/15/2024

Original Completion Date, 6/27/2025

- **Project Scope:** This project consists of resurfacing, milling, ADA ramps, guiderail replacement, drainage updates, signing & pavement markings, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0116, Section 055, In Adams County, Conewago Township & Mcsherrystown Borough, from the intersection of Water Drive at Segment 0440 Offset 2059 to the intersection of SR 2008 (Elm Avenue) at Segment 0480 Offset 3736, for an overall project length of 11,510 linear feet (2.18 miles).
- **Previous Update:** (SAME AS PREVIOUS UPDATE) All contract work is complete. The added structure repairs to the bridge over Plum Creek have been postponed until the end of the current school year. In June 2026, Contractor is to mobilize to bridge site and implement month long detour to repair spalled and delaminated concrete on the underside of the bridge deck. Cost for this work is yet to be determined but expected to cost \$300k to \$400k.
- **Project Update:** (SAME AS PREVIOUS UPDATE) All contract work is complete. The added structure repairs to the bridge over Plum Creek have been postponed until the end of the current school year. In June 2026, Contractor is to mobilize to bridge site and implement month long detour to repair spalled and delaminated concrete on the underside of the bridge deck. Cost for this work is yet to be determined but expected to cost \$300k to \$400k.

Carlisle Road Bridge 4

ECMS # 87433

SR-Sect 34-046

Contractor, JVI Group Inc.

Original Contract Value, \$793,381.14

NTP date, Anticipated 4/28/2025

Original Completion Date, 11/6/2026

- **Project Scope:** This project consists of the replacement of a box culvert along SR 0034-046, including minor approach work, guide rail updates, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0034, SECTION 046, in ADAMS COUNTY, MENALLEN TOWNSHIP, from Segment 0240 Offset 2648 to Segment 0250 Offset 0126, for an overall project length of 500.00 linear feet (0.095 mile).
- **Previous Update:** Contractor performed tree and brush removal in preparation for overhead utility relocations. Physical work expected to begin in Spring 2026. No significant overruns or delays at this time.
- **Project Update:** Utility relocations are underway. Detour implemented on March 23, 2026 and expected to last no longer than 90 calendar days. Additional signs and message boards were added to assist motorists with navigating around the closure. No significant overruns or delays at this time.

District 8 – Construction Updates

Carlisle Pike Resurface 2 Split

ECMS # 120746

SR-Sect 94-033

Contractor New Enterprise Stone and Lime Co., Inc.

Original Contract Value \$1,191,191.91

NTP date 5/7/2025

Original Completion Date 10/17/2025

- **Project Scope:** This is a resurfacing project which consists of asphalt resurfacing, milling, base repair, drainage improvements, guiderail updates, line painting, sign updates, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0094, Section 033, In Adams County, Reading & Huntington Townships, starting on SR 0094 (Carlisle Pike) at Segment 0150 Offset 2790 and continuing north on SR 0274 to Segment 0200 Offset 0351, for an overall project length of 11,032.00 linear feet (2.09 miles).
- **Previous Update:** Physical work complete. Working on project closeout documentation.
- **Project Update:** Project Complete.

SR 3011 Cashtown Rd Resurface

ECMS # 113258

SR-Sect 3011-012

Contractor Pennsy Supply, Inc.

Original Contract Value \$1,884,718.20

NTP date 10/27/2025 (anticipated)

Original Completion Date 7/24/2026

- **Project Scope:** This project consists of resurfacing SR 3011 (Cashtown Road), from 0.9 miles south of US 30 to Winding Road. Work also includes base replacement, milling, minor structure repair & curbing modifications, guiderail updates, signing & pavement marking updates, and other miscellaneous construction, all as indicated within the Bid Package for State Route 3011, Section 012, In Adams County, Franklin Township, from Segment 0130 Offset 1500 to Segment 0210 Offset 0200, for an overall project length of 23,126.00 linear feet (4.36 miles).
- **Previous Update:** Pre-construction meeting held on Monday October 20, 2025. Physical Work Expected to start in Spring 2026. No delays or overruns at this time.
- **Project Update:** (Same as previous update) Pre-construction meeting held on Monday October 20, 2025. Physical Work Expected to start in Spring 2026. No delays or overruns at this time.

District 8 – Construction Updates

US 15 Paving

ECMS # 122312

SR-Sect 15-061

Contractor JVI Group, Inc.

Original Contract Value \$2,279,314.48

NTP date 1/12/2026

Original Completion Date 8/28/2026

- **Project Scope:** The project consists of resurfacing US 15 Southbound from approximately 1300' south of the PA-234 interchange to approximately 2000' south of the York Springs interchange (PA 94). Work also includes various milling, potential accelerated concrete patching, WMA overlay, signing & pavement marking replacement, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0015, Section 061, In Adams County, Tyrone & Huntington Townships, from Segment 0351 Offset 3256 to Segment 0431 Offset 1064, for an overall project length of 20,349.00 linear feet (3.85 miles).
- **Previous Update:** Preconstruction meeting scheduled for Monday February 23, 2026. Work expected to start in Spring 2026.

US 15 Paving cont.

ECMS # 122312

SR-Sect 15-061

Contractor JVI Group, Inc.

Original Contract Value \$2,279,314.48

NTP date 1/12/2026

Original Completion Date 8/28/2026

- **Project Update:** Physical work expected to start in Spring 2026. Some additional funds are available to add to paving project. The existing asphalt will be milled off down to the underlying concrete. Concrete repairs will be performed and asphalt will be replaced. Long term lane closures will be implemented for this work.

District 8 – Design Updates

MPMS 116268 (East Berlin and Stoney Pt Int)

- Met with MPO and discussed project prioritization for safety projects and continuing contingent on funding that may be awarded (HSIP, BUILD, etc.).
- This project may consist of safety improvements; which include converting to a roundabout at the intersection of East Berlin Rd (SR 234) and Stoney Point Rd (SR 1007) in Reading Township, Adams County. Estimated to be let in calendar yet 2029.

MPMS 116594 (East Berlin Rd and Peepytown Rd Int.)

- Met with MPO and discussed project prioritization for safety projects and continuing contingent on funding that may be awarded (HSIP, BUILD, etc.).
- This project may consist of an intersection realignment of PA 234 (East Berlin Road) and SR 1018 (Peepytown Road) in Reading Township, Adams County. Estimated to be let in calendar yet 2029.

MPMS 116269 (Hanover Street and Red Hill Rd Int)

- Met with MPO and discussed project prioritization for safety projects and continuing contingent on funding that may be awarded (HSIP, BUILD, etc.).
- This project may consist of a safety improvement, which may include the installation of a traffic signal or increase triangle sight distance at the intersection of Hanover St (SR 1015) and Red Hill Rd in Oxford Township, Adams County.

MPMS 58137 (Eisenhower Drive Extension)

- We are still continuing working on developing plans for the projects, acquiring the necessary ROW, coordinating with the affected utilities, and hope to submit the permit soon.
- 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. These changes aim to address the falling level of service (LOS), as well as improve safety within the study area. Estimated Let Date is 6/24/2027.

District 8 – Design Updates

MPMS 99832 (Rock Creek Bridge)

- The project in final design planning to be let on 8/27/2026, the consultant is preparing for 90% constructability review on the week of 5/17, the district submitted final structure plans for review on 4/6/2026.
- This project consists of a bridge replacement on State Route 3002 (Mason Dixon) over Rock Creek in Cumberland and Mount Joy Townships, Adams County. The purpose of this project is to address the deterioration of the bridge and provide continued access on State Route 3002 (Mason Dixon) over Rock Creek; the structure will be more resistant to flooding. Resilience improvements include Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing eligible surface transportation facility eligible, Installing riprap Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather, Stabilizing slide areas or slopes, Increasing the size or number of drainage structures, and adding scour protection at bridges. Estimated Let Date is 8/27/2026.

MPMS 90740 (Alloway Creek Bridge)

- PS&E week of 4/9/2026, the only outstanding item is utility clearance, we are on track to let on 6/18/2026.
- This project may consist of a bridge rehabilitation on PA 394 over Conewago Creek in Straban Township and Reading Township, Adams County. Estimated let date is 1/28/2027.

MPMS 90698 (Hunterstown Hampton Road ov Conewago Cr)

- Final R/w submitted 2/13/26. On track for let.
- This project may consist of a bridge rehabilitation on PA 394 over Conewago Creek in Straban Township and Reading Township, Adams County. Estimated let date is 1/28/2027.

MPMS 18086 (Country Club Road Bridge)

- TS&L approved 2/18/2026, DFV schedule 3/3/2026. Upcoming submissions are Geotech Report, BRPA (environmental).
- This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on Country Club Road over Tributary of Beaver Creek in Abbottstown Borough, Adams County. Estimated let date is 4/01/2027.

District 8 – Design Updates

MPMS 113255 (SR 2008 Elm Ave Resurface)

- 90% Constructability/Maintainability review to be rescheduled after additional utility work. Hanover Borough to incorporate portion of waterline replacement & abandonment. Utility agreement in progress.
- This project may consist of resurfacing on SR 2008 from PA 116 to the Hanover Borough line in Conewago Township, Adams County. Estimated let date is 10/22/2026.

Transportation Improvement Program (TIP)

Overview

Fiscally constrained program of transportation improvements

- Partners include Metropolitan & Rural Planning Organizations
- 1st four years of the Twelve-Year Program (TYP)
- Updated every other year
- Multimodal – includes all modes – highways, bridges, public transit, aviation, rail & bike/ped

More info: [here](#)

Contact: [MPO](#)

Transportation Infrastructure & Investment Fund (TIIF)

A reserve of \$25 million per year in state funds set aside for transportation improvements aimed at improving Pennsylvania's transportation system related to economic development opportunities. Decisions on how to utilize this funding are at the discretion of the Governor and/or the Secretary of Transportation.

Marcellus Legacy Fund-Act 13

- Impact fee to the Highway Bridge Improvement Restricted Account in the Motor License Fund
- Used to fund replacement or repair of locally owned (county; municipal), at-risk deteriorated infrastructure
- Fund distributed based on county population (minimum \$40,000)

More Info: [here](#) Contact: ra-Act13@pa.gov

FUNDING OPPORTUNITIES

Multimodal Transportation Fund (MTF)

\$40 million to PennDOT annually, with \$35 million allocated to highway and bridge-related projects and \$5 million available for projects that propose improvements to any mode.

- Awards must be matched by eligible local funding of at least 30% of the amount awarded
- Awards are time limited. Sponsors have one year after accepting award to execute reimbursement agreement, which expires three years after execution
- Applicants should coordinate project scope, purpose, & need with local authorities, planning region, and PennDOT Engineering District prior to application development and submission
- Grants are available for projects with total cost of \$100,000 not to exceed \$3,000,000

Eligibility

- Municipality
- Council of Governments
- Business/Non-profit
- Economic Development Organization
- Public Transportation Agency
- Ports or Rail/Freight Entity

Qualifying Activities

Funds may be used for the development, rehabilitation & enhancement of transportation assets including:

- streetscapes
- lighting
- sidewalk enhancement
- pedestrian safety
- connectivity of transportation assets
- transit oriented development

Please note that PennDOT's multimodal program is separate from the Multimodal Transportation Fund administered by the Commonwealth Financing Authority.

Link: [PennDOT MTF Website](#)

Contact: RA-PDMultimodalFund@pa.gov

Transportation Alternatives Set-Aside (TASA)

Categories of Eligibility

- Bicycle & Pedestrian Facilities
- Bicycle & Pedestrian Education
- Rails to Trails
- Construction of Turnouts, Overlooks, and Viewing Areas
- Preservation & Rehab of Historic Transportation facilities
- Vegetation Management
- Archaeological Activities
- Storm Water Management
- Wildlife Mortality Mitigation
- Vulnerable Road User Assessment Activity

Sponsor Eligibility

- Local Governments
- Regional transportation authorities
- Transit agencies
- Natural Resource or public land agencies, including federal agencies
- School districts, local education agencies, or schools
- Tribal Governments
- MPOs with <200,000 population
- Non-profit entities

Funding

- Federal cost share program, not a grant program
- Projects are funded at 100% of the construction cost
- Minimum of \$50,000, maximum of \$1,500,000
- Project sponsor is responsible for pre-construction costs

Link: [PennDOT TASA Website](#)

Contact: RA-pdTASA@pa.gov or
717-775-3276



Green Light Go Program (GLG)

Pennsylvania's Municipal Signal Partnership Program

Eligible Projects

- Study & Removal of Unwarranted signals
- Traffic Signal Retiming
- Development of Detour, Special Event Plans
- LED Replacement
- Traffic Signal Operations & Maintenance
- Innovative Technologies
- Communications
- Connections to TMC
- Detection & Controller Upgrades
- Modernization Upgrades

Grant Elements

Local Grant Element

- Designated Corridors (AADT < 10,000)
- Municipal application & 50% match
- Act 89 motor License Fund allocation
- Municipal managed projects

PennDOT Project Element

- Critical Corridors (AADT > 10,000)
- Municipal application & 50% match
- Program funds as allocated
- PennDOT managed projects

More Info: [here](#)

Contact: RA-PDSignalFunding@pa.gov

PA Infrastructure Bank (PIB)

Overview

The Pennsylvania Infrastructure Bank (PIB) is a PennDOT program that provides low-interest loans to help fund transportation projects within the Commonwealth.

More Info: [here](#) and [here](#)

Contact: ra-Act13@pa.gov

Automatic Red-Light Enforcement (ARLE)

Overview

Transportation enhancement grants to local, regional & Commonwealth agencies for projects that improve highway safety & mobility

Eligibility

- Local Authority
- Metropolitan Planning Organization
- County Planning Organization
- Rural Planning Organization
- Commonwealth Agencies

Categories

- Traffic Signals
- Intersection Improvements
- School Zone Improvements
- Guiderail improvements
- Roadside safety
- LTAP programs

Match Requirements

ARLE funds do not require a match. Cost Sharing is encouraged.

Application

Applications accepted annually between June 1 & June 30

Funding

Between \$3 – \$8.8 million available each year.

Contact: ARLE@pa.gov

More Info: [here](#)

Municipal Service Payments to County & Local Governments

Municipal Liquid Fuels Program

- Funds a range of projects to support municipalities in construction & maintenance of public roads
- Allocation based on population & miles of road on the approved Liquid Fuels Inventory

County Liquid Fuels Program

- Funds a range of projects to support construction & maintenance of county roads & bridges
- Allocation based on historical gas consumption rates
- Annual Report submission required

County Fee for Local Use Fund

- Established under Act 89
- \$5 fee for local use on nonexempt vehicles registered to an address in the county
- Used for transportation purposes

All Subject to Eligibility Requirements

More Info: [here](#)

Redevelopment Assistance Capital Program (RACP)

The RACP is a Commonwealth grant program administered by the Office of the Budget for the acquisition and construction of regional economic, cultural, civic, recreational, and historical improvement projects. Projects should have a regional or multi-jurisdictional impact, and generate substantial increases or maintain current levels of employment, tax revenues, or other measures of economic activity. RACP projects are state-funded projects that cannot obtain primary funding under other state programs.

More Info: [here](#)

Next ACTPO Meeting

June 24, 2026

1:00 p.m.