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# 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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ADAMS COUNTY MPO



Adams County Transportation  
Planning Organization (ACTPO)

**DRAFT**

April 2026

# ABOUT THE 2027-2030 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](http://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 11th and June 11th, 2026. ACTPO will vote to approve the TIP on June 24, 2026.

# 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 21<sup>st</sup> Century

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

**MAP-21 (2012)** – Moving Ahead for Progress in the 21<sup>st</sup> 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

2027-2030 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 2027—2030 TIP.

# 2027 MPO Draft TIP Breakdown

Funding Type and Number of MPMS			Count of MPMS By Improvement		Programmed Amount by Improvement and Year					
Fund Type	Count of MPMS	Program Phase Amount	Improvement	Count of MPMS	Improvement	1	2	3	4	Total
LOC	2	\$115,930	Bridge Improvement	2	⊕ Bridge Improvement	\$1,230,000	\$1,480,000	\$300,000	\$300,000	\$3,310,000
183	2	\$347,794	Bridge Rehabilitation	2	⊕ Bridge Rehabilitation	\$2,077,618	\$1,786,618	\$921,105		\$4,785,341
STU	1	\$780,000	Bridge Replacement	2	⊕ Bridge Replacement			\$685,441	\$1,633,178	\$2,318,619
CRPU	1	\$1,076,412	Miscellaneous	5	⊕ Miscellaneous	\$2,917,914	\$3,435,198	\$3,257,193	\$3,591,219	\$13,201,524
CRP	1	\$1,576,000	New Roadway	1	⊕ New Roadway	\$16,447,661	\$12,400,287	\$16,356,000	\$18,349,000	\$63,552,948
SXF	1	\$3,204,720	Pavement Preservation	1	⊕ Pavement Preservation	\$762,630				\$762,630
HSIP	2	\$4,084,000	Safety Improvement	2	⊕ Safety Improvement	\$1,021,000	\$1,021,000	\$1,021,000	\$1,021,000	\$4,084,000
185	5	\$4,185,206	<b>Total</b>	<b>15</b>	<b>Total</b>	<b>\$24,456,823</b>	<b>\$20,123,103</b>	<b>\$22,540,739</b>	<b>\$24,894,397</b>	<b>\$92,015,062</b>
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								
<b>Total</b>	<b>15</b>	<b>\$92,015,062</b>								

Planning Partner: [Adams](#)

# 2027 Draft TIP Improvement by Funding Type

Improvement	183	185	581	BOF	BRIP	CRP	CRPU	HSIP	LOC	NHPP	STP	STU	SXF	Total
+ Bridge Improvement		\$950,000			\$2,360,000									\$3,310,000
+ Bridge		\$1,088,236		\$3,697,105										\$4,785,341
+ Bridge Replacement	\$347,794			\$1,854,895					\$115,930					\$2,318,619
+ Miscellaneous		\$1,210,206	\$500,000			\$1,576,000	\$1,076,412			\$8,707,370	\$131,536			\$13,201,524
+ New Roadway		\$936,764	\$47,694,000		\$3,272,000						\$7,665,464	\$780,000	\$3,204,720	\$63,552,948
+ Pavement Preservation										\$762,630				\$762,630
+ Safety Improvement								\$4,084,000						\$4,084,000
<b>Total</b>	<b>\$347,794</b>	<b>\$4,185,206</b>	<b>\$48,194,000</b>	<b>\$5,552,000</b>	<b>\$5,632,000</b>	<b>\$1,576,000</b>	<b>\$1,076,412</b>	<b>\$4,084,000</b>	<b>\$115,930</b>	<b>\$9,470,000</b>	<b>\$7,797,000</b>	<b>\$780,000</b>	<b>\$3,204,720</b>	<b>\$92,015,062</b>

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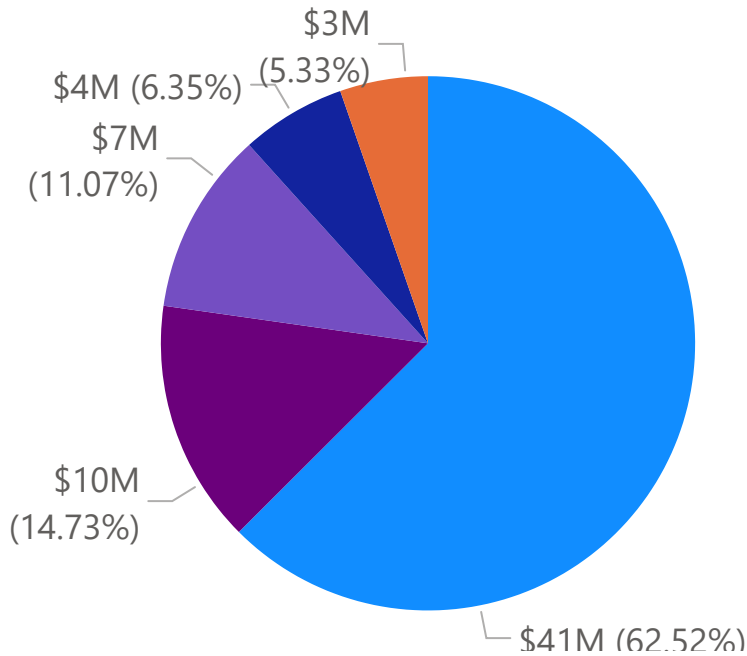
# 2027-2038 Draft TYP Funding Totals

Fund Type	1	2	3	4	5	6	7	8	9	Total
183			\$163,910	\$183,884	\$146,190					<b>\$493,984</b>
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	<b>\$12,784,016</b>
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	<b>\$88,043,000</b>
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	<b>\$16,656,000</b>
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	<b>\$16,897,000</b>
CRP	\$394,000	\$394,000	\$394,000	\$394,000	\$394,000	\$394,000	\$394,000	\$394,000	\$1,575,000	<b>\$4,727,000</b>
CRPU	\$269,103	\$269,103	\$269,103	\$269,103						<b>\$1,076,412</b>
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	<b>\$12,254,000</b>
LOC			\$54,636	\$61,294	\$48,730					<b>\$164,660</b>
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	<b>\$27,917,000</b>
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	<b>\$23,382,000</b>
STU	\$780,000									<b>\$780,000</b>
SXF	\$3,204,720									<b>\$3,204,720</b>
<b>Total</b>	<b>\$24,456,823</b>	<b>\$20,123,103</b>	<b>\$22,540,739</b>	<b>\$24,894,397</b>	<b>\$14,609,730</b>	<b>\$14,555,000</b>	<b>\$14,555,000</b>	<b>\$14,549,000</b>	<b>\$58,096,000</b>	<b>\$208,379,792</b>

# 2025 TIP FFY 2025-2028

## Program Phase Amount

Phase ● CON ● ROW ● UTL ● FD ● PE



Number of MPMS Projects (Includes Line Items)

30

Construction Program Amt (Includes Line Items)

\$41M

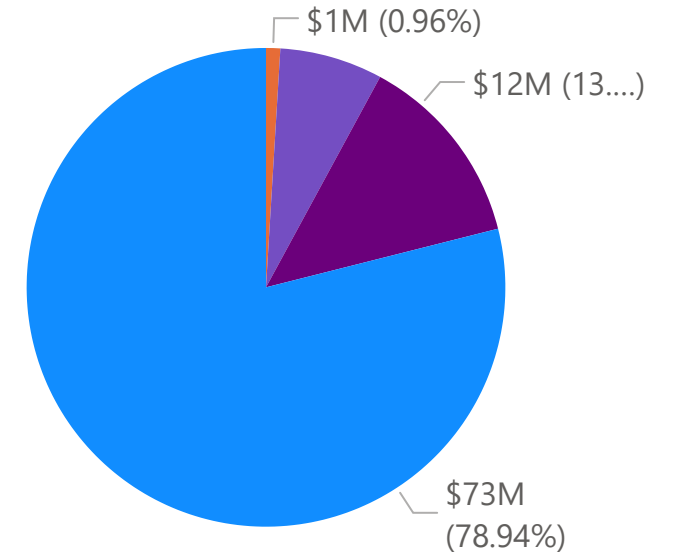
Program Phase Amount (Includes Line Items)

\$65M

# 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

- \*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

Planning Partner: [Adams](#)

# 2027 ADAMS COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## PROJECT SELECTION PROCESS

The 2027-2030 TIP update includes 13 specific projects and two (2) regional/line item projects. This includes two (2) highway projects, five (5) bridge projects, one (1) safety project, 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 2027 TIP update contains one (1) new projects, including one (1) bridge projects that were not listed on the 2025 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 2025 TIP, the following projects were added to the 2027 TIP:

### Bridge Projects

1. Adams County Department Force Box Culvert – (MPMS #122809)

## **CARRYOVER PROJECTS**

The 2025 TIP update contains thirteen (14) carryover projects from the 2025 TIP, including two (2) highway project, five (5) bridge projects, one (1) regional transportation system management project, one (1) safety project, one (1) delivery assistance line item, and four (4) reserve line items

### **Highway Projects**

1. Eisenhower Drive Extension – (MPMS #58137)
2. Carlisle Pike (SR 94) Resurface 2 – (MPMS #115745) – Hamilton Township and Reading Township

### **Bridge Projects**

1. Hunterstown Hampton Road over Conewago Creek (SR 394) – (MPMS #90698) – Straban Township and Reading Township
2. Red Bridge Road over Conewago Creek (SR 1017) – (MPMS #78642) – Straban Township
3. Alloway Creek Bridge (SR 2014) – (MPMS #90740) – Germany Township and Mount Joy Township
4. Stoney Point Road Bridge (BRKEY 465) – (MPMS #18154) – Reading Township
5. Country Club Road Bridge (BRKEY 473) – (MPMS #18086) – Abbottstown Borough

### **Safety Projects**

1. Hanover Street and Red Hill Rd Int – (MPMS #116269)

### **Regional Projects**

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

### **Line Items**

1. Bridge Reserve – (MPMS #87792)
2. Highway Reserve – (MPMS #87793)
3. Carbon Reduction Program (CRP) Hanover RSL – (MPMS #119288)
4. HSIP Line Item – (MPMS #87811)

## PROJECTS IMPLEMENTED FROM THE 2025 TIP

Below is a list of the projects from the 2025-2027 TIP that were implemented during the TIP cycle and/or will not be carried over to the 2027-2030 TIP. These projects include Safety, Transportation Systems Management and Operations (TSMO), and Bridge improvements.

1. US 15 Preservation Northbound – (MPMS #116595)
2. Biglerville Rd and Goldenville Rd Int – (MPMS #117593)
3. PA 116 over Trib Marsh Crk – (MPMS #106665)
4. East Berlin and Stoney Point Rd Int – (MPMS #116268)
5. East Berlin Rd and Peepytown Rd Int – (MPMS #116594)
6. Edgegrove Road Bridge PM – (MPMS #99749)
7. Chapel Rd over Plum Crk – (MPMS #80962)
8. Rock Creek Bridge – (MPMS #99832)
9. Pumping Station Road ov Trib to Marsh Cr – (MPMS #90752)
10. Cunningham Rd over Trib Marsh Creek – (MPMS #117174)
11. Brysonia Rd over Conewago Cr – (MPMS #90782)

## PENNDOT DISTRICT 8 BRIDGE AND ROADWAY PROJECT PRIORITIZATION PROCESS

### Bridge Projects

The 2025-2028 TIP Bridge Project Prioritization process was conducted with an emphasis on obtaining “Lowest Lifecycle Cost” (LLC) per PennDOT’s Transportation Asset Management Plan (TAMP). The District 8-0 Bridge Unit analyzed the entire state-owned bridge network within the District using PennDOT’s Bridge Asset Management (BAMS) Tool (named Bridge Care) to develop a LLC program weighted 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 2027 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. Due to a lack of funding due to carryover projects the number of new bridges added to the 2027 TIP were limited but all candidates were programmed onto the 2027 TYP for future consideration.

### 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
<b>F<sub>s</sub></b>	Scour Factor	Scour Rating = A	1.2
		Scour Rating ≠ A	1.0
<b>F<sub>fc</sub></b>	Fracture Critical Factor	Fracture Critical Rating < 5	1.4
		Fracture Critical Rating ≥ 5	1.0
<b>F<sub>det</sub></b>	Detour Length Factor	Detour Length > 30 miles	2.0
		Detour Length ≥ 10 miles	1.5
		Detour Length < 10 miles	1.0
<b>F<sub>aadtt</sub></b>	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
<b>F<sub>flood</sub></b>	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 staff to identify our TIP and A-409 pavement candidates for the 2027 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 and PAMS data to identify the candidates for the pavement candidate meetings.

County pavement candidate meetings were held that included the following staff: District Executive, Assistant District Executive-Design and Maintenance, District Maintenance Services Manager, District Maintenance Program Manager, District Pavement Engineer, Planning and Programming manager, Portfolio Manager, District Planning staff, County Maintenance Manager, assistant County Maintenance managers, and other county maintenance staff as needed. At these meetings the team discussed the priorities and funding availability from both maintenance and Transportation Improvement Programs (TIP). 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 (at request) 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 and contributes significantly to providing a state of good repair. It should be noted that existing and future transportation needs are much greater than what current financial resources can provide in Pennsylvania. These needs go beyond traditional highway and bridge infrastructure and include multi-modal facilities such as public transit, aviation, rail, marine, ports, bicycle, pedestrian, and other assets.

The table below includes the estimated transportation funds distributed to Adams County that are not included in the 2027-2030 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 26-27	SFY 27-28	SFY 28-29	SFY 29-30	SFY 30-31
Adams County	19,750,518	19,614,667	19,502,515	19,524,515	19,452,515

## TIP Development Timeline

Date	Activity
May 2025	Receive TIP General and Procedural Guidance and Financial Guidance from PennDOT
July 2025	2027 TIP Update Kickoff Meeting (ACTPO)
August 2025	Discussion of various TIP Projects, including carryover projects to the 2027 TIP with PennDOT.
October 2025	Draft 2027 TIP received and presented to ACTPO Board.
December 2025	Discussion of 2027 TIP and priority regional projects with PennDOT Central Office and District 8-0 staff.
January 2026	Draft 2027 TIP review meeting with PennDOT/FHWA staff.
January 2026	Present Draft 2027 TIP to ACTPO Board.
February/March/April 2026	Prepare Final Draft TIP and related documents for public comment period.
May/June 2026	Hold 30-day public comment period and public meeting.
June 24, 2026	Present Final TIP, Air Quality Conformity, Environmental Justice, and other required reports to ACTPO for approval/adoption.
June/July 2026	Prepare TIP submission package for transmission to PennDOT Central Office.

## **++ Transportation Performance Management**

The Infrastructure Investment and Jobs Act (IIJA) continued 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](#).

<b>National Goal Areas</b>	
<b>Safety</b>	<ul style="list-style-type: none"> <li>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</li> </ul>
<b>Infrastructure Condition</b>	<ul style="list-style-type: none"> <li>To maintain the highway infrastructure asset system in a state of good repair</li> </ul>
<b>Congestion Reduction</b>	<ul style="list-style-type: none"> <li>To achieve a significant reduction in congestion on the National Highway System</li> </ul>
<b>System Reliability</b>	<ul style="list-style-type: none"> <li>To improve the efficiency of the surface transportation system</li> </ul>
<b>Freight Movement and Economic Vitality</b>	<ul style="list-style-type: none"> <li>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</li> </ul>
<b>Environmental Sustainability</b>	<ul style="list-style-type: none"> <li>To enhance the performance of the transportation system while protecting and enhancing the natural environment</li> </ul>
<b>Reduced Project Delivery Delays</b>	<ul style="list-style-type: none"> <li>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</li> </ul>

### **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)
- Statewide 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)

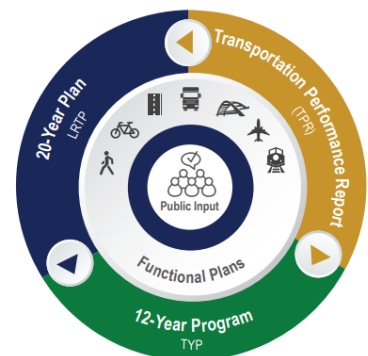
The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based 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. The Financial Guidance is also consistent with PBPP provisions and provides the near term revenues that support the STIP and is provided at the end of the TPM document.

## Evaluating 2027-2030 STIP Performance

The Federal Fiscal Year (FFY) 2027-2030 Statewide 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 FY2027-2030 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 the federal 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		
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) ( <a href="#">81 FR 13881</a> and <a href="#">81 FR 13722</a> ) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at <a href="#">23 CFR 490 Subpart B</a> and <a href="#">23 CFR 924</a> . Targets for the safety measures are established on an annual basis.		
Data Source		
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).		
2026 Safety Measures and Targets (Statewide)		
Measure	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	1,174.8	<b>1,140.4</b>
Rate of fatalities per 100 million VMT	1.216	<b>1.176</b>
Number of serious injuries	4746.2	<b>4722.0</b>
Rate of serious injuries per 100 million VMT	4.914	<b>4.870</b>
Number of non-motorized fatalities & serious injuries	864.6	<b>944.0</b>
Methods for Developing Targets		
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 2025 and 2026 values are projected from the actual 2024 values. A determination of having met or made significant progress toward meeting the 2024 safety targets will be issued by the FHWA in April 2026.		

### Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and L RTPs 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](#) 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.

Pennsylvania has not made significant progress toward meeting the statewide targets in recent years and has been subject to the provisions of [23 U.S.C. 148\(i\)](#). This has required 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 has been subject to obligation requirements. The requirements to complete an implementation plan and meet annual obligation targets will be in place for every year Pennsylvania does not meet its safety performance targets.

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 the IIJA [23 U.S.C. 148\(g\)\(3\)](#). This 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.

Pennsylvania has been subject to the Vulnerable Road Users Safety special rule since 2023 requiring the obligation of at least 15% of HSIP funding toward projects that address the safety of vulnerable road users. This requirement will remain in place for each year that Pennsylvania triggers this special rule.

In addition, Pennsylvania triggers the High Risk Rural Roads special rule when the rate of fatalities and serious injuries on rural roads increases over the most recent 2 year period.

Additional obligation requirements are imposed, such as they were during 2026, that direct HSIP funds toward rural major and minor collectors and rural local functional class roadways.

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 MPOs 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.*
- *The MPOs can access data about their region 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 \$4.08 million programmed into the FFY 2027 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 2027-2030 STIP includes \$536 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. A data-driven safety analysis is generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the STIP 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/RPOs 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.<sup>1</sup>
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA’s Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- 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 and Publication 638A. 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 \$370,870 of STP funds are programmed toward an intersection project that is expected to directly improve safety.*

**2027-2030 TIP HSIP Projects Supporting PM-1**

MPMS #	PROJECT	LOCATION	DESCRIPTION
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

<sup>1</sup> For more information on SPFs: [https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/travelinpa/safety/documents/pa-hsm-tools\\_and\\_data/d---pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf](https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/travelinpa/safety/documents/pa-hsm-tools_and_data/d---pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf)

## Pavement/Bridge Performance Measures (PM2)

<b>Background</b>			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program ( <a href="#">82 FR 5886</a> ) 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 <a href="#">23 CFR 490</a> . 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.			
<b>Data Source</b>			
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).			
<b>2022-2025 Pavement Performance Measure Targets (Statewide)</b>			
<b>Measure</b>	<b>Baseline 2021</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
% 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%
<b>Bridge Performance Measure Targets (Statewide)</b>			
<b>Measure</b>	<b>Baseline 2021</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
% 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%
<b>Methods for Developing Targets</b>			
Pennsylvania's pavement and bridge targets were established by PennDOT in February 2023. The targets were developed 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. <sup>2</sup> 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.			

<sup>2</sup> For more information on LLCC: <https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/asset-management/lowest-life-cycle-cost-infographic.pdf>

### **Progress Towards Target Achievement and Reporting:**

At the mid-performance period, PennDOT has met the 2023 pavement and bridge targets for all measures except the “% of NHS bridges by deck area in Good condition”. The timing of project completion likely caused the target to not be met, as more recent data has shown values that meet the target. Assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026. The Baseline Performance Period report containing targets for the period from 2026-2029 will also be due for submission to FHWA by October 1, 2026. MPOs/RPOs will be responsible for adopting targets 180 days after the submission of the Baseline Performance Period report.

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 help 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 AADT. 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 2027 Twelve Year Program (TYP) and 2027-2030 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.
- In support of the STIP development, PennDOT, MPOs/RPOs, FHWA, and FTA jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.<sup>3</sup> 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.

<sup>3</sup> The 2027 Financial Guidance can be found at: <https://www.talkpatransportation.com/how-it-works/tip>

- The General and 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 2027 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 2027 TIP is 13,489 square feet.*
- *The total amount of improved pavement miles for projects listed in the 2027 TIP is 3.82 miles.*

**2027-2030 TIP Pavement and Bridge Projects Supporting PM-2**

<b>MPMS #</b>	<b>Project</b>	<b>Location</b>	<b>Description</b>	<b>Mi. / Deck Area</b>
115745	Carlisle Pk Resurface 2	PA 94 (Carlisle Pk) from Gun Club Road to Mud Run Hamilton and Reading Twps	Pavement Preservation / Resurface	3.82
90698	Hunterstown Hampton Rd ov Conewago Cr	PA 394 over Conewago Creek, Straban Township and Reading Township	Bridge Rehabilitation	0.02
116269	Red Bridge Rd over Conewago Creek	SR 1017 (Red Bridge Road) over Conewago Creek Straban Twp	Bridge Rehabilitation	0.04
90740	Alloway Creek Bridge	SR2014 (Harney Road) over Alloway Creek Germany Township and Mount Joy	Bridge Rehabilitation	0.01
122809	Adams County Department Force Box Culvert	Box culverts by department forced on various St Routes in Adams County	Bridge Improvement	
18154	Stoney Point Road Bridge	Stoney Point Road over Markel Run, Reading Township	Bridge Replacement	0.01
18086	Country Club Road Bridge	Country Club Road over Tributary of Beaver Creek	Bridge Replacement	0.01

## System Performance Measures (PM3)

<b>Background</b>			
The FHWA final rule for the <i>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)</i> 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 <a href="#">23 CFR 490 Subparts E, F, G &amp; H</a> . 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.			
<b>Data Source</b>			
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 emissions measures.			
<b>Travel Time and Annual Peak Hour Excessive Delay (PHED) Targets</b>			
<b>Measure</b>	<b>Area</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
Interstate Reliability	<i>Statewide</i>	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	<i>Philadelphia</i>	15.2	15.1
	<i>Pittsburgh</i>	10.5	10.5
	<i>Reading</i>	6.5	6.5
	<i>Allentown</i>	8.4	8.4
	<i>Harrisburg</i>	9.1	9.1
	<i>York</i>	6.4	6.4
	<i>Lancaster</i>	3.7	3.7
<b>Non-SOV Travel Measure Targets</b>			
<b>Measure</b>	<b>Area</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	<i>Philadelphia</i>	30.0%	30.0%
	<i>Pittsburgh</i>	27.0%	27.0%
	<i>Reading</i>	20.2%	20.2%
	<i>Allentown</i>	18.6%	18.6%
	<i>Harrisburg</i>	20.2%	20.2%
	<i>York</i>	15.8%	15.8%
	<i>Lancaster</i>	21.9%	21.9%
<b>CMAQ Emission Targets</b>			
<b>Measure</b>	<b>Area</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
VOC Emissions (kg/day)	<i>Statewide</i>	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000
CO and PM10 Emissions (kg/day)		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. The System Performance measure targets for the next performance period (2026-2030) will be established in 2026 with MPO/RPO coordination occurring by early 2027.

### Progress Towards Target Achievement and Reporting:

At the mid-performance period, PennDOT has met the 2023 reliability and freight measure targets. Several regions have not met their 2023 targets for the PHED and On-road emission measures related to the CMAQ program. An assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026.

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

<b>MOBILITY</b>	<p>Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.</p>	<ul style="list-style-type: none"> <li>• Continue to improve system efficiency and reliability.</li> <li>• Continue to improve public transportation awareness, access, and services throughout Pennsylvania.</li> <li>• Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.</li> <li>• Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.</li> <li>• Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.</li> <li>• Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)</li> </ul>
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### 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 ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2027-2030 STIP includes over \$483 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 \$426 million is provided in the STIP for multimodal 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 PM3 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 28, 2027 and goals and objectives will be established to support PM-3*
- *ACTPO continues the support of the Susquehanna Regional Transportation Partnership (SRTP) Commuter Services program. While ACTPO no longer receives CMAQ funds, \$131,536 in STP funding has been allocated towards the Commuter Services program.*
- *A list of projects supporting PM-3 is provided below.*

**2027-2030 TIP System Performance 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

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at [PennDOT Group Plan](#). The group plan is updated annually with new targets as well as the current performance of the group.

### Transit Asset Management Targets (for all agencies in PennDOT Group Plan)

Performance Measure	Asset Class	FY 2024-25 Target	Current Performance	FY 2025-26 Target
<b>Rolling Stock (Revenue Vehicles)</b>				
<b>Age</b> % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	21%	6%	<b>6%</b>
	BR-Over-the-road Bus	37%	48%	<b>48%</b>
	BU – Bus	28%	30%	<b>30%</b>
	CU-Cutaway	59%	59%	<b>59%</b>
	MV-Minivan	78%	68%	<b>68%</b>
	VN-Van	59%	54%	<b>54%</b>
	SV-Sports Utility Vehicle	71%	83%	<b>83%</b>
<b>Equipment (Non-Revenue Vehicles)</b>				
<b>Age</b> % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	43%	<b>43%</b>
	Trucks / Rubber Tire Vehicles	17%	16%	<b>16%</b>
<b>Facilities</b>				
<b>Condition</b> % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	3%	4%	<b>4%</b>
	Passenger / Parking Facilities	6%	6%	<b>6%</b>

### Methods for Developing Targets

PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT 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, PennDOT will continue to apply age and mileage when making investment decisions.

### **Progress Towards Target Achievement and Reporting:**

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

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.

Consistent with available resources and in coordination with the PennDOT Bureau of Public Transit (BPT), transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

### **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

- Vehicles that surpass age or mileage ESL 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.
  - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects.
  - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding.
- Import CPT Planner into DotGrants for the execution of capital grants.

Throughout the process, PennDOT reviews projects and works with agencies 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 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.]*

## 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 CFR 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 Section 5307](#) funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive 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
4. System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). 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.

### **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)

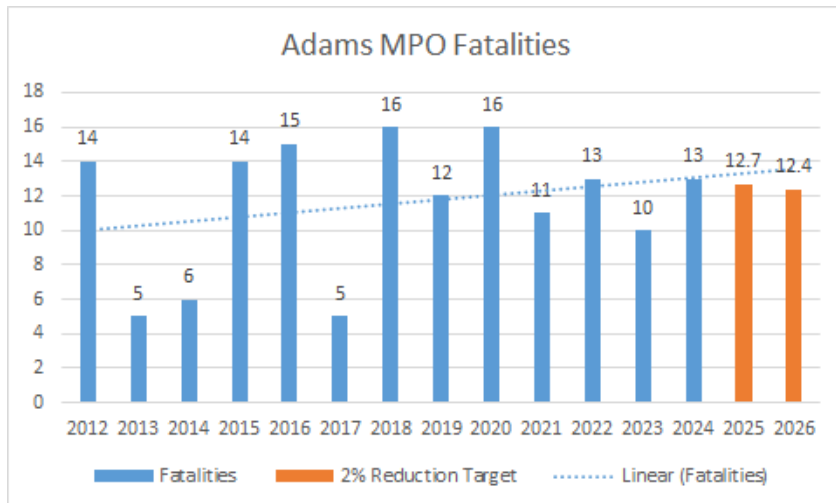
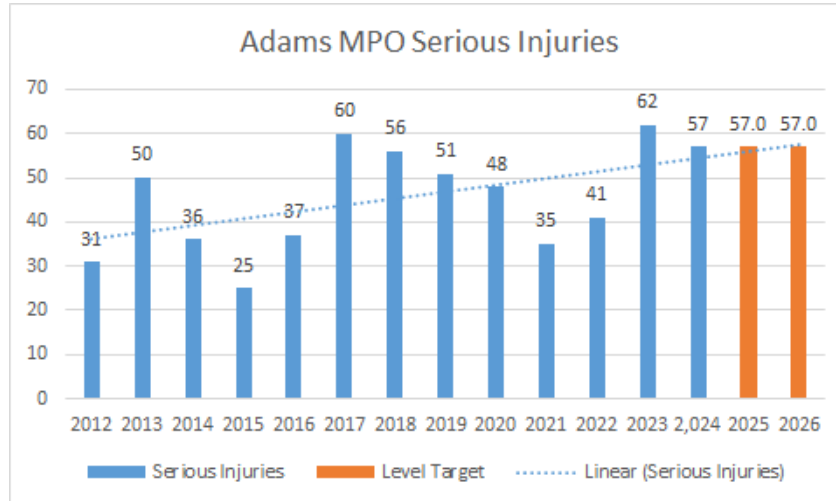
### Safety Baselines (PM-1)

Performance Measure	2012-2016 Baseline	2013-2017 Baseline	2014-2018 Baseline	2015-2019 Baseline	2016-2020 Baseline	2017-2021 Baseline	2018-2022 Baseline	2019-2023 Baseline	2020-2024 Baseline
Fatalities	12.8	9	11.2	12.4	12.8	12.0	13.6	12.4	12.6
Fatality Rate	1.433	1.008	1.253	1.380	1.461	1.363	1.547	1.421	1.462
Serious Injuries	34.0	41.6	42.8	45.8	50.4	50.0	46.2	47.4	48.6
Serious Injury Rate	3.805	4.659	4.787	5.098	5.754	5.681	5.254	5.432	5.641
Non-Motorized Fatalities / Serious Injuries	3.5	2.8	4	3.6	4.4	3.8	3.6	3.2	4.2

### Safety Targets (PM-1)

Performance Measure	2014-2018 Targets	2015-2019 Targets	2016-2020 Targets	2017-2021 Targets	2018-2022 Targets	2019-2023 Targets	2020-2024 Targets	2021-2025 Targets	2022-2026 Targets
Fatalities	10.8	8.7	13.5	11.3	15.0	12.1	13.0	10.7	12.7
Fatality Rate	1.218	0.956	1.492	1.250	1.816	1.361	1.480	1.208	1.411
Serious Injuries	35.8	47.7	52.6	53.8	50.2	40.8	41.2	52.4	54.8
Serious Injury Rate	4.044	5.242	5.812	5.953	6.079	4.590	4.690	5.917	6.337
Non-Motorized Fatalities / Serious Injuries	2.8	2.9	6.9	2.4	4.8	2.2	2.6	5	4.8

## Adams MPO Fatal and Serious Injury Crashes (2012-2024)



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	8	26.67%	0.041	28.33%	22	73.33%	0.104	71.67%	0	0.00%	0.000	0.00%
<b>Total NHS</b>	<b>8</b>	<b>26.67%</b>	<b>0.041</b>	<b>28.33%</b>	<b>22</b>	<b>73.33%</b>	<b>0.104</b>	<b>71.67%</b>	<b>0</b>	<b>0.00%</b>	<b>0.000</b>	<b>0.00%</b>

Total NHS Deck Area Poor %	Map-21 Goal	End of Year 2024 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
<b>Total NHS</b>	<b>30</b>	<b>0.145</b>

- 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.

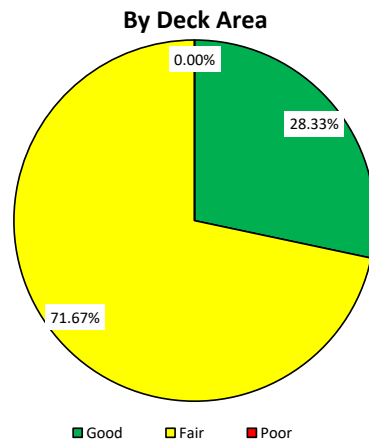
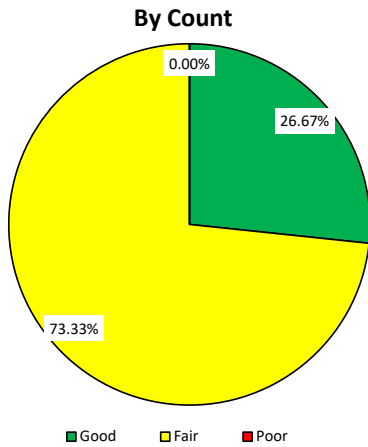
- MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge. A bridge is considered to be in good condition if the minimum condition rating of the deck, superstructure, substructure, or culvert ratings is 9, 8, or 7, fair if the minimum 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%	16
State ≥8'; non-NHS > 2000 ADT	130	0.2267	1,744	0	1	8	6.15%	0.0079	3.49%	39
State ≥8'; non-NHS < 2000 ADT	194	0.2540	1,309	0	2	16	8.25%	0.0211	8.30%	67
<b>Total - State Bridges (≥8')</b>	<b>380</b>	<b>0.6454</b>	<b>1,698</b>	<b>0</b>	<b>3</b>	<b>24</b>	<b>6.32%</b>	<b>0.0290</b>	<b>4.49%</b>	<b>122</b>
Local ≥20'	70	0.0983	1,404	0	14	9	12.86%	0.0082	8.39%	28

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

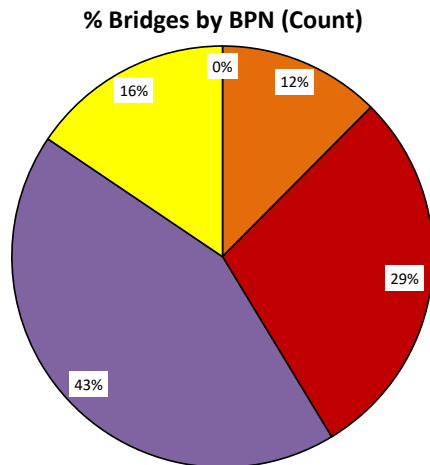
Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million\$)	Preservation (#bridges)
State ≥8'; Interstate/Ramps	0	0	0.00%	0.00%	\$0.00	0
State ≥8'; NHS (non-Interstate)	0	0	0.00%	0.00%	\$0.00	0
State ≥8'; non-NHS > 2000 ADT	0	2	0.00%	0.34%	\$0.00	0
State ≥8'; non-NHS < 2000 ADT	0	1	0.00%	0.11%	\$0.00	0
<b>Total - State Bridges (≥8')</b>	<b>0</b>	<b>3</b>	<b>0.00%</b>	<b>0.16%</b>	<b>\$0.00</b>	<b>0</b>
Local ≥20'	2	1	1.68%	0.44%	\$0.00	0

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

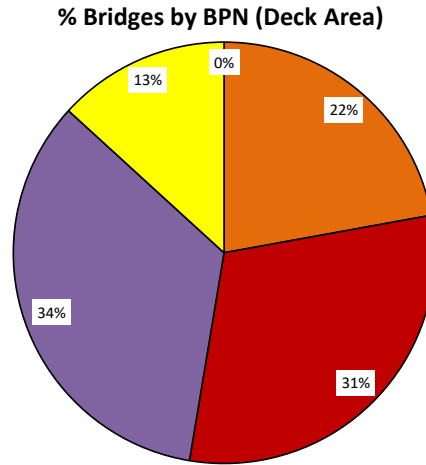


End of Calendar Year 2024 Status of Bridges in Region (Based on 8' and greater)

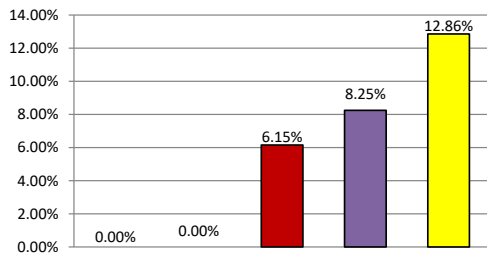
PennDOT Data 8' and Greater By Business Plan Network



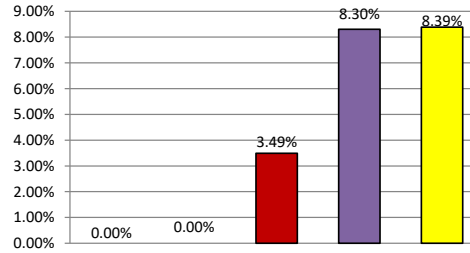
PennDOT Data 8' and Greater By Business Plan Network



Poor Bridge % by Business Plan Network (Count)



Poor Bridge % by Business Plan Network (Deck Area)



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

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

2024 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	102.8	47.10%	114.5	52.45%	1.0	0.45%	1.3	0.57%
MAP-21 Pavement Performance Measure Targets	Good				Poor			
	2025 Target	2026 Target	2027 Target	2028 Target	2025 Target	2026 Target	2027 Target	2028 Target
Interstate	-	-	-	-	-	-	-	-
NHS, Non-Interstate	41%	43%	41%	38%	3%	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.

2024 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	%	IRI	Seg-Mi
Interstate	-	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	46.6	48.17%	43.9	45.43%	4.2	4.31%	2.0	2.08%	76	96.7
Non-NHS, ≥ 2000 ADT	73.4	41.38%	71.6	40.37%	23.2	13.06%	9.2	5.20%	109	177.5
Non-NHS, < 2000 ADT	39.6	13.34%	102.6	34.56%	98.0	33.02%	56.7	19.08%	172	296.9
Total - Roadway	159.6	27.95%	218.2	38.21%	125.4	21.96%	67.9	11.89%	137	571.0

2024 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	6.3	6.46%	68.7	71.05%	17.0	17.59%	4.7	4.89%	88
Non-NHS, ≥ 2000 ADT	31.3	17.64%	62.5	35.22%	60.9	34.34%	22.7	12.80%	81
Non-NHS, < 2000 ADT	86.6	29.16%	162.6	54.78%	44.0	14.82%	3.7	1.24%	81
Total - Roadway	124.1	21.74%	293.8	51.46%	122.0	21.36%	31.1	5.45%	82

Total Miles

PennDOT Seg-Mi	PA Lane Miles
-	-
97.0	219.5
177.6	
297.3	
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 2024. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2023 or 2024.
- 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.

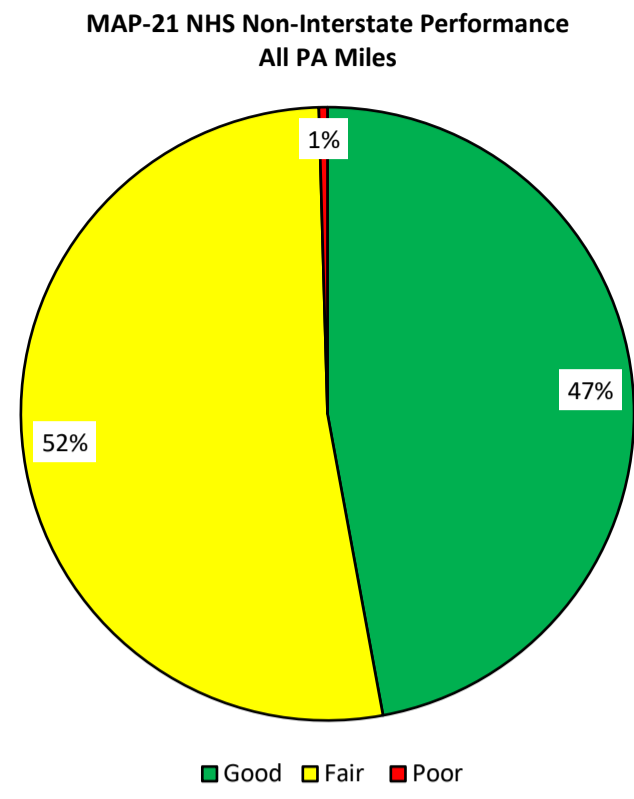
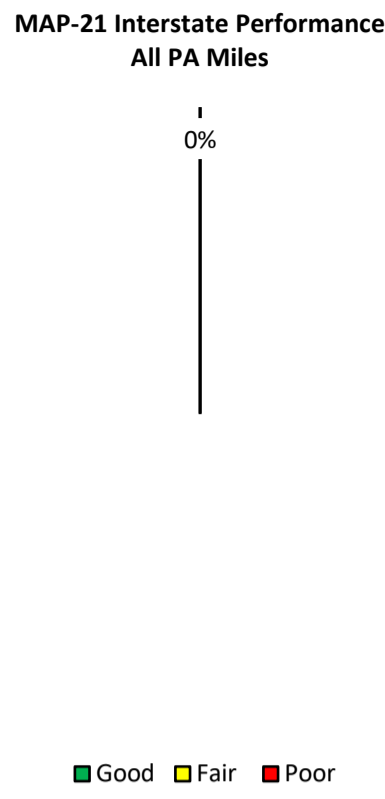
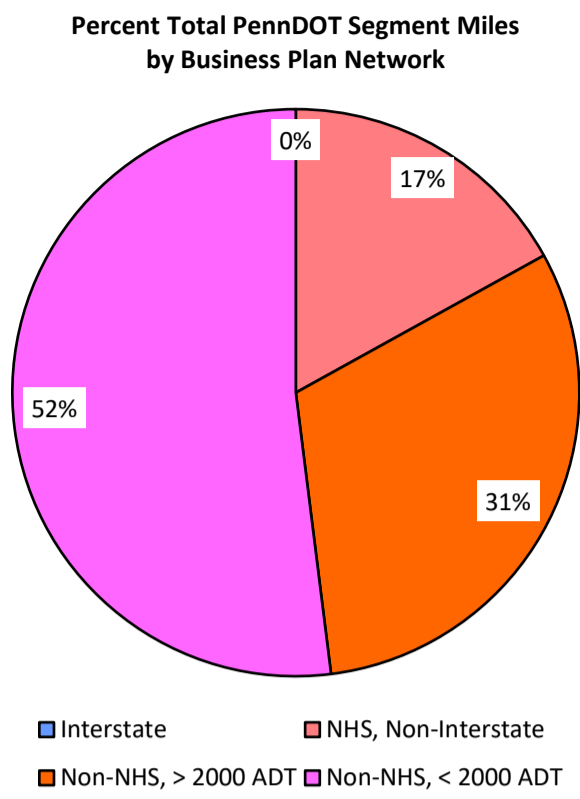
2024 Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Segment Miles)

Business Plan Network	High Level Bituminous		Low Level Bituminous				Concrete			
	Seg-Mi	OOC Mi <sup>1</sup>	Seg-Mi	OOC Mi <sup>2</sup>	OOC Mi <sup>3</sup>	Total	Seg-Mi	OOC Mi <sup>4</sup>	OOC Mi <sup>5</sup>	Total
Interstate	-	-	-	-	-	-	-	-	-	-
NHS, Non-Interstate	86.16	49.95	0.00	0.00	0.00	0.00	15.59	15.30	15.30	30.60
Non-NHS, ≥ 2000 ADT	131.15	81.82	46.39	31.29	11.90	43.19	0.00	0.00	0.00	0.00
Non-NHS, < 2000 ADT	9.89	0.00	287.26	72.77	162.82	235.59	0.00	0.00	0.00	0.00
Total - Roadway	227.20	131.76	333.65	104.05	174.73	278.78	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.

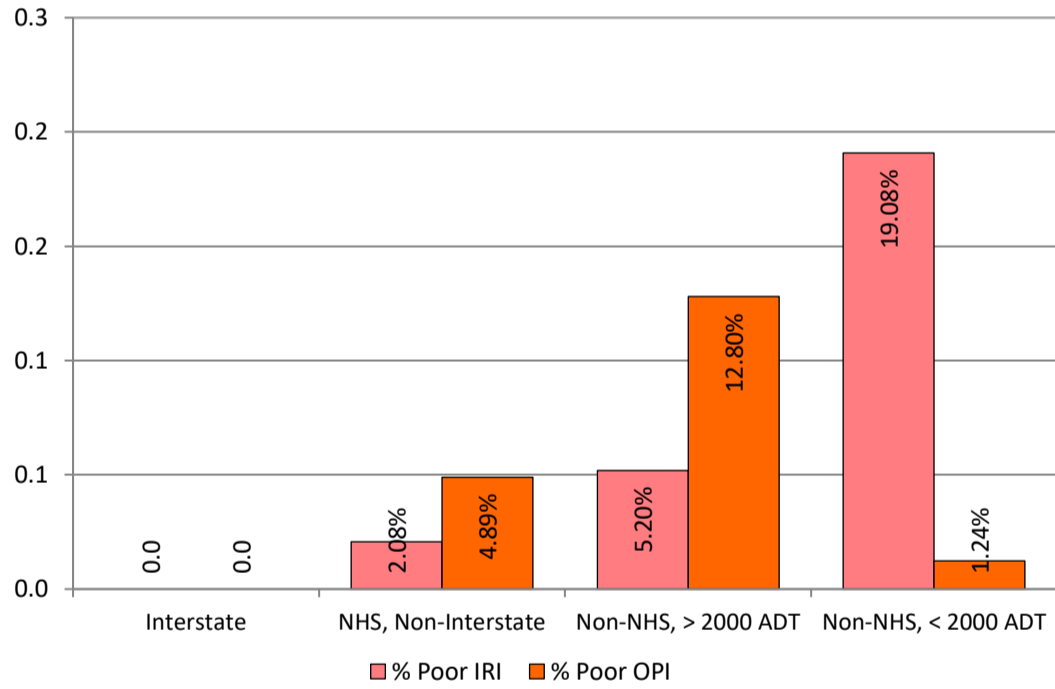
The Total PA miles, used for MAP-21, do not include bridge lengths.  
 The Treatment Network miles do not include bridge lengths.



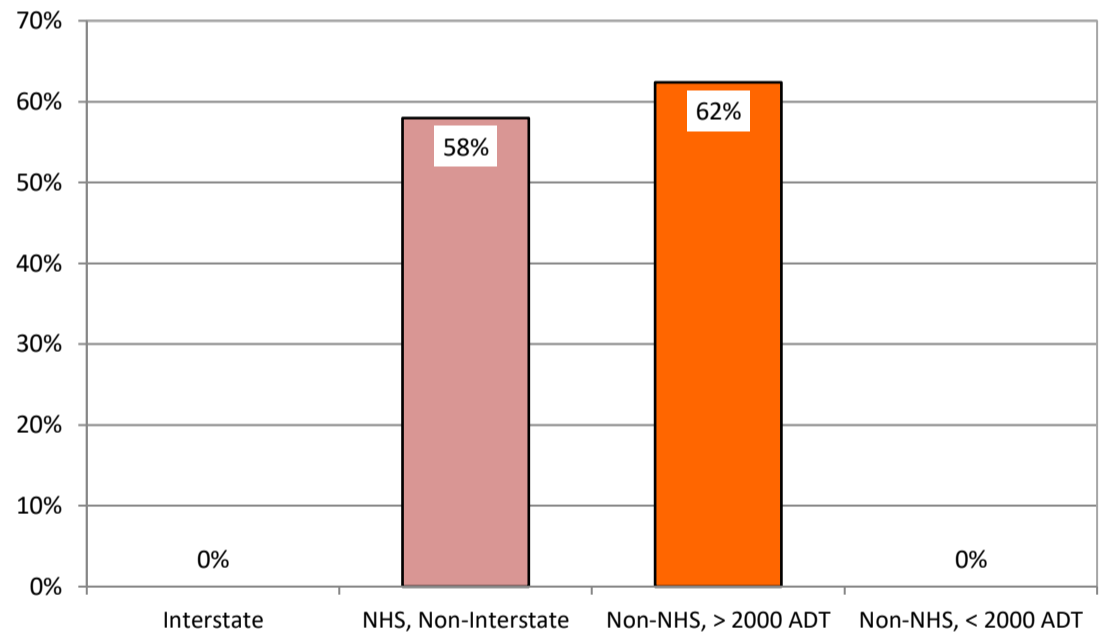
### MAP-21 Pavement Conditions and Thresholds

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

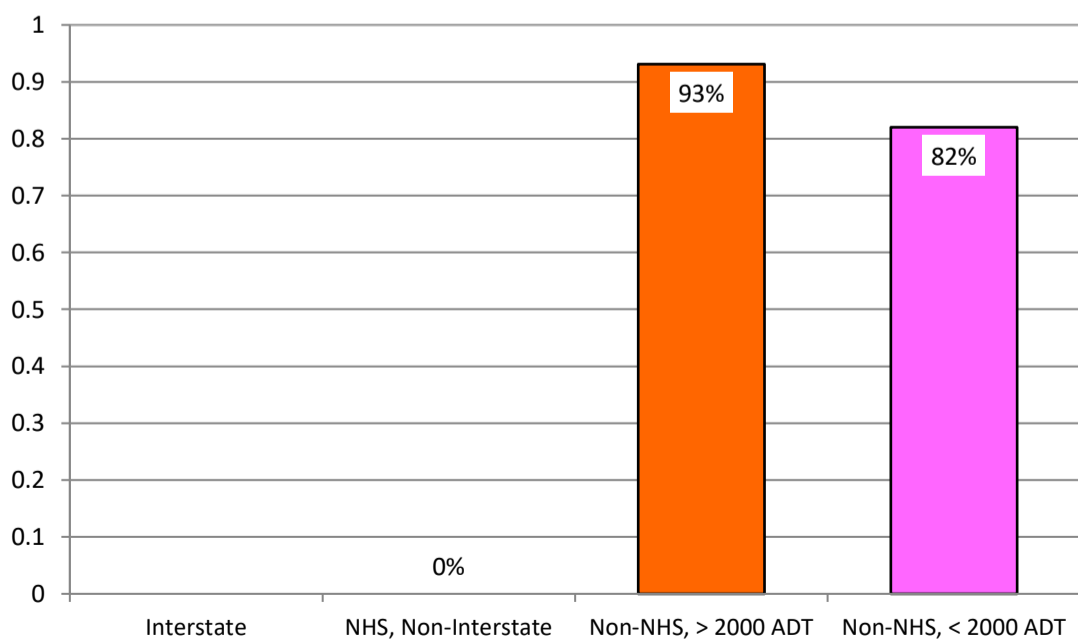
#### Percent of Poor IRI and Poor OPI by Business Plan Network



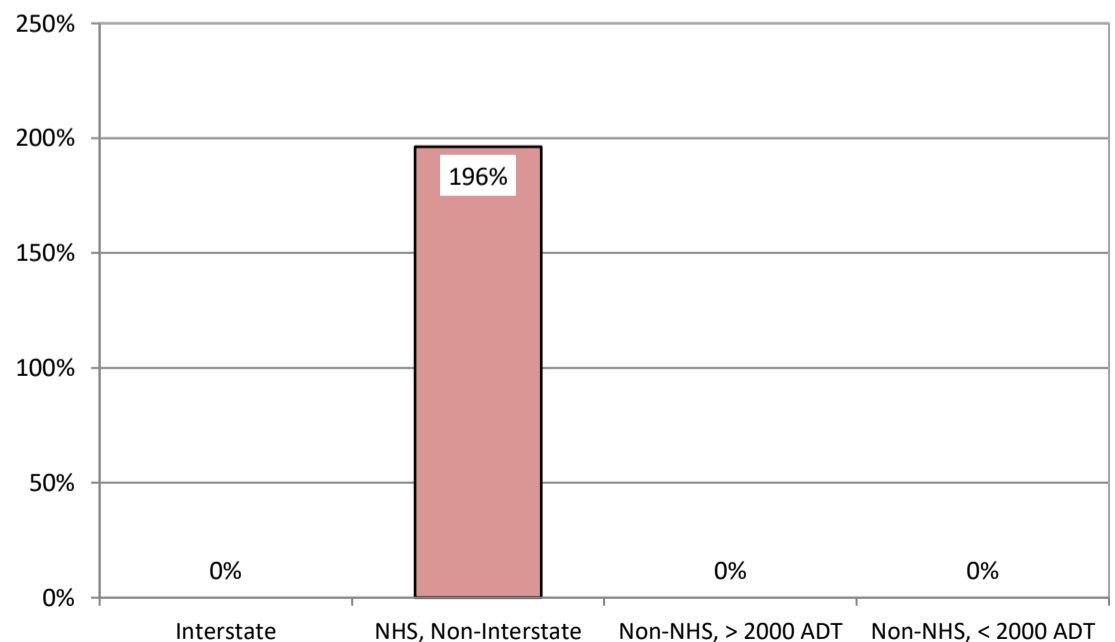
#### Percent of High Level Bituminous Miles Out-Of-Cycle by Business Plan Network



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



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





## Susquehanna Regional Transportation Authority

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

### Susquehanna Regional Transportation Authority (SRTA) Transit Asset Management (TAM) Performance Targets FY2026 EXECUTIVE SUMMARY FOR MPO

- SRTA (dba rabbittransit) is providing an update of the below identified performance targets for the fiscal year 2026 report period (July 1, 2025 – June 30, 2026).
- The most recent update provided to the MPO of the TAM targets was in 2022 for the FY2023 – 2026, updated to SRTA’s TAM Plan consistent with the 4-year horizon requirement. No changes were made in FY2024.
- Two of the core objectives of these plans are to define performance targets and to improve coordination and outreach to local planning partners.
- The most recent full review and update of the TAM targets was in 2022 where CPTA, CAT, and SRTA’s targets were shown separately. Now they are shown together under SRTA.
- The PTASP final rule was issued in 2019 and both the TAM and PTASP performance targets will be provided together for SRTA.

Below are the updated targets for FY2026:

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

PTASP Safety Targets		
Performance Measure	Fixed Route Targets	Non-Fixed Route Targets
Fatalities (annual reported events)	0	0
Fatalities (per 100k VRM)	0	0
Injuries (annual reported events)		
Injuries (per 100k VRM)	0.25	0.10
Safety Events (annual reported events)		
Safety Events (per 100k VRM)	0.25	0.15
System Reliability	4.0	0.65



## **Transit Asset Management (TAM) Narrative FY2025**

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 David Juba, Planning Manager on 10/27/2025 for FY2025 (July 1, 2024 – June 30, 2025).

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### **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 comprising 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 up 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. This has continued to impact reporting of FY25.

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 FY2025, the agency had 386 active rolling stock assets across several vehicle type classifications as broken down in the table below. This total removes any duplication of assets used on multiple modes of service.

Vehicle Type	Type Description	Assets	At/ Past ULB
<b>AB</b>	AB – Articulated Bus	2	2
<b>BR</b>	BR – Over-the-road Bus	9	5
<b>BU</b>	BU – Bus	88	1
<b>CU</b>	CU – Cutaway	231	0
<b>MV</b>	MV – Minivan	1	1
<b>VN</b>	VN – Van	55	30

### Target Setting & Rationale

In accordance with the agency TAM Plan, SRTA utilizes a realistic target for rolling stock. SRTA had defined a target of 10% for FY2025. 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 related 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 its entire MB diesel fleet. Several supply chain shortage issues, that had previously resulted in an increase in overall maintaining of fleet past ULB, have slowly been resolved as we grow further from the pandemic. However, there is a possibility that several older assets with reasonable condition will be maintained past ULB in the next year to balance out these delays and restoration opportunities as staffing is also recovered.

### Progress & Challenges

As of the FY2025 report cycle, SRTA revenue assets categories, as a total of all groups, did not meet the goal of 7% at 9.8%. Each of these subsets have their own target performance, but this is an overall target. SRTA is going to set a 7% revenue asset target for FY2026, understanding there may be a small influx in assets maintained past ULB for the above-mentioned reason.

SRTA maintained past improvement in the BU – Bus category beginning in FY2021 through FY2025. Where this was previously an area of high past ULB percentage, the BU – Bus category achieved a 1.14% percent past ULB with the finalization of the fixed route (FR) heavy duty asset replacements. This is a minor increase from 0% in prior year, but still well within a reasonable level and a marked improvement from prior to FY2021. The most improvement from prior year was continued replacement and retirement of retirement of Cutaway (CU) assets beyond life.

The most significant deterioration occurred within the Van (VN) category where vehicles beyond SOGR grew from approximately 19% to 54.55%. This is not surprising though as the estimated useful life for these vehicles is four years and the agency tends to maintain and operate them beyond the minimum EUL/ESL standards. This also represents a relatively low overall component of the fleet overall.

## 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 table below identifies the types of assets that fall within this category and totals.

Vehicle Type	Type Description	Assets	At/Past ULB
EQP	Automobiles	19	2
EQP	Trucks and other Rubber Tire Vehicles	4	2

### Target Setting & Rationale

In accordance with the agency TAM Plan, SRTA sets a target of 26% 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 to four years. If consolidating all EQP, SRTA is well above the 26% aspirational target with eleven (11) of twenty-three (23) assets, or 47.8% at or past ULB. This is based on a delayed retirement of vehicles based on the above justification. Based on internal review and discussion there are anticipated disposals in the upcoming year to approach the targeted value of 26% with the Equipment category.

## 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
<b>FAC</b>	Passenger / Parking Facilities	3	0
<b>FAC</b>	Administrative / Maintenance Facilities	5	1

This list is inclusive of two (2) park and rides, four (4) administrative / maintenance offices, and one (1) transfer center owned by the Agency. 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 13%.

### Progress & Challenges

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. At current the definitive date has not been identified, but capital planning and associated engineering and design work is underway.



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

Over the past year, SRTA has transitioned from several separate maintenance software into a unified solution through AssetWORKS. This transition is anticipated to improve standardization and efficiency practices as they relate to asset management. This may result in modification of performance targets as we utilize this unified reporting solution in this year and future reporting years.

Otherwise, longstanding issues identified in prior TAM narratives continue to have impact, such as the logistics timelines related to vehicle production and parts maintenance. The vehicle production timelines have increased from approximately one year to nearly two years, resulting in increased advanced replacement planning efforts. Further, this may have an impact on SOGR and TAM performance targets over the next few years as the Agency continues to adapt to changes in production, parts availability, and pricing changes.

Operational factors remain noteworthy and include the shortage of CDL operators. This has had an impact on our fleet capacity, through demand management considerations, and replacement planning. 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 evaluated.

## **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-#).

FFY 2027-2030 TIP MODIFICATIONS FORM

York FFY 2027-2030																								Informed Coordinating Committee:	
DRAFT FFY 2027-2030 York TIP																								Informed Technical Committee:	
Project	Project Title	Sponsor	2027				2028				2029				2030				TOTALS	Remarks					
			Fed.	Sta.	Loc.	Total	Fed.	Sta.	Loc.	Total	Fed.	Sta.	Loc.	Total	Fed.	Sta.	Loc.	Total							
110665	Fixed Route Vehicles	SRTA	5339	754,000	182,421	1,177	942,500	OTH-F	377,000	91,210	3,040	471,250	OTH-F	377,000	91,210	3,040	471,250	OTH-F	377,000	91,210	3,040	471,250	\$	2,356,250.00	This project provides funds to replace fixed route vehicles that have met their useful life in miles and years.
110665	Fixed Route Vehicles	SRTA	CMAQ	2,809,600	679,748	4,384	3,512,000	OTH-F	1,700,000	411,293	13,707	2,125,000	OTH-F	1,700,000	411,293	13,707	2,125,000	OTH-F	1,700,000	411,293	13,707	2,125,000	\$	5,637,000.00	This project provides funds to replace fixed route vehicles that have met their useful life in miles and years.
110665	Fixed Route Vehicles	SRTA	CMAQ	292,800	70,839	2,361	366,000	CMAQ	1,633,600	395,229	2,549	2,042,000	CMAQ	816,800	197,614	6,586	1,021,000	CMAQ	816,800	197,614	6,586	1,021,000	\$	4,450,000.00	This project provides funds to replace fixed route vehicles that have met their useful life in miles and years.
110666	Operating Assistance	SRTA	5307	3,572,771	9,910,000	870,160	14,352,931	5307	3,679,954	10,207,300	896,265	14,783,519	5307	3,790,353	10,513,519	923,153	15,227,024	5307	3,904,063	10,828,925	950,847	15,683,835	\$	60,047,309.66	This project provides for funding to operate transit service.
114479	Hanover Operating Assist	SRTA	5307	520,000			520,000	5307	535,600			535,600	5307	551,668			551,668	5307	568,218			568,218	\$	2,175,486.04	This project provides for funding to operate transit service.
	Bus Stop/Shelter Improvement/Expansion	SRTA	5339	1,200,000	145,162	4,838	1,350,000																\$	1,350,000.00	This project provides funds for improvements and expansion of bus stops and passenger shelters to enhance safety and accessibility.
122376	Hanover - Transit Vehicles	SRTA	5307	1,231,868	298,035	9,932	1,539,835	OTH-F	200,000	48,388	312	250,000	OTH-F	206,000	49,839	321	256,161	OTH-F	212,180	51,334	331	263,845	\$	2,309,840.63	This project provides funds to replace transit vehicles serving the Hanover service area that have met their useful life.
	Fixed Route Bus Equipment	SRTA	OTH-F	650,000	157,259	5,241	812,500	OTH-F	650,000	157,259	5,241	812,500	OTH-F	650,000	157,259	5,241	812,500	OTH-F	650,000	157,259	5,241	812,500	\$	1,625,000.00	This project provides funds for the purchase and replacement of equipment necessary for fixed route bus operations.
	Shop Equipment	SRTA	5307	60,000	14,516	484	75,000	OTH-F	60,000	14,516	484	75,000	OTH-F	60,000	14,516	484	75,000	OTH-F	60,000	14,516	484	75,000	\$	300,000.00	This project provides funds for the purchase of shop tools and equipment needed in the maintenance department.
<b>TOTALS</b>				<b>\$11,091,039</b>	<b>\$11,457,979</b>	<b>\$898,577</b>	<b>\$23,470,766</b>		<b>\$8,836,154</b>	<b>\$11,325,195</b>	<b>\$921,598</b>	<b>\$21,094,869</b>		<b>\$5,801,821</b>	<b>\$10,866,698</b>	<b>\$933,584</b>	<b>\$17,602,103</b>		<b>\$5,938,261</b>	<b>\$11,183,599</b>	<b>\$961,288</b>	<b>\$18,083,149</b>	<b>\$961,288</b>		

## **SRTA- York MPO TIP Project Narratives**

### **2027-2030**

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**Project #:** 110665

**Project Title:** Fixed Route Vehicles

**Narrative:**

For the FFY 2025-2028 SRTA TIP:

In accordance with the Transit Asset Management Plan targets, SRTA 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 (1) diesel commuter express buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet, recent maintenance history, and useful life 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, recent maintenance history, and useful life 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, recent maintenance history, and useful life 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, recent maintenance history, and useful life at the time of arrival of the replacement vehicles.

For the FFY 2027-2030 SRTA TIP:

FFY 2027: Vehicles estimated to be eligible for replacement include six (6) CNG buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet, recent maintenance history, and useful life at the time of arrival of the replacement vehicles.

FFY 2028: Vehicles estimated to be eligible for replacement include six (6) CNG buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet, recent maintenance history, and useful life at the time of arrival of the replacement vehicles.

FFY 2029: Vehicles estimated to be eligible for replacement include two (2) CNG buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet, recent maintenance history, and useful life at the time of arrival of the replacement vehicles.

FFY 2030: Vehicles estimated to be eligible for replacement include two (2) CNG buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet, recent maintenance history, and useful life at the time of arrival of the replacement vehicles.

Replacement eligibility follows the Estimated Useful Live (EUL) criteria found in FTA Circular 5010.1F.

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 SRTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

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**Project #:**110666

**Project Title:** Operating Assistance

**Narrative:**

For the FFY 2025-2028 SRTA TIP:

This item consists of funds for Operating Assistance for Rabbittransit in the form of Federal, State, and Local Funding for Federal Fiscal years 2025-2028.

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 areas. This would include, but not limited to wages, maintenance, utilities, fuel and insurance.

Funding is being planned for FFY 2025-FFY 2028 for Operating Assistance. Federal funds are for the York Urbanized Area and State funds are for the SRTA service area and include Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York Counties.

For the FFY 2027-2030 SRTA TIP:

This item consists of funds for Operating Assistance for Rabbittransit in the form of Federal, State, and Local Funding for Federal Fiscal years 2027-2030.

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 areas. This would include, but not limited to wages, maintenance, utilities, fuel and insurance.

Funding is being planned for FFY 2027-FFY 2030 for Operating Assistance. Federal funds are for the York Urbanized Area and State funds are for the SRTA service area and include Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York Counties.

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**Project #:** 114479

**Project Title:** Hanover Operating Assistance

**Narrative:**

For the FFY 2025-2028 SRTA TIP:

Funding is being planned for FFY2025-FFY2028 for Operating Assistance for the Hanover Urbanized Area including Federal, State and Local funds.

For the FFY 2027-2030 SRTA TIP:

Funding is being planned for FFY 2027-2030 for Operating Assistance for the Hanover Urbanized Area including Federal, State, and Local funds.

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**Project #:**

**Project Title:** Bus Stop/Shelter Improvement/Expansion

**Narrative:**

The funds in this project are to replace/improve passenger amenities at bus stops/shelters located along the fixed route service area to meet current needs, requirements, and standards. This could include signage, lighting, benches, trashcans, and other improvements to bus stops/shelters for better service for riders.

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**Project #:** 122376

**Project Title:** Hanover- Transit Vehicles

**Narrative:**

This project consists of SRTA purchasing Shared Ride Vehicles via previously unused federal apportionments to Hanover UZA. These funds will be used for the purchase of up to 8 shared ride cutaway vehicles that will allow CPTA to continue to efficiently operate Shared Ride service. Specific vehicles to be replaced will be determined based on condition of the vehicles in

the fleet, recent maintenance history, and useful life at the time of arrival of the replacement vehicles.

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**Project #:**                      **Project Title:** Fixed Route Bus Equipment

**Narrative:**

The funds in this project are to purchase new bus equipment to improve safety for drivers and riders. The bus equipment includes but is not limited to mirrorless retrofits, monitors, bike racks, insect eradication equipment, and air purification systems.

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**Project #:**                      **Project Title:** Shop Equipment

**Narrative:**

This item provides funds for shop tools and equipment for SRTA using Federal, State, and Local funds. Shop equipment consists of all tools and supplies maintenance personnel will need to perform their duties effectively and safely. Proper equipment for maintenance personnel is critical for them to properly maintain SRTA's Fixed Route vehicle fleet and is very important in assisting SRTA in achieving the goals set forth in the TAM Plan. SRTA has an evolving fleet with modern technology, and it is therefore often necessary to purchase specific tools for specific bus types. Typical shop purchases will consist of smaller tools such as impact wrenches, tire changers, truck jacks, wheel dollies, diagnostic tools, and fluid dispensing equipment. Although there may be times when SRTA deems it necessary to purchase more significant shop tools such as portable lifts or larger jacks which may be necessary for some of SRTA's larger/newer buses

## TIP PROJECT LOCATIONS

### ADAMS COUNTY MPO



#### Legend

- Major Road
- TIP Project Location
- State Route
- Resurfacing Project
- Municipal Boundary

Adams TIP: Year 2027

Project Information						FFY 2027 Costs					
S.R.	Sec.	Project	Project Title	Phase	Area	Fed. Source	Federal \$	State Source	State \$	Local \$	Total
		87792	Bridge Reserve	C	BRDG						
		87793	Highway Reserve	C	HRST	NHPP	1,789,370				1,789,370
		87807	Delivery / Consult Assist	P	PRA			581	50,000		50,000
		87807	Delivery / Consult Assist	P	PRA			185	150,000		150,000
		87807	Delivery / Consult Assist	C	PRA			581	200,000		200,000
		87811	HSIP Line Item	C	SAMI	HSIP	650,130				650,130
		119288	Carbon Reduction Program (CRP) Hanover	C	TENH	CRPU	269,103				269,103
		119288	Carbon Reduction Program (CRP) Hanover	C	TENH	CRP	394,000				394,000
	RSP	82372	SRTP Rideshare Program	P	PT	STP	65,441				65,441
	RWY	58137	Eisenhower Drive Extension	U	HCON			581	1,149,000		1,149,000
	RWY	58137	Eisenhower Drive Extension	U	HCON	STP	373,059	185	293,382		666,441
	RWY	58137	Eisenhower Drive Extension	R	HRST						
	RWY	58137	Eisenhower Drive Extension	R	HCON						
	RWY	58137	Eisenhower Drive Extension	R	HCON			581	2,905,000		2,905,000
	RWY	58137	Eisenhower Drive Extension	C	HCON	SXF	3,204,720				3,204,720
	RWY	58137	Eisenhower Drive Extension	C	HCON	STU	780,000				780,000
	RWY	58137	Eisenhower Drive Extension	C	HCON	STP	1,514,500				1,514,500
	RWY	58137	Eisenhower Drive Extension	C	HCON	BRIP	228,000	s581	6,000,000		6,228,000
94	032	115745	Carlisle Pike Resurface 2	+C	HCON	NHPP	762,630				762,630
394	010	90698	Hunterstown Hampton Rd ov Conewago Cr	C	BRDG	BRIP	1,180,000				1,180,000
1015	019	116269	Hanover Street and Red Hill Rd Int	+C	SAMI	HSIP	370,870				370,870
1017	006	78642	Red Bridge Rd over Conewago Creek	+C	BRDG	BOF	794,515				794,515
2014	021	90740	Alloway Creek Bridge	C	BRDG	BOF	593,485	185	689,618		1,283,103
4015		122809	Adams County Department Force Box Culvert	P	BRDG			185	50,000		50,000
4015		122809	Adams County Department Force Box Culvert	C	BRDG						
7218	BRG	18154	Stoney Point Road Bridge	C	BRDG						
7401	BRG	18086	Country Club Road Bridge	C	BRDG						
<b>Totals:</b>							<b>\$12,969,823</b>		<b>\$11,487,000</b>	<b>\$0</b>	<b>\$24,456,823</b>
2027 - 2030 TIP Total: \$92,015,062						2027 Percent of TIP: 27%					

Adams TIP: Year 2028

Project Information						FFY 2028 Costs						
S.R.	Sec.	Project	Project Title	Phase	Area	Fed. Source	Federal \$	State Source	State \$	Local \$	Total	
		87792	Bridge Reserve	C	BRDG							
		87793	Highway Reserve	C	HRST	NHPP	2,306,000				2306000	
		87807	Delivery / Consult Assist	P	PRA			581	50,000		50000	
		87807	Delivery / Consult Assist	P	PRA			185	150,000		150000	
		87807	Delivery / Consult Assist	C	PRA			581	200,000		200000	
		87811	HSIP Line Item	C	SAMI	HSIP	1,021,000				1021000	
		119288	Carbon Reduction Program (CRP) Hanover	C	TENH	CRPU	269,103				269103	
		119288	Carbon Reduction Program (CRP) Hanover	C	TENH	CRP	394,000				394000	
RSP		82372	SRTP Rideshare Program	P	PT	STP	66,095				66095	
RWY	58137		Eisenhower Drive Extension	U	HCON			581	3,330,696		3330696	
RWY	58137		Eisenhower Drive Extension	U	HCON	STP	958,480	185	293,382		1251862	
RWY	58137		Eisenhower Drive Extension	R	HRST							
RWY	58137		Eisenhower Drive Extension	R	HCON							
RWY	58137		Eisenhower Drive Extension	R	HCON			581	666,304		666304	
RWY	58137		Eisenhower Drive Extension	C	HCON							
RWY	58137		Eisenhower Drive Extension	C	HCON							
RWY	58137		Eisenhower Drive Extension	C	HCON	STP	923,425				923425	
RWY	58137		Eisenhower Drive Extension	C	HCON	BRIP	228,000	581	6,000,000		6228000	
94	032	115745	Carlisle Pike Resurface 2	+C	HCON							
394	010	90698	Hunterstown Hampton Rd ov Conewago Cr	C	BRDG	BRIP	1,180,000				1180000	
1015	019	116269	Hanover Street and Red Hill Rd Int	+C	SAMI							
1017	006	78642	Red Bridge Rd over Conewago Creek	+C	BRDG	BOF	1,388,000				1388000	
2014	021	90740	Alloway Creek Bridge	C	BRDG			185	398,618		398618	
4015		122809	Adams County Department Force Box Culvert	P	BRDG			185	100,000		100000	
4015		122809	Adams County Department Force Box Culvert	C	BRDG			185	200000		200000	
7218	BRG	18154	Stoney Point Road Bridge	C	BRDG							
7401	BRG	18086	Country Club Road Bridge	C	BRDG							
<b>Totals:</b>								<b>\$8,734,103</b>		<b>\$11,389,000</b>	<b>\$0</b>	<b>\$20,123,103</b>
2027 - 2030 TIP Total: \$92,015,062								2028 Percent of TIP: 22%				

Adams TIP: Year 2029

Project Information						FFY 2029 Costs					
S.R.	Sec.	Project	Project Title	Phase	Area	Fed. Source	Federal \$	State Source	State \$	Local \$	Total
		87792	Bridge Reserve	C	BRDG			185	288,090		288,090
		87793	Highway Reserve	C	HRST	NHPP	2,306,000				2,306,000
		87807	Delivery / Consult Assist	P	PRA						
		87807	Delivery / Consult Assist	P	PRA						
		87807	Delivery / Consult Assist	C	PRA						
		87811	HSIP Line Item	C	SAMI	HSIP	1,021,000				1,021,000
		119288	Carbon Reduction Program (CRP) Hanover	C	TENH	CRPU	269,103				269,103
		119288	Carbon Reduction Program (CRP) Hanover	C	TENH	CRP	394,000				394,000
	RSP	82372	SRTP Rideshare Program	P	PT						
RWY		58137	Eisenhower Drive Extension	U	HCON						
RWY		58137	Eisenhower Drive Extension	U	HCON						
RWY		58137	Eisenhower Drive Extension	R	HRST						
RWY		58137	Eisenhower Drive Extension	R	HCON			581	3,571,284		3,571,284
RWY		58137	Eisenhower Drive Extension	R	HCON			185	350,000		350,000
RWY		58137	Eisenhower Drive Extension	C	HCON						
RWY		58137	Eisenhower Drive Extension	C	HCON						
RWY		58137	Eisenhower Drive Extension	C	HCON	STP	1,948,000	s581	8,000,000		9,948,000
RWY		58137	Eisenhower Drive Extension	C	HCON	BRIP	1,408,000	581	1,078,716		2,486,716
94	032	115745	Carlisle Pike Resurface 2	+C	HCON						
394	010	90698	Hunterstown Hampton Rd ov Conewago Cr	C	BRDG						
1015	019	116269	Hanover Street and Red Hill Rd Int	+C	SAMI						
1017	006	78642	Red Bridge Rd over Conewago Creek	+C	BRDG	BOF	921,105				921,105
2014	021	90740	Alloway Creek Bridge	C	BRDG						
4015		122809	Adams County Department Force Box Culvert	P	BRDG			185	100,000		100,000
4015		122809	Adams County Department Force Box Culvert	C	BRDG			185	200,000		200,000
7218	BRG	18154	Stoney Point Road Bridge	C	BRDG	BOF	466,895	183	163,910	54,636	685,441
7401	BRG	18086	Country Club Road Bridge	C	BRDG						
<b>Totals:</b>							<b>\$8,734,103</b>		<b>\$13,752,000</b>	<b>\$54,636</b>	<b>\$22,540,739</b>
2027 - 2030 TIP Total: \$92,015,062									2029 Percent of TIP:	24%	

Adams TIP: Year 2030

Project Information						FFY 2030 Costs					
S.R.	Sec.	Project	Project Title	Phase	Area	Fed. Source	Federal \$	State Source	State \$	Local \$	Total
		87792	Bridge Reserve	C	BRDG			185	622,116		622,116
		87793	Highway Reserve	C	HRST	NHPP	2,306,000				2,306,000
		87807	Delivery / Consult Assist	P	PRA						
		87807	Delivery / Consult Assist	P	PRA						
		87807	Delivery / Consult Assist	C	PRA						
		87811	HSIP Line Item	C	SAMI	HSIP	1,021,000				1,021,000
		119288	Carbon Reduction Program (CRP) Hanover	C	TENH	CRPU	269,103				269,103
		119288	Carbon Reduction Program (CRP) Hanover	C	TENH	CRP	394,000				394,000
RSP		82372	SRTP Rideshare Program	P	PT						
RWY	58137		Eisenhower Drive Extension	U	HCON						
RWY	58137		Eisenhower Drive Extension	U	HCON						
RWY	58137		Eisenhower Drive Extension	R	HRST			581	4606913		4,606,913
RWY	58137		Eisenhower Drive Extension	R	HCON						
RWY	58137		Eisenhower Drive Extension	R	HCON						
RWY	58137		Eisenhower Drive Extension	C	HCON						
RWY	58137		Eisenhower Drive Extension	C	HCON						
RWY	58137		Eisenhower Drive Extension	C	HCON	STP	1,948,000	s581	10,000,000		11,948,000
RWY	58137		Eisenhower Drive Extension	C	HCON	BRIP	1,408,000	581	386,087		1,794,087
94	032	115745	Carlisle Pike Resurface 2	+C	HCON						
394	010	90698	Hunterstown Hampton Rd ov Conewago Cr	C	BRDG						
1015	019	116269	Hanover Street and Red Hill Rd Int	+C	SAMI						
1017	006	78642	Red Bridge Rd over Conewago Creek	+C	BRDG						
2014	021	90740	Alloway Creek Bridge	C	BRDG						
4015		122809	Adams County Department Force Box Culvert	P	BRDG			185	100,000		100,000
4015		122809	Adams County Department Force Box Culvert	C	BRDG			185	200000		200,000
7218	BRG	18154	Stoney Point Road Bridge	C	BRDG	BOF	407286				407,286
7401	BRG	18086	Country Club Road Bridge	C	BRDG	BOF	980714	183	183884	61294	1,225,892
<b>Totals:</b>							<b>\$8,734,103</b>		<b>\$16,099,000</b>	<b>\$61,294</b>	<b>\$24,894,397</b>
2027 - 2030 TIP Total: \$92,015,062									2030 Percent of TIP:		27%

RPT# TIP200

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	s581	8,000,000		9,948,000	STP	1,948,000	s581	10,000,000		11,948,000	6/24/2027 E
Adams		RWY	58137	Eisenhower Drive Extension	C	HCON	BRIP	228,000	s581	6,000,000		6,228,000	BRIP	228,000	s581	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	
Adams	4015		122809	Adams County Department Force Box Culvert	C	BRDG									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
<b>Totals for: Adams</b>								<b>12,969,823</b>		<b>11,487,000</b>		<b>24,456,823</b>		<b>8,734,103</b>		<b>11,389,000</b>		<b>20,123,103</b>		<b>8,734,103</b>		<b>13,752,000</b>	<b>54,636</b>	<b>22,540,739</b>		<b>8,734,103</b>		<b>16,099,000</b>	<b>61,294</b>	<b>24,894,397</b>	<b>92,015,062</b>
<b>Overall Totals:</b>								<b>12,969,823</b>		<b>11,487,000</b>		<b>24,456,823</b>		<b>8,734,103</b>		<b>11,389,000</b>		<b>20,123,103</b>		<b>8,734,103</b>		<b>13,752,000</b>	<b>54,636</b>	<b>22,540,739</b>		<b>8,734,103</b>		<b>16,099,000</b>	<b>61,294</b>	<b>24,894,397</b>	<b>92,015,062</b>

# PROJECT: Carlisle Pike Resurface 2

MPMS ID: 115745      First Appearance on the TYP: 9/30/2022

## DETAILS

Project Class: Highway Restoration  
 Improvement Type: Pavement Preservation/Resurface  
 State Route #: 94  
 Length (mi): 3.82  
 Geographic Limits: PA 94 from Gun Club Road to Mud Run Hamilton and Reading Twp  
 Estimated Let Date: 2/12/2026  
 Est. Completion: 4/25/2027  
 Est. Project Cost: \$2,524,575.86



## TIP FUNDING SOURCES

Federal: NHPP \$762,630  
 State: \$0

1%  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$762,630	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	\$762,630	\$0	\$0	\$0	\$0	\$0
Expenditures	\$0.00					
FY 2025-2028	\$762,630					
FY 2029-2032	\$0					

# PROJECT: Hunterstown Hampton Rd over Conewago Creek

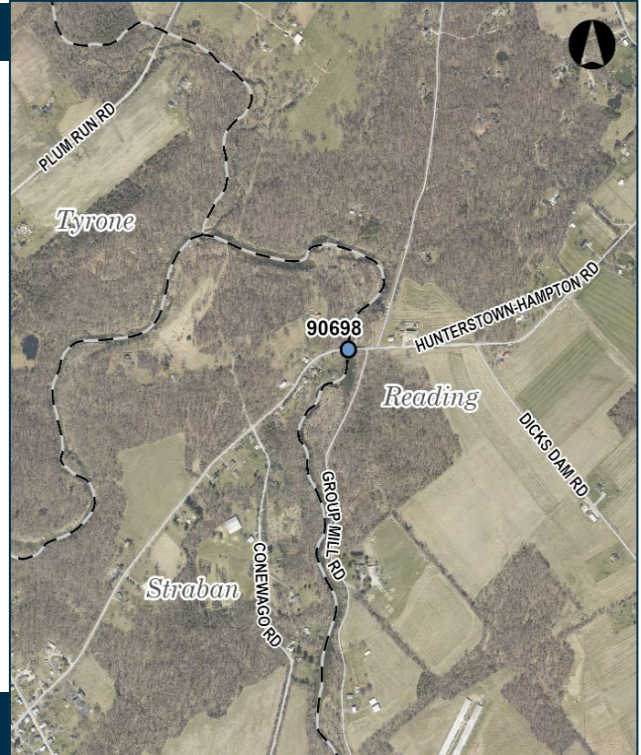
MPMS ID: 90698

First Appearance on the TYP:

9/29/2016

## DETAILS

Project Class: Bridge Restoration  
 Improvement Type: Bridge Rehabilitation  
 State Route #: 394  
 Length (mi): 0.02  
 Geographic Limits: PA 394 over Conewago Creek, Straban Township and Reading Township  
 Estimated Let Date: 1/28/2027  
 Est. Completion: 3/29/2028  
 Est. Project Cost: \$3,006,515



## FUNDING SOURCES

Federal: BRIP \$2,360,000

State: \$0

**3%**  
of the TIP

## TIP FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,180,000	\$1,180,000	\$0	\$0	\$0	\$0
<b>Total</b>	\$1,180,000	\$1,180,000	\$0	\$0	\$0	\$0
Expenditures	\$413,893.09					
FY 2025-2028	\$2,360,000					
FY 2029-2032	\$0					

# PROJECT: Hanover Street and Red Hill Rd Intersection

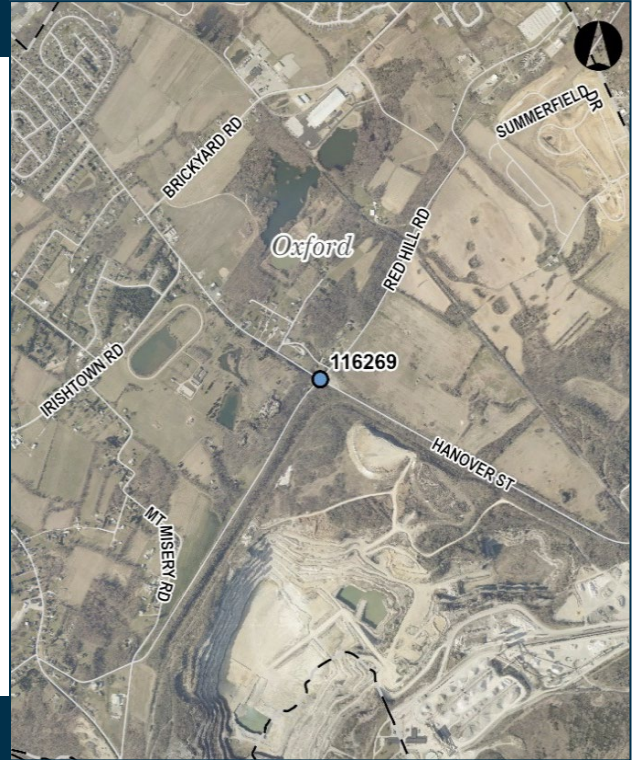
MPMS ID: 116269

First Appearance on the TYP:

7/30/2021

## DETAILS

Project Class: Safety Improvement  
 Potentially install traffic signal or  
 Improvement Type: increase triangle sight distance  
 Sate Route #: 1015  
 Length (mi): 0.04  
 Geographic Limits: Intersection of Hanover St (SR 1015) and  
 Red Hill Rd, Oxford Township  
 Estimated Let Date: 1/1/2027  
 Est. Completion: 3/2/2028  
 Est. Project Cost: \$3,584,000



## TIP FUNDING SOURCES

Federal: HSIP \$370,870  
 State: \$0

0.4%  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$370,870	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$370,870</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Expenditures	\$130,045.41					
FY 2027-2030	\$370,870					
FY 2031-2038	\$0					

# PROJECT: Red Bridge Rd over Conewago Creek

MPMS ID: 78642

First Appearance on the TYP:

10/1/2014

## DETAILS

Project Class: Bridge Restoration  
 Improvement Type: Bridge Rehabilitation  
 State Route #: 1017  
 Length (mi): 0.04  
 Geographic Limits: SR 1017 (Red Bridge Road) over Conewago Creek Straban Twp  
 Estimated Let Date: 1/28/2027  
 Est. Completion: 3/29/2028  
 Est. Project Cost: \$3,625,000



## TIP FUNDING SOURCES

Federal: BOF \$3,103,620

State: \$0

3.4%  
of the TIP

## FUNDING SUMMARY

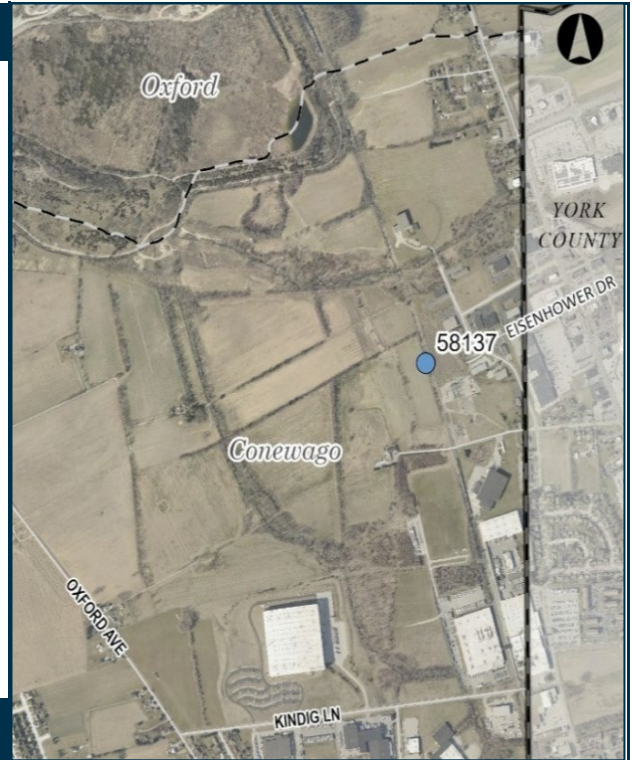
Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$794,515	\$1,388,000	\$921,105	\$0	\$0	\$0
<b>Total</b>	\$794,515	\$1,388,000	\$921,105	\$0	\$0	\$0
Expenditures	\$332,026.16					
FY 2027-2030	\$3,103,620					
FY 2031-2038	\$0					

# PROJECT: Eisenhower Drive Extension

MPMS ID: 58137 First Appearance on the TYP: 10/4/2000

## DETAILS

Project Class: Highway Reconstruction  
 Improvement Type: Extend roadway  
 State Route #:  
 Length (mi):  
 Geographic Limits: Between SR 0116 and SR 0094 in Conewago Township  
 Estimated Let Date: 6/24/2027  
 Est. Completion: 6/23/2030  
 Est. Project Cost: \$72,050,000



## TIP FUNDING SOURCES

Federal:	STP	\$7,665,464	BRIP	\$3,272,000
	SXF	\$3,204,720	STU	\$780,000
State:	581	\$17,694,000	s581	\$30,000,000
	185	\$936,764		

**69.1%**  
of the TIP

## FUNDING SUMMARY

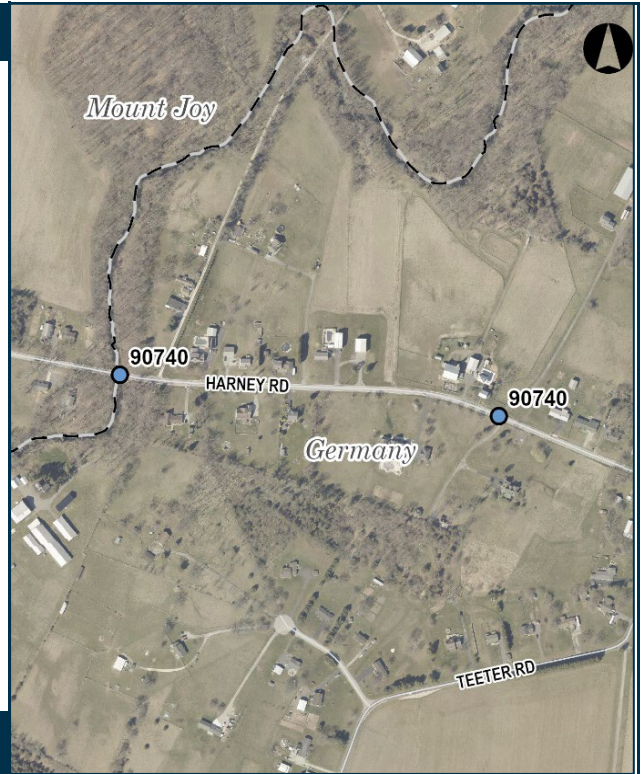
Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$1,815,441	\$4,582,558	\$0	\$0	\$0	\$0
Right of Way	\$2,905,000	\$666,304	\$3,921,284	\$4,606,913	\$0	\$0
Construction	\$11,727,220	\$7,151,425	\$12,434,716	\$13,742,087	\$26,994,552	\$0
<b>Total</b>	<b>\$16,447,661</b>	<b>\$12,400,287</b>	<b>\$16,356,000</b>	<b>\$18,349,000</b>	<b>\$26,994,552</b>	<b>\$0</b>
Expenditures	\$22,435,619					
FY 2027-2030	\$63,552,948					
FY 2031-2038	\$26,994,552					

# PROJECT: Alloway Creek Bridge

MPMS ID: 90740 First Appearance on the TYP: 9/29/2016

## DETAILS

Project Class: Bridge Restoration  
 Improvement Type: Bridge Rehabilitation  
 State Route #: 2014  
 Length (mi): 0.01  
 Geographic Limits: SR2014 (Harney Road) over Alloway Creek Germany Township and Mount Joy Township  
 Estimated Let Date: 6/18/2026  
 Est. Completion: 8/17/2027  
 Est. Project Cost: \$2,128,000



## TIP FUNDING SOURCES

Federal: BOF \$593,485

State: 185 \$1,088,236

**1.8%**  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,283,103	\$398,618	\$0	\$0	\$0	\$0
<b>Total</b>	\$1,283,103	\$398,618	\$0	\$0	\$0	\$0
Expenditures	713137.13					
FY 2027-2030	\$1,681,721					
FY 2031-2038	\$0					

# PROJECT: Stoney Point Road Bridge

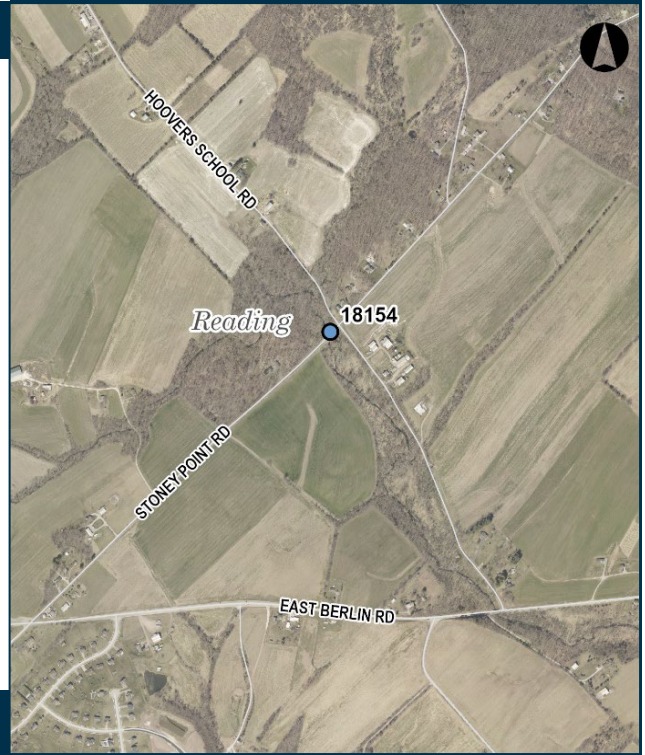
MPMS ID: 18154

First Appearance on the TYP:

9/27/2018

## DETAILS

Project Class: Bridge Replacement  
 Improvement Type: Bridge Replacement  
 State Route #: 7218  
 Length (mi): 0.01  
 Geographic Limits: Stoney Point Road over Market Run, Reading Township  
 Estimated Let Date: 11/2/2028  
 Est. Completion: 11/3/2029  
 Est. Project Cost: \$1,725,000



## TIP FUNDING SOURCES

Federal: BOF \$874,181  
 State: 183 \$163,910  
 Local: \$54,636

**1.2%**  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$685,441	\$407,286	\$737,326	\$0
<b>Total</b>	\$0	\$0	\$685,441	\$407,286	\$737,326	\$0
Expenditures	\$404,870.33					
FY 2027-2030	\$1,092,727					
FY 2031-2038	\$737,326					

# PROJECT: Adams County Department Force Box Culvert

MPMS ID: 122809

## DETAILS

Project Class: Bridge Replacement

Improvement Type: Bridge Improvement

State Route #: Various

Geographic Limits: Box culverts by department forces on Various St Routes in Adams County

Est. Project Cost: \$250,000



## TIP FUNDING SOURCES

Federal: \$0

State: 185 \$950,000

**1.0%**  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$50,000	\$100,000	\$100,000	\$100,000	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0
<b>Total</b>	<b>\$50,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>
FY 2027-2030	\$950,000					
FY 2031-2038	\$0					

# PROJECT: Country Club Road Bridge

MPMS ID: 18086 First Appearance on the TYP: 7/29/1993

## DETAILS

Project Class: Bridge Replacement  
 Improvement Type: Bridge Replacement  
 State Route #: 7401  
 Length (mi): 0.01  
 Geographic Limits: Country Club Road over Tributary of Beaver Creek  
 Estimated Let Date: 4/1/2027  
 Est. Completion: 9/28/2028  
 Est. Project Cost: \$1,300,000



## YIP FUNDING SOURCES

Federal: BOF \$980,714  
 State: 183 \$183,884 Local: \$61,294

1.3%  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$1,225,892	\$237,270	\$0
<b>Total</b>	\$0	\$0	\$0	\$1,225,892	\$237,270	\$0
Expenditures	\$386,644.30					
FY 2027-2030	\$1,225,892					
FY 2031-2038	\$237,270					

# PROJECT: SRTP Rideshare

MPMS ID: 82372 First Appearance on the TYP: 10/2/2007

## DETAILS

Project Class: Public Transit  
 Improvement Type: Ridesharing/ Vanpooling Programs and Transit Coordination  
 Geographic Limits: Adams County MPO  
 Est. Completion: N/A  
 Est. Project Cost: N/A

## TIP FUNDING SOURCES

Federal: STP \$131,536  
 State: \$0

**0.14%**  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$65,441	\$66,095	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	\$65,441	\$66,095	\$0	\$0	\$0	\$0
FY 2027-2030	\$131,536					
FY 2031-2034	\$0					

**PROJECT: Bridge Reserve**

MPMS ID: 87792

**DETAILS**

Project Class: Line Item  
 Improvement Type: Funds not dedicated to a specific project  
 Geographic Limits: Federal and state bridge Reserve Adams County MPO area

**TIP FUNDING SOURCES**

Federal: \$0  
 State: 185 \$910,206

**1%**  
of the TIP

**FUNDING SUMMARY**

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$288,090	\$622,116	\$9,929,582	\$13,444,000
<b>Total</b>	\$0	\$0	\$288,090	\$622,116	\$9,929,582	\$13,444,000
FY 2027-2030	\$910,206					
FY 2031-2038		\$23,373,582				

# PROJECT: Highway Reserve

MPMS ID: 87793

## DETAILS

Project Class: Line Item

Improvement Type: Funds not dedicated to a specific project

Geographic Limits: Federal and state highway Reserve  
Adams County MPO area

## TIP FUNDING SOURCES

Federal: NHPP \$8,707,370

State: \$0

9%  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,789,370	\$2,306,000	\$2,306,000	\$2,306,000	\$0	\$0
<b>Total</b>	\$1,789,370	\$2,306,000	\$2,306,000	\$2,306,000	\$0	\$0
FY 2027-2030	\$8,707,370					
FY 2031-2038		\$0				

# PROJECT: Delivery/ Consultant Assistance

MPMS ID: 87807

## DETAILS

Project Class: Bridge Preservation Activities

Improvement Type: Consultant Assistance in Project Delivery and Construction

Geographic Limits: Adams County MPO area

## TIP FUNDING SOURCES

State: 581 \$500,000  
 185 \$300,000

**0.9%**  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$200,000	\$200,000	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$200,000	\$200,000	\$0	\$0	\$0	\$0
<b>Total</b>	\$400,000	\$400,000	\$0	\$0	\$0	\$0
FY 2027-2030	\$800,000					
FY 2031-2038	\$0					

# PROJECT: Highway Safety Improvement Program (HSIP)

MPMS ID: 87811

## DETAILS

Project Class: Line Item

Improvement Type: Funds designated to reduce traffic fatalities and serious injuries through data-driven infrastructure projects

Geographic Limits: Adams County MPO area

## TIP FUNDING SOURCES

Federal: NHPP \$8,707,370

State: \$0

4%  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$650,130	\$1,021,000	\$1,021,000	\$1,021,000	\$0	\$0
<b>Total</b>	\$650,130	\$1,021,000	\$1,021,000	\$1,021,000	\$0	\$0
FY 2027-2030	\$3,713,130					
FY 2031-2038		\$0				

# PROJECT: Carbon Reduction Program (CRP) Hanover RSL

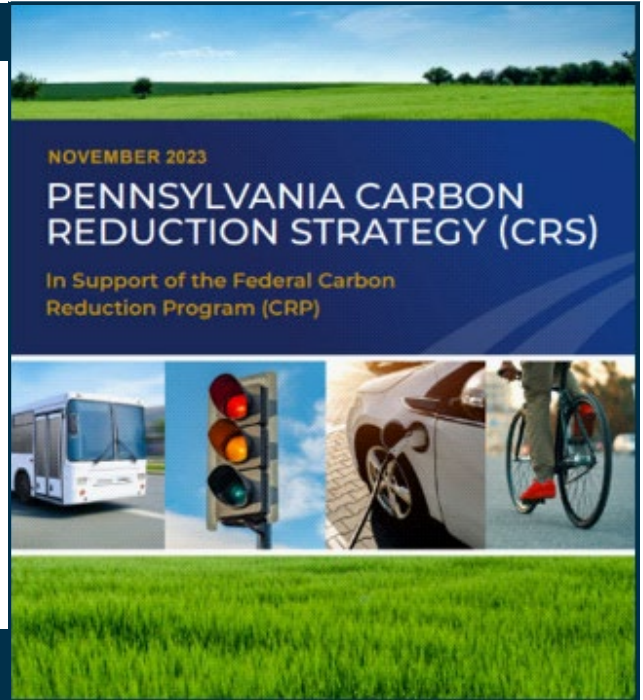
MPMS ID: 119288

## DETAILS

Project Class: Air Quality

Improvement Type: Funds for projects and strategies designed to reduce transportation CO2 emissions

Geographic Limits: Hanover Urban Area, Adams and York Counties



## TIP FUNDING SOURCES

Federal: CRPU \$1,076,412  
 CRP \$1,576,000

**3%**  
of the TIP

## FUNDING SUMMARY

Phase	2027	2028	2029	2030	2nd 4-Years	3rd 4-Years
Prelim. Engineering	\$0	\$0	\$0	\$0	\$0	\$0
Final Design	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0
Right of Way	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$663,103	\$663,103	\$663,103	\$663,103	\$1,576,000	\$1,575,000
<b>Total</b>	\$663,103	\$663,103	\$663,103	\$663,103	\$1,576,000	\$1,575,000
FY 2027-2030	\$2,652,412					
FY 2031-2038	\$3,151,000					

# 2027 - 2030 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 2027		FFY 2028		FFY 2029		FFY 2030		Comments
	Base allocation	Program/attached	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$2,552,000	\$2,552,000	\$2,306,000	\$2,306,000	\$2,306,000	\$2,306,000	\$2,306,000	\$2,306,000	
STP	\$1,953,000	\$1,953,000	\$1,948,000	\$1,948,000	\$1,948,000	\$1,948,000	\$1,948,000	\$1,948,000	
State Highway (581)	\$4,304,000	\$10,304,000	\$4,247,000	\$10,247,000	\$4,650,000	\$12,650,000	\$4,993,000	\$14,993,000	Additional s581 SPIKE Funds on MPMS #58137
State Bridge (185/183)	\$1,183,000	\$1,183,000	\$1,142,000	\$1,142,000	\$1,102,000	\$1,102,000	\$1,106,000	\$1,106,000	
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	
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	
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TAU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STU	\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$0	York County contribution for portion of MPMS # 58137 in their region.
CRP/CRPU	\$394,000	\$663,103	\$394,000	\$663,103	\$394,000	\$663,103	\$394,000	\$663,103	Hanover UZA Share %
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	
<b>Total</b>	\$14,203,000	\$21,252,103	\$13,854,000	\$20,123,103	\$14,217,000	\$22,486,103	\$14,564,000	\$24,833,103	

# 2027 - 2030 Transportation Program Development Checklist

*Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (e.g. Spike funds, Earmarks, Local, TASA, PROTECT) by year:*

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
SXF	\$3,204,720	\$0	\$0	\$0	Federal Earmark funds for MPMS # 58137
s581	\$6,000,000	\$6,000,000	\$8,000,000	\$10,000,000	Additional 581 SPIKE funds on MPMS # 58137
CRPU	\$269,103	\$269,103	\$269,103	\$269,103	Hanover UZA Share %
LOC			\$54,636		Local funds for MPMS # 18154
LOC				\$61,294	Local funds for MPMS # 18086
STU	\$780,000				York County contribution for portion of MPMS # 58137 in their region.
<b>Total</b>	\$10,253,823	\$6,269,103	\$8,323,739	\$10,330,397	

# **Susquehanna Regional Transportation Authority**

## FINANCIAL CAPACITY ANALYSIS REPORT

### 2027-2030 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 Adams, Dauphin/Cumberland, Franklin, Hanover, and York UZAs for use by SRTA (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 SRTA’s program requirements are relatively modest an extensive analysis is not appropriate or necessary to verify SRTA’s capability to operate current levels of service and implement planned capital projects.

#### FY 2027-2030 Transit Transportation Improvement Program

The regional Metropolitan Planning Organizations (ACTPO, FMCPO, HATS and YAMPO) will be adopting the 2027-2030 TIP for transit related projects as shown in Table 1. This plan includes four (4) operating assistance projects for each of the four fiscal years from 2027 through 2030. The plan also includes the capital projects in each year of the TIP. These projects are consistent with SRTA’s past operations, as well as continued, expected future operations. The combined operating and capital projects will require a total funding of \$144,358,575. The total required funds will be broken down in the following amounts: Federal funds - \$87,516,827; Commonwealth of Pennsylvania funds - \$52,855,354; Local municipal funds - \$3,986,394 are expected to be provided by the local jurisdictions that support SRTA (Adams, Cumberland, Dauphin, Franklin, and York Counties plus Harrisburg City).

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

Table 1. 2027-2030 Transportation Improvement Plan

Type of Funding	MPO/UZ A	Project Description	Federal	State	Local	Total
Capital Assistance Grant	FMCPPO	Microtransit Vehicles	400,000	96,775	3,225	500,000
Operating Assistance Grant	FMCPPO	Operating Assistance Franklin	600,000	145,163	4,838	750,000
Operating Assistance Grant	HATS	Operating Assistance Dauphin, Cumberland, Harrisburg	5,577,247	0	0	5,577,247
Capital Assistance Grant	HATS	Fixed Route Buses & Equipment	7,829,177	1,875,542	62,502	9,767,221
Capital Assistance Grant	HATS	Shelter Improvements & Expansion	1,200,000	145,162	4,838	1,350,000
Capital Assistance Grant	HATS	Lemoyne Transit Center	742,680	1,050,270	35,000	1,827,950
Capital Assistance Grant	HATS	Maintenance Equipment & Facility Improvements	200,000	48,388	1,612	250,000
Capital Assistance Grant	HATS	Operations/Maintenance Facility	8,000,000	967,750	32,250	9,000,000
Operating Assistance Grant	YAMPO	Operating Assistance York	3,572,771	9,910,000	870,160	14,352,931
Operating Assistance Grant	YAMPO	Operating Assistance Hanover	520,000	0	0	520,000
Capital Assistance Grant	YAMPO	Fixed Route Buses & Equipment	5,738,268	1,388,301	23,095	7,149,664
Capital Assistance Grant	YAMPO	Bus Shelters & Stops	1,200,000	145,162	4,838	1,350,000
Capital Assistance Grant	YAMPO	Maintenance Equipment	60,000	14,516	484	75,000
<b>FFY 2027 Totals</b>			35,640,143	15,787,029	1,042,842	52,470,014

<b>Type of Funding</b>	<b>MPO/UZ A</b>	<b>Project Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
Capital Assistance Grant	FMCPPO	Microtransit Vehicles	630,000	152,421	5,079	787,500
Operating Assistance Grant	FMCPPO	Operating Assistance Franklin	400,000	96,775	3,225	500,000
Operating Assistance Grant	HATS	Operating Assistance Dauphin, Cumberland, Harrisburg	5,744,564	0	0	5,744,564
Capital Assistance Grant	HATS	Fixed Route Buses & Equipment	3,550,500	997,629	33,246	4,581,375
Capital Assistance Grant	HATS	Maintenance Equipment & Facility Improvements	200,000	48,388	1,612	250,000
Operating Assistance Grant	YAMPO	Operating Assistance York	3,679,954	10,207,300	896,265	14,783,519
Operating Assistance Grant	YAMPO	Operating Assistance Hanover	535,600	0	0	535,600
Capital Assistance Grant	YAMPO	Fixed Route Buses & Equipment	4,560,600	1,103,379	26,150	5,690,129
Capital Assistance Grant	YAMPO	Maintenance Equipment	60,000	14,516	484	75,000
<b>FFY 2028 Totals</b>			<b>19,361,218</b>	<b>12,620,408</b>	<b>966,061</b>	<b>32,947,687</b>

<b>Type of Funding</b>	<b>MPO/UZA</b>	<b>Project Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
Operating Assistance Grant	FMCPPO	Operating Assistance Franklin	661,500	160,042	5,333	826,875
Operating Assistance Grant	HATS	Operating Assistance Dauphin, Cumberland, Harrisburg	5,916,901	0	0	5,916,901
Capital Assistance Grant	HATS	Fixed Route Buses & Equipment	3,550,500	997,629	33,246	4,581,375
Capital Assistance Grant	HATS	Maintenance Equipment & Facility Improvements	200,000	48,388	1,612	250,000
Operating Assistance Grant	YAMPO	Operating Assistance York	3,790,353	10,513,519	923,153	15,227,025
Operating Assistance Grant	YAMPO	Operating Assistance Hanover	551,668	0	0	551,668
Capital Assistance Grant	YAMPO	Fixed Route Buses & Equipment	1,399,800	338,663	11,287	1,749,750
Capital Assistance Grant	YAMPO	Maintenance Equipment	60,000	14,516	484	75,000
<b>FFY 2029 Totals</b>			16,130,722	12,072,757	975,115	29,178,594

<b>Type of Funding</b>	<b>MPO/UZA</b>	<b>Project Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
Capital Assistance Grant	FMCPPO	Microtransit Vehicles	480,000	116,130	3,870	600,000
Operating Assistance Grant	FMCPPO	Operating Assistance Franklin	694,675	168,044	5,600	868,219
Operating Assistance Grant	HATS	Operating Assistance Dauphin, Cumberland, Harrisburg	6,094,408	0	0	6,094,408
Capital Assistance Grant	HATS	Fixed Route Buses & Equipment	2,977,500	858,999	28,626	3,865,125
Capital Assistance Grant	HATS	Maintenance Equipment & Facility Improvements	200,000	48,388	1,612	250,000
Operating Assistance Grant	YAMPO	Operating Assistance York	3,904,063	10,828,925	950,847	15,683,835
Operating Assistance Grant	YAMPO	Operating Assistance Hanover	568,218	0	0	568,218
Capital Assistance Grant	YAMPO	Fixed Route Buses & Equipment	1,405,980	340,158	11,337	1,757,475
Capital Assistance Grant	YAMPO	Maintenance Equipment	60,000	14,516	484	75,000
<b>FFY 2030 Totals</b>			<b>16,384,744</b>	<b>12,375,160</b>	<b>1,002,376</b>	<b>29,762,280</b>

## Financial Condition of Susquehanna Regional Transportation Authority

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

Fixed route transit service is mainly in the counties of Cumberland, Dauphin and York. SRTA additionally has shared ride services, county-wide in all the listed counties and has a microtransit service providing transportation in Chambersburg, Fayetteville, York, Columbia, Montour, Northumberland, Snyder and Union counties in areas where traditional fixed route services are not cost effective.

Table 2 summarizes key financial data for SRTA for fiscal years FY 2024-FY 2026.

Specifically for FY 2026 projected: The Authority is anticipating recovering approximately 37.9% of its operating expenses with operating revenue for the year ended June 30, 2026. 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 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 SRTA to sustain its operations comfortably in the short and long-term.

The creation of SRTA, a merger with CAT and CPTA in FY2023, has had positive financial effects. Operations are continuously being examined and improved with efficiencies in the organization that have resulted from the merger and shared functions. SRTA continues to streamline operations and identify additional cost-savings as the organization grows.

In addition, SRTA was able to utilize Federal CARES and ARP funds through FY 2023, which has allowed the organization to improve its current financial position. SRTA 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. SRTA expects to see continued improvement (in financial stability, service, and technology) over the next several years and will be able to maximize its funding and revenue, while keeping expenses at reasonable levels, despite inflation effects. SRTA will remain fully funded in the foreseeable future. SRTA's annual budget will be balanced with Federal, State, and Local receipts.

Our local match partners are supportive and current on payments with commitments to meet their obligations through 2026. SRTA expects these commitments and relationships to continue with no interruptions into the future.

SRTA 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 SRTA

	FY 23-24	FY 24-25	FY 25-26**
Operating Expense	\$64,820,705	\$71,293,327	\$79,157,054
Operating revenue	\$24,888,453	\$26,858,075	\$29,969,456
Federal Operating Assistance	\$13,484,209	\$10,612,637	\$25,264,197
State Operating Assistance	\$21,262,405	\$32,948,781	\$22,423,302
Local Operating Assistance	\$2,026,805	\$2,195,815	\$2,602,325

\*\*FY2026 is projected financial information for SRTA.

Financial Capacity of Non-federal Funding Partners

The Commonwealth of Pennsylvania is the major non-federal funding source for SRTA. Through regular appropriations from the General Assembly all public transit providers identified in Act 89 of 2013 (which includes SRTA) receive annual operating grants. Act 89 also provides dedicated funding for SRTA 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 Cumberland, Dauphin, Franklin, Hanover, and York UZAs, 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 each designated UZA for transportation purposes in SRTA’s operating region. The full faith and goodwill 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 Cumberland, Dauphin, Franklin, York, Adams Counties and Harrisburg City 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		
	2023	2025	2023	2025	2023	2025	%+/-
York County	180,000	181,000	80,000	83,000	458,000	462,000	0.8%
Adams County	44,100	44,337	80,500	84,092	106,800	107,594	0.7%
Cumberland County	111,500	112,500	85,000	86,500	268,300	272,000	1.4%
Dauphin County	124,000	126,000	72,500	75,000	286,500	289,000	0.9%
Franklin County	70,000	72,000	74,000	75,500	156,000	158,000	1.0%

Conclusion

Based on the analysis presented in this report, SRTA has the financial capacity to undertake the projects listed in the 2027-2030 TIP. SRTA 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. SRTA’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 and CPTA has improved financial stability and efficiency in its operations. SRTA 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 SRTA to continue services.

Prepared April 8, 2026

# 2027-2030 Adams County Transportation Improvement Program (TIP) Community Demographic Analysis

## Introduction

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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.
- **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 Community Demographic 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 all populations and all 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 all populations and all income populations.

The Community Demographic Analysis (CDA) 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.

### Identifying All Populations and All Income Populations

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The identification of all populations and all 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.

All 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. All 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 All Income and All Populations within Adams County, based on the 2019-2023 American Community Survey (ACS) 5-Year Estimates, the most recent dataset available at the time the CDA was conducted. Figure 1 identifies the total population by population and all Income categories.

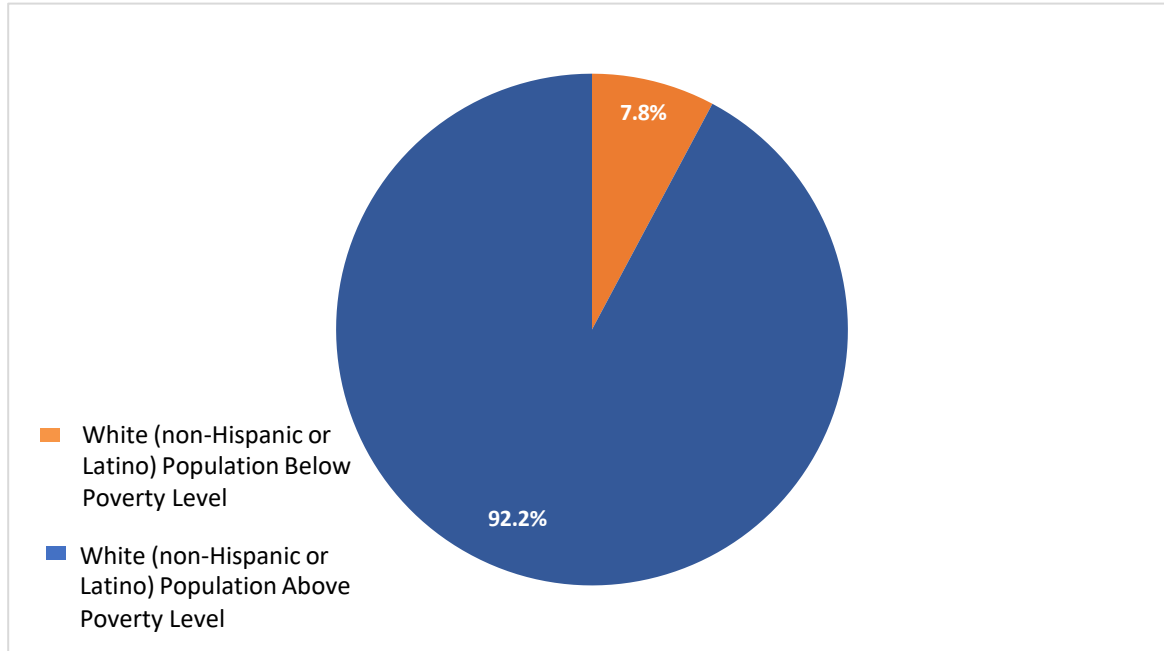
**Table 1: Profile of All Income and All Populations, 2025**

Adams County		
Demographic Indicator	County Population*	County Percentage*
<b>Total Population</b>	<b>105,183</b>	<b>100.00%</b>
White alone, non-Hispanic	92,050	87.50%
Black or African American alone, non-Hispanic	1,727	1.60%
American Indian and Alaska Native alone, non-Hispanic	33	0.03%
Asian alone, non-Hispanic	906	0.86%
Native Hawaiian and Other Pacific Islander alone, non-Hispanic	5	0.005%
Some other race alone, non-Hispanic	356	0.34%
Two or more races	2,187	2.08%
Hispanic or Latino	7,919	7.53%
<b>All Income Populations</b>	<b>100,770</b>	
Below Poverty Level Population	8,439	8.40%
Above Poverty Level Population	92,331	91.60%
<b>Other Potentially Disadvantaged Populations</b>		
Limited English Proficiency Households	2,881	2.90%
Persons with a Disability	14,811	14.00%
Elderly (65 years or older)	22,404	21.30%
Carless Households	2,014	5.00%
Below Poverty Level Households	2,938	7.30%
Housing Units with no broadband subscription	4,624	11.40%
Housing Units with no computer	2,856	7.10%

Source: 2019-2023 American Community Survey 5-Year Estimates

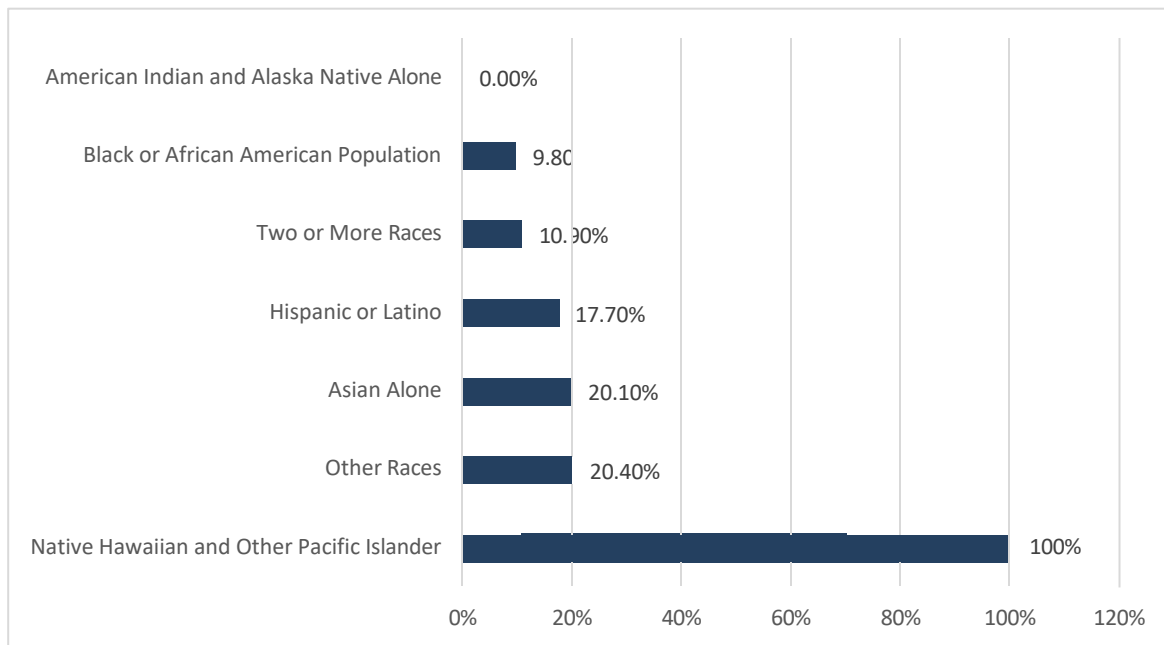
\*Note: Discrepancies may result from the use of various ACS 2019-2023 5-Year Estimate data tables

**Figure 1: All Income Rates Among White Alone (non-Hispanic or Latino) Population Groups in Adams County**



Source: 2019-2023 American Community Survey 5-Year Estimates

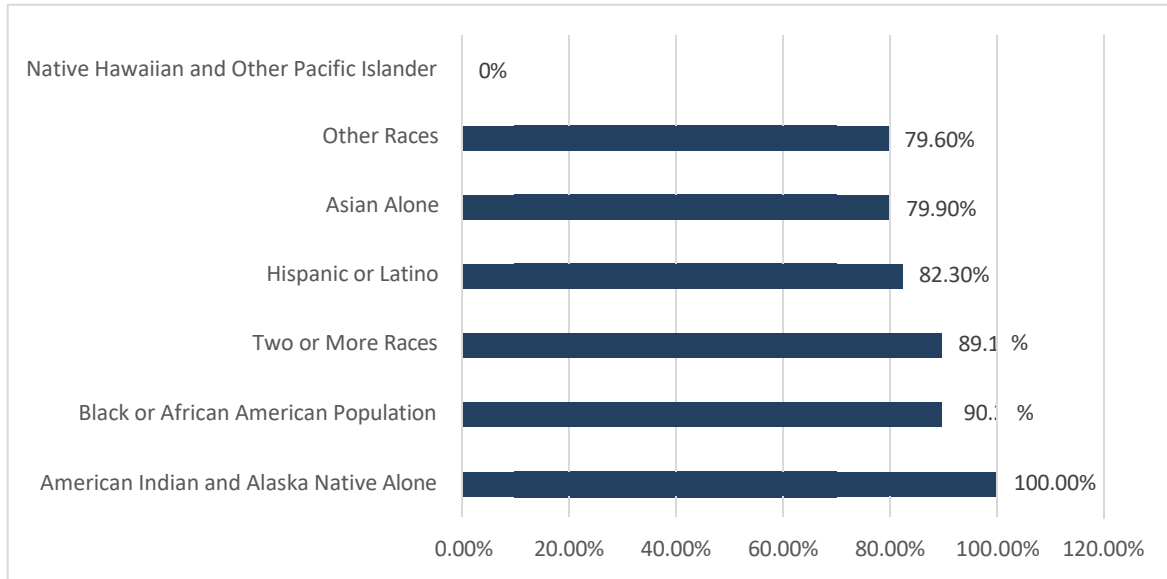
**Figure 2: Below Poverty Level Rates Among Minority Population Groups in Adams County**



Source: 2019-2023 American Community Survey 5-Year Estimates

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

**Figure 3: Above Poverty Level Rates Among Minority Population Groups in Adams County**



Source: 2019-2023 American Community Survey 5-Year Estimates

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

## All Population Intervals for Adams County

Data from the 2019-2023 American Community Survey 5-Year Estimates were used to evaluate the locations in Adams County compared to the population's concentration in 68 census block groups. The total County population used for this analysis was 105,183 and the total minority population was 13,133. 12.50% 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 Population Intervals**

<b>Minority Population Intervals</b> (County Average = 12.50%)		
<b>1</b>	Census Block Minority Population Percentage $\leq 6.25\%$ (Census block group minority population percentage less than or equal to half of county minority population percentage)	31,608 people live in these census blocks. Of those, 3.90% are minority.
<b>2</b>	Census Block Minority Population Percentage $> 6.25\%$ and $\leq 12.50\%$ (Census block group minority population percentage greater than half and less than or equal to county minority population percentage)	34,934 people live in these census blocks. Of those, 9.60% are minority.
<b>3</b>	Census Block Minority Population Percentage $> 12.50\%$ and $\leq 25.00\%$ (Census block group minority population percentage greater than county minority population percentage and less than or equal to twice the county minority population percentage)	25,354 people live in these census blocks. Of those, 17.30% are minority.
<b>4</b>	Census Block Minority Population Percentage $> 25.00\%$ and $\leq 50.00\%$ (Census block group minority population percentage greater than twice and less than or equal to four times the county minority population percentage)	13,287 people live in these census blocks. Of those, 31.40% are minority.
<b>5</b>	Census Block Minority Population Percentage $> 50.00\%$ (Census block group minority population percentage greater than four times county minority population percentage)	0 people live in these census blocks.

**Table 3: White Alone (non-Hispanic or Latino) Population Intervals**

<b>White (non-Hispanic or Latino) Population Intervals</b> (County Average = 87.50%)		
<b>1</b>	Census Block White (non-Hispanic or Latino) Population Percentage $\leq 43.75\%$ (Census block group White (non-Hispanic or Latino) population percentage less than or equal to half of county White (Hispanic or Latino) population percentage)	0 people live in these census blocks.
<b>2</b>	Census Block White (non-Hispanic or Latino) Population Percentage $> 43.75\%$ and $\leq 87.50\%$ (Census block group White (non-Hispanic or Latino) population percentage greater than half and less than or equal to county White (non-Hispanic or Latino) population percentage)	38,641 people live in these census blocks. Of those, 77.80% are White (non-Hispanic or Latino).
<b>3</b>	Census Block White (non-Hispanic or Latino) Population Percentage $> 87.50\%$ and $\leq 100\%$ (Census block group White (non-Hispanic or Latino) population percentage greater than county White (non-Hispanic or Latino) population percentage and less than or equal to the entire Census Block population)	66,542 people live in these census blocks. Of those, 93.10% are White (non-Hispanic or Latino).

### All Income Intervals for Adams County

Data from 2019-2023 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 100,770 and the total Above Poverty Level population was 92,331 or 91.60% of the total population of Adams County, while the total Below Poverty Level population was 8,439 or 8.40% of the total population of Adams County. Using these percentages, census blocks were divided into intervals described in the two tables below.

**Table 4: Above Poverty Level Population Intervals**

<b>Above Poverty Level Population Intervals</b> (Countywide Average = 91.60%)		
<b>1</b>	Census Block Above Poverty Level Population Percentage $\leq 45.80\%$ (Census block group above poverty level population percentage less than or equal to half of county above poverty level population percentage)	0 people live in these census blocks.
<b>2</b>	Census Block Above Poverty Level Population Percentage $> 45.80\%$ and $\leq 91.60\%$ (Census block group above poverty level population percentage greater than half and less than or equal to county above poverty level population percentage)	43,379 people live in these census blocks. Of those, 86.05% are above poverty level.
<b>3</b>	Census Block Above Poverty Level Population Percentage $> 91.60\%$ and $\leq 100.00\%$ (Census block group above poverty level population percentage greater than county above poverty level population percentage and less than or equal to the entire Census Block population)	57,391 people live in these census blocks. Of those, 95.84% are above poverty level.

**Table 5: Below Poverty Level Population Intervals**

<b>Below Poverty Level Population Intervals</b> (Countywide Average = 8.40%)		
<b>1</b>	Census Block Below Poverty Level Population Percentage $\leq$ 4.20% (Census block group below poverty level population percentage less than or equal to half of county below poverty level population percentage)	25,868 people live in these census blocks. Of those, 2.49% are below poverty level.
<b>2</b>	Census Block Below Poverty Level Population Percentage $>$ 4.20% and $\leq$ 8.40% (Census block group below poverty level population percentage greater than half and less than or equal to county below poverty level population percentage)	31,523 people live in these census blocks. Of those, 5.53% are below poverty level.
<b>3</b>	Census Block Below Poverty Level Population Percentage $>$ 8.40% and $\leq$ 16.80% (Census block group below poverty level population percentage greater than county below poverty level population percentage and less than or equal to twice the county below poverty level population percentage)	34,712 people live in these census blocks. Of those, 11.77% are below poverty level.
<b>4</b>	Census Block Below Poverty Level Population Percentage $>$ 16.80% and $\leq$ 33.60% (Census block group below poverty level population percentage greater than twice and less than or equal to four times the county below poverty level population percentage)	8,076 people live in these census blocks. Of those, 21.53% are below poverty.
<b>5</b>	Census Block Below Poverty Level Population Percentage $>$ 33.60% (Census block group below poverty level population percentage greater than four times the county below poverty population percentage)	591 people live in these census blocks. Of those, 38.59% are below poverty level.

# ACTPO Concentrations of Minority Population by Block Group




## Statistics:

Planning Partner Total Population: 105,183

Planning Partner Minority Population: 13,133





Planning Partner Overall Minority Population Percentage: 12.5%

## Legend


-  PennDOT Planning Partner Boundary
-  Municipal Boundary
-  Major Road

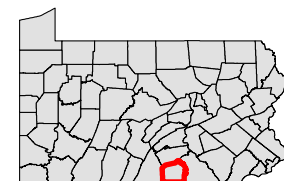
Pennsylvania Census Block Groups, 2023

### Planning Partner Minority Population Interval

-  Less than or equal to half the Planning Partner Minority Population Percentage
-  Greater than half and less than or equal to the Planning Partner Minority Population Percentage
-  Greater than and less than or equal to twice the Planning Partner Minority Population Percentage
-  Greater than twice and less than or equal to four times the Planning Partner Minority Population Percentage

### Transportation Improvement Project Type

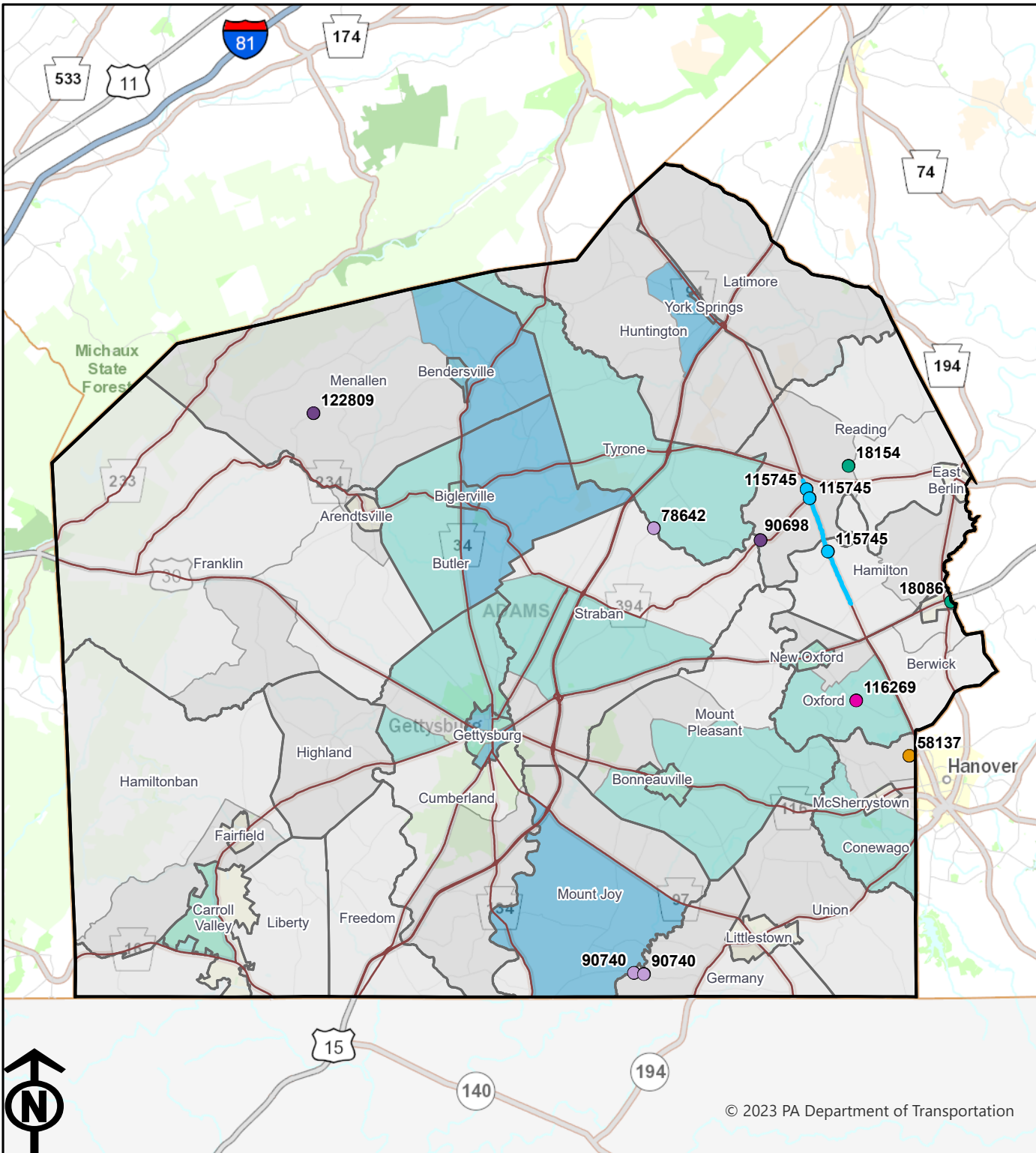
-  Bridge Improvement
-  Bridge Rehabilitation
-  Bridge Replacement
-  Pavement Preservation
-  Safety Improvement
-  New Roadway
-  Resurfacing Project



0 3.5 7 14 Miles

Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.  
rev. April 14, 2026 | ACOPD - GIS Division



# Concentrations of White Alone (Non-Hispanic/Latino) Population by Block Group




## Statistics:

Planning Partner total Population: 105,183




Planning Partner White Alone (Non-Hispanic/Latino) Population: 92,050

Planning Partner Overall White Alone (Non-Hispanic/Latino) Population Percentage: 87.5%

## Legend

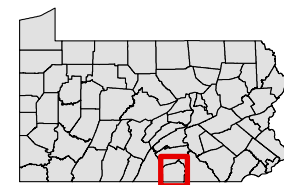
-  PennDOT Planning Partner Boundary
-  Municipal Boundary
-  Major Road

## Planning Partner White (Non-Hispanic/Latino) Population Interval

-  Less than or equal to half the Planning Partner White (Non-Hispanic/Latino) Population Percentage
-  Greater than half and less than or equal to the Planning Partner White (Non-Hispanic/Latino) Population Percentage
-  Greater than and less than or equal to twice the Planning Partner White (Non-Hispanic/Latino) Population Percentage

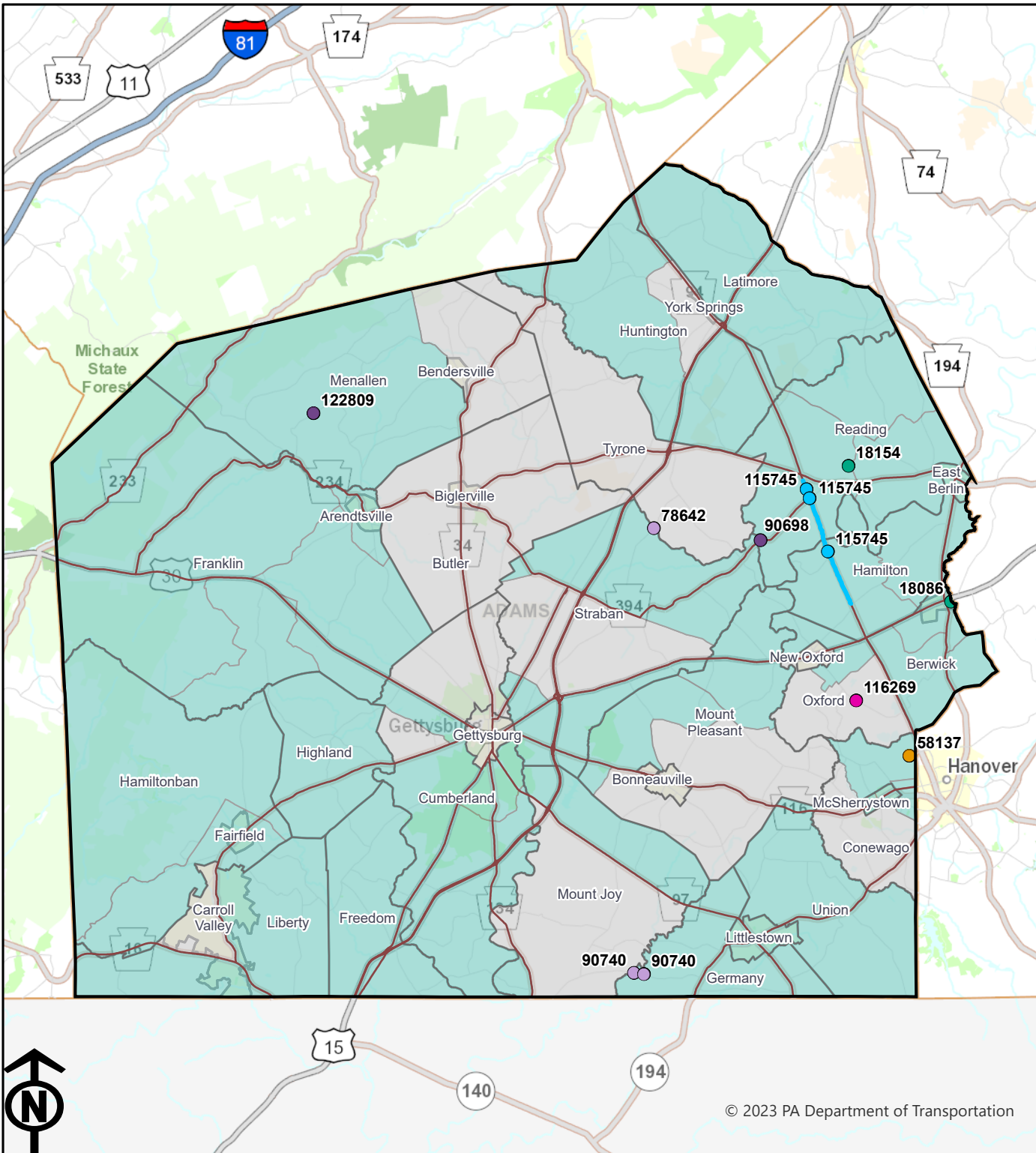
## Transportation Improvement Project Type

-  Bridge Improvement
-  Bridge Rehabilitation
-  Bridge Replacement
-  Pavement Preservation
-  Safety Improvement
-  New Roadway
-  Resurfacing Project



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc. rev. April 14, 2026 | ACOPE - GIS Division



# ACTPO Concentrations of Above Poverty Level Population by Block Group




## Statistics:

Planning Partner total Population: 105,183

Planning Partner Above Poverty Level Population: 92,331




Planning Partner Above Poverty Level Population Percentage: 91.6%

## Legend







-  PennDOT Planning Partner Boundary
-  Municipal Boundary
-  Major Road

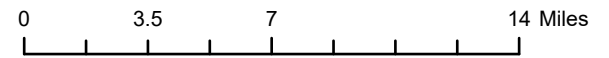
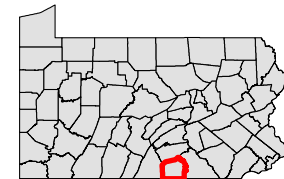
Pennsylvania Census Block Groups, 2023

## Planning Partner Above Poverty Level Interval

-  Less than or equal to half the Planning Partner Above Poverty Level Population Percentage
-  Greater than half and less than or equal to the Planning Partner Above Poverty Level Population Percentage
-  Greater than the County Low Income Population Percentage and less than or equal to twice the Planning Partner Above Poverty Level Population Percentage

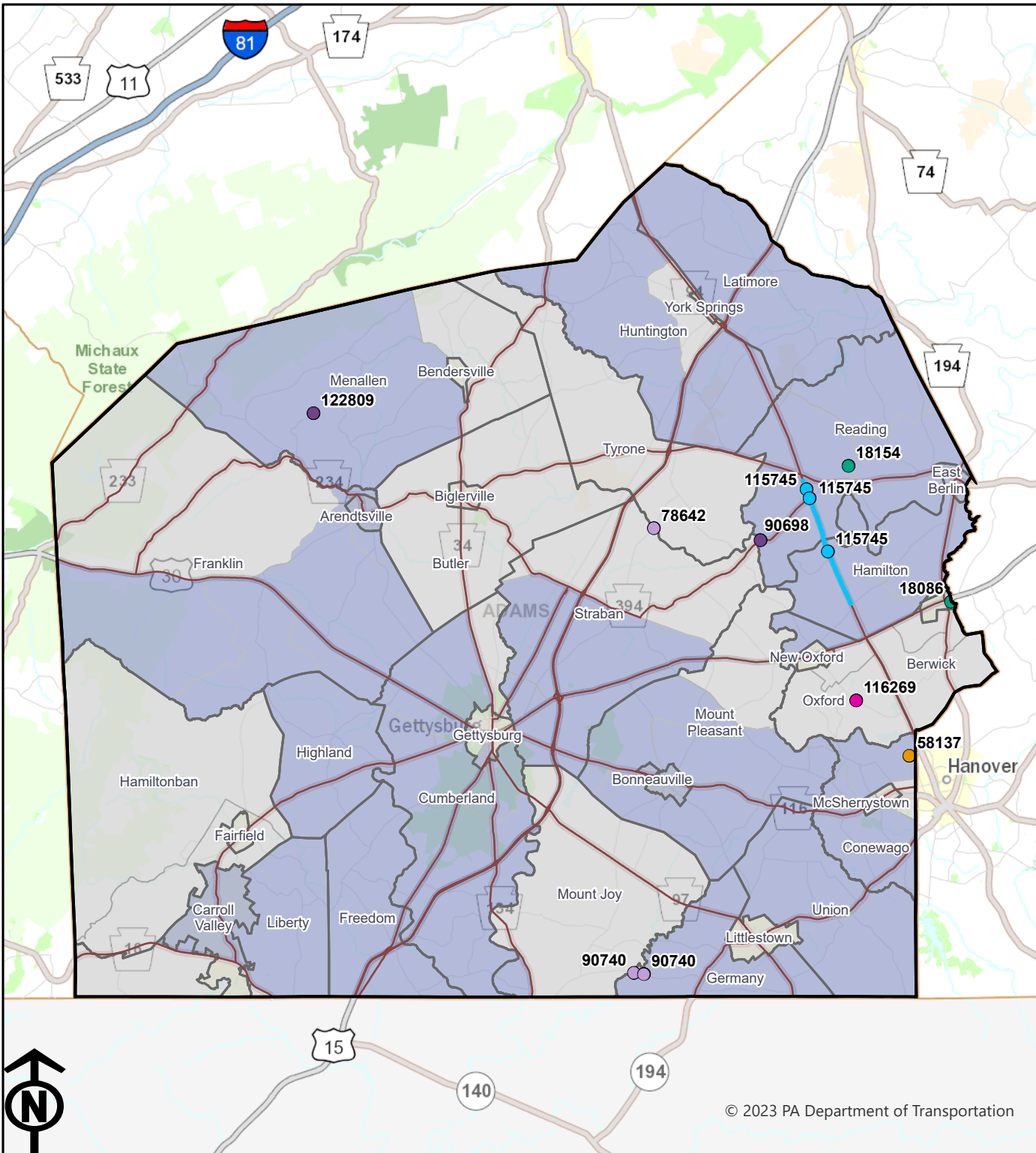
## Transportation Improvement Project Type

-  Bridge Improvement
-  Bridge Rehabilitation
-  Bridge Replacement
-  Pavement Preservation
-  Safety Improvement
-  New Roadway
-  Resurfacing Project



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc. rev. April 14, 2026 | ACOPD - GIS Division



# ACTPO Concentrations of Below Poverty Level Population by Block Group

## Statistics:

Planning Partner total Population: 105,183

Planning Partner Below Poverty Level Population: 8439

Planning Partner Overall Below Poverty Level Population Percentage: 8.4%

## Legend

PennDOT Planning Partner Boundary

Municipal Boundary

Major Road

## Planning Partner Below Poverty Level Interval

Less than or equal to half the Planning Partner Below Poverty Level Population Percentage

Greater than half and less than or equal to the Planning Partner Below Poverty Level Population Percentage

Greater than and less than or equal to twice the Planning Partner Below Poverty Level Population Percentage

Greater than twice and less than or equal to four times the Planning Partner Below Poverty Level Population Percentage

Greater than four times the Planning Partner Below Poverty Level Population Percentage

## Transportation Improvement Project Type

Bridge Improvement

Bridge Rehabilitation

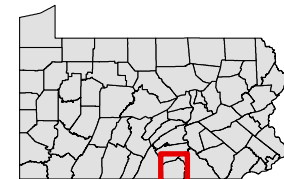
Bridge Replacement

Pavement Preservation

Safety Improvement

New Roadway

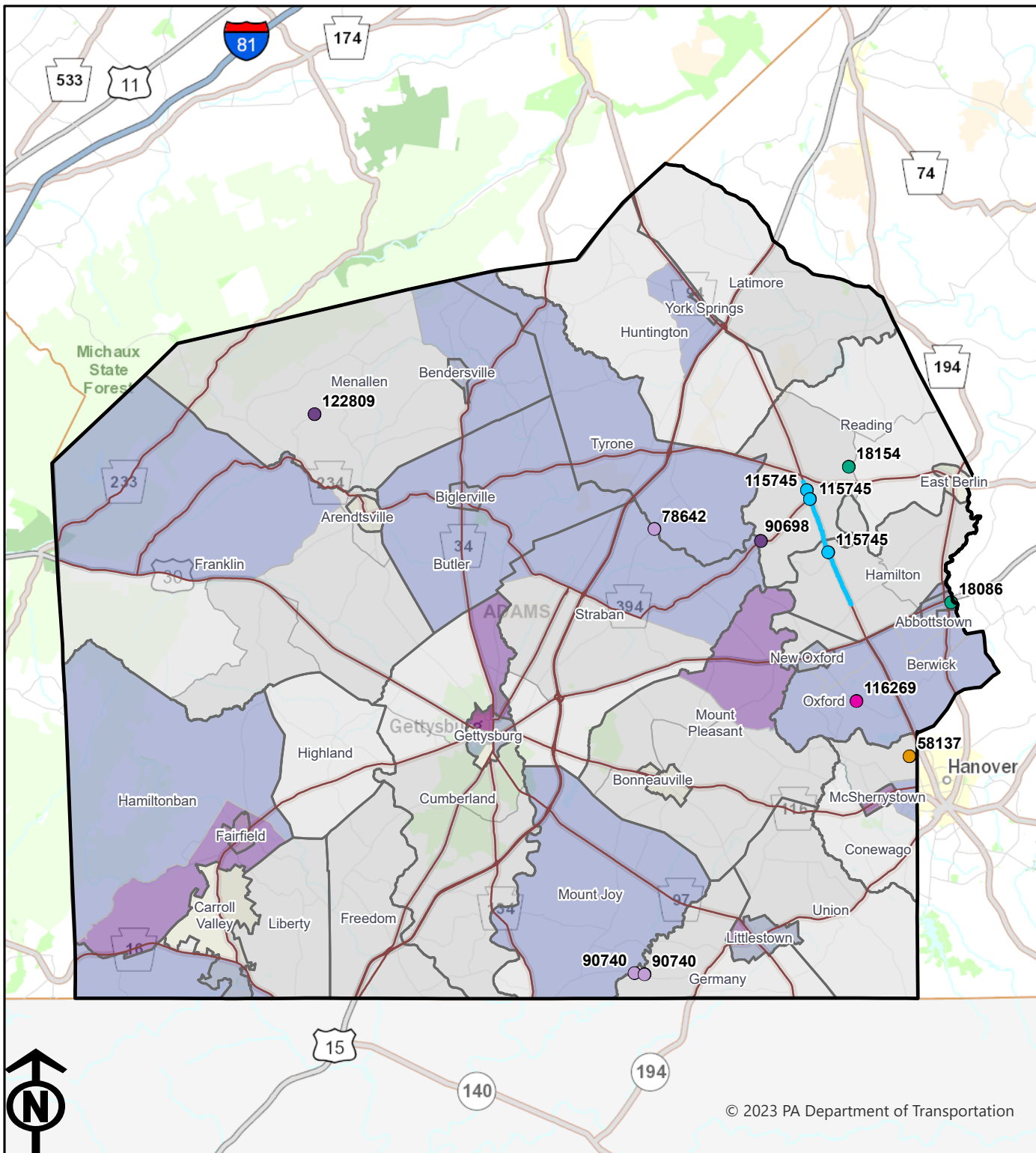
Resurfacing Project



0 3.5 7 14 Miles

Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc. rev. April 14, 2026 | ACOPD - GIS Division



## 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 all 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 all-population and all-income populations. The following tables and figures show the distribution of poor bridges and pavement miles compared to the minority, White (non-Hispanic or Latino) and all-income populations in Adams County. Current asset and condition information was pulled from PennDOT’s Open 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, 38.2% 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 below poverty level populations.

**Table 6: Distribution of Bridge Condition by Minority Population Intervals – Based on 12.50% County Average**

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					<b>Total</b>
	<b>Less than or equal to half County Minority Population %</b>	<b>Greater than half and less than or equal to County Minority Population Percentage</b>	<b>Greater than County Minority Population % and less than or equal to 2x County Minority Population</b>	<b>Greater than 2x and less than or equal to 4x County Minority Population %</b>	<b>Greater than 4x the County Minority Population %</b>	
<b>Poor Condition Bridge Count</b>	15	14	8	10	0	<b>47</b>
<b>Percentage of Bridges in Poor Condition</b>	31.91%	29.79%	17.02%	21.28%	0.00%	<b>100%</b>
<b>Total Population</b>	31,608	34,934	25,354	13,287	0	<b>105,183</b>
<b>Total Population (in %)</b>	30.05%	33.21%	24.11%	12.63%	0.00%	<b>100%</b>
<b>Minority Population</b>	1,228	3,339	4,392	4,174	0	<b>13,133</b>
<b>Minority Population (in %)</b>	9.35%	25.43%	33.44%	31.78%	0.00%	<b>100%</b>

**Table 7: Distribution of Bridge Condition by White (non-Hispanic or Latino) Population Intervals – Based on 87.50% County Average**

<i>Population/Asset</i>	<i>Percent White (non-Hispanic or Latino) Population Intervals</i>			<b>Total</b>
	<b>Less than or equal to half County White Alone Population %</b>	<b>Greater than half and less than or equal to County White Alone Population Percentage</b>	<b>Greater than County White Alone Population % and less than or equal to the entire Census Block Population</b>	
<b>Poor Condition Bridge Count</b>	0	14	25	<b>39</b>
<b>Percentage of Bridges in Poor Condition</b>	0.00%	35.90%	64.10%	<b>100%</b>
<b>Total Population</b>	0	38,641	66,542	<b>105,183</b>
<b>Total Population (in %)</b>	0.00%	36.74%	63.26%	<b>100%</b>
<b>White Alone Population</b>	0	30,075	61,975	<b>92,050</b>
<b>White Alone Population (in %)</b>	0.00%	32.67%	67.33%	<b>100%</b>

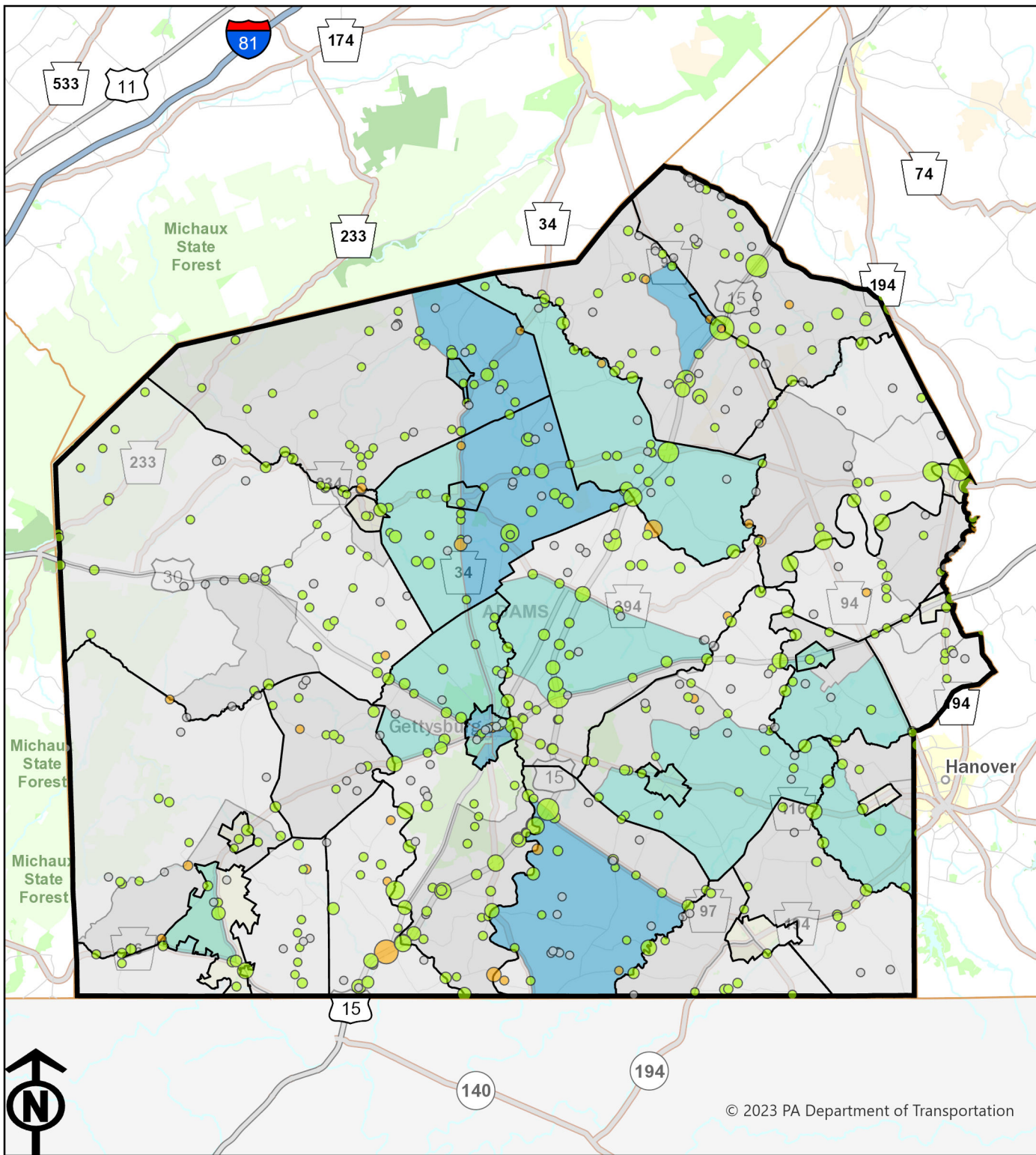
**Table 8: Distribution of Bridge Condition by Above Poverty Level Population Intervals – Based on 91.60% County Average**

<i>Population/Asset</i>	<i>Percent Above Poverty Level Population Intervals</i>			<b>Total</b>
	<b>Less than or equal to half County Above Poverty Level Population %</b>	<b>Greater than half and less than or equal to County Above Poverty Level Population Percentage</b>	<b>Greater than County Above Poverty Level Population % and less than or equal entire Census Block Population</b>	
<b>Poor Condition Bridge Count</b>	0	19	21	<b>40</b>
<b>Percentage of Bridges in Poor Condition</b>	0.00%	47.50%	52.50%	<b>100%</b>
<b>Total Population</b>	0	43,379	57,391	<b>100,770</b>
<b>Total Population (in %)</b>	0.00%	43.05%	56.95%	<b>100%</b>
<b>Above Poverty Level Population</b>	0	37,328	55,003	<b>92,331</b>
<b>Above Poverty Level Population (in %)</b>	0.00%	40.43%	59.57%	<b>100%</b>

**Table 9: Distribution of Bridge Condition by Below Poverty Level Population Intervals – Based on 8.40% County Average**

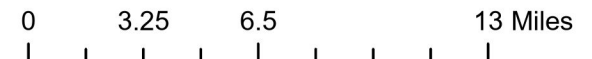
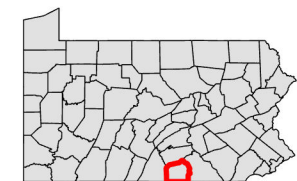
<i>Population/Asset</i>	<i>Percent Below Poverty Level Population Intervals</i>					<b>Total</b>
	<b>Less than or equal to half County Below Poverty Level Population %</b>	<b>Greater than half and less than or equal to County Below Poverty Level Population Percentage</b>	<b>Greater than County Below Poverty Level Population % and less than or equal to 2x County Below Poverty Level Population</b>	<b>Greater than 2x and less than or equal to 4x County Below Poverty Level Population %</b>	<b>Greater than 4x the County Below Poverty Level Population %</b>	
<b>Poor Condition Bridge Count</b>	13	7	10	4	1	<b>35</b>
<b>Percentage of Bridges in Poor Condition</b>	37.14%	20.00%	28.57%	11.43%	2.86%	<b>100%</b>
<b>Total Population</b>	25,868	31,523	34,712	8,076	591	<b>100,770</b>
<b>Total Population (in %)</b>	25.67%	31.28%	34.45%	8.01%	0.58%	<b>100%</b>
<b>Below Poverty Level Population</b>	644	1,744	4,084	1,739	228	<b>8,439</b>
<b>Below Poverty Level Population (in %)</b>	7.63%	20.67%	48.39%	20.61%	2.70%	<b>100%</b>

# Adams County Concentrations of Minority Population by Block Group and Bridges



## Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- State and Local Bridges**
- ConditionPoorWorse**
- Fair Condition or Better
- Poor Condition
- No Data
- Deck Area (Square Feet)**
- 0
- 5,333.33
- 10,666.7
- 16,000
- Pennsylvania Census Block Groups, 2023**
- County Minority Population Interval for Block Group**
- Less than or equal to half the County Minority Population Percentage
- Greater than half and less than or equal to the County Minority Population Percentage
- Greater than the County Minority Population Percentage and less than or equal to twice 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



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.

# Adams County Concentrations of White (Non-Hispanic/Latino) Population by Block Group and Bridges

## Legend

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2023

County White (Non-Hispanic/Latino) Population Interval for Block Group

- Less than or equal to half the County White (Non-Hispanic/Latino) Population Percentage
- Greater than half and less than or equal to the County White (Non-Hispanic/Latino) Population Percentage
- Greater than and less than or equal to twice the County White (Non-Hispanic/Latino) Population Percentage
- Greater than twice and less than or equal to four times the County White (Non-Hispanic/Latino) Population Percentage

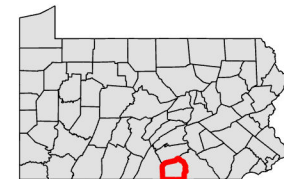
State and Local Bridges

ConditionPoorWorse

- Fair Condition or Better
- Poor Condition
- No Data

Deck Area (Square Feet)

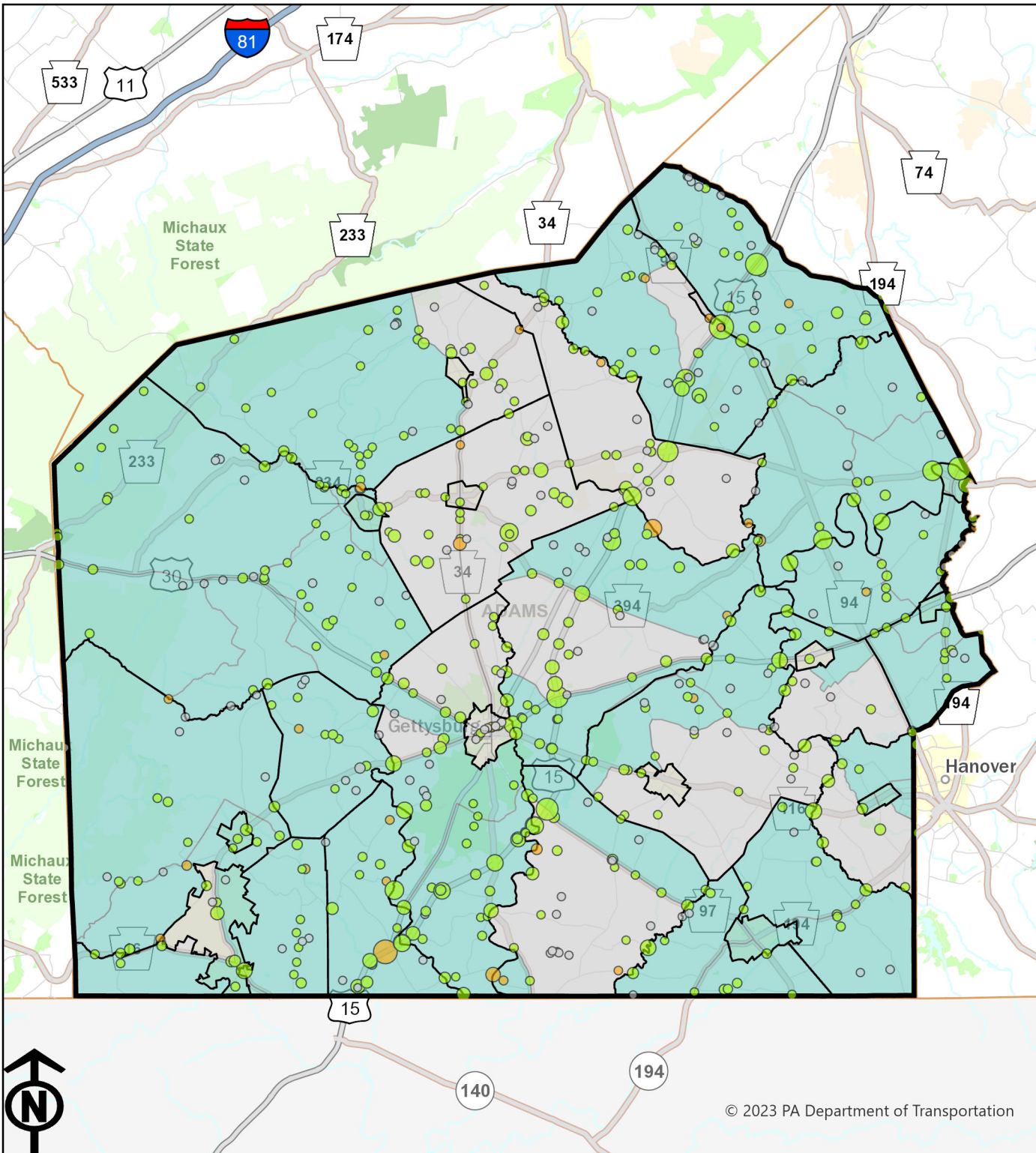
- 0
- 5,333.33
- 10,666.7
- 16,000



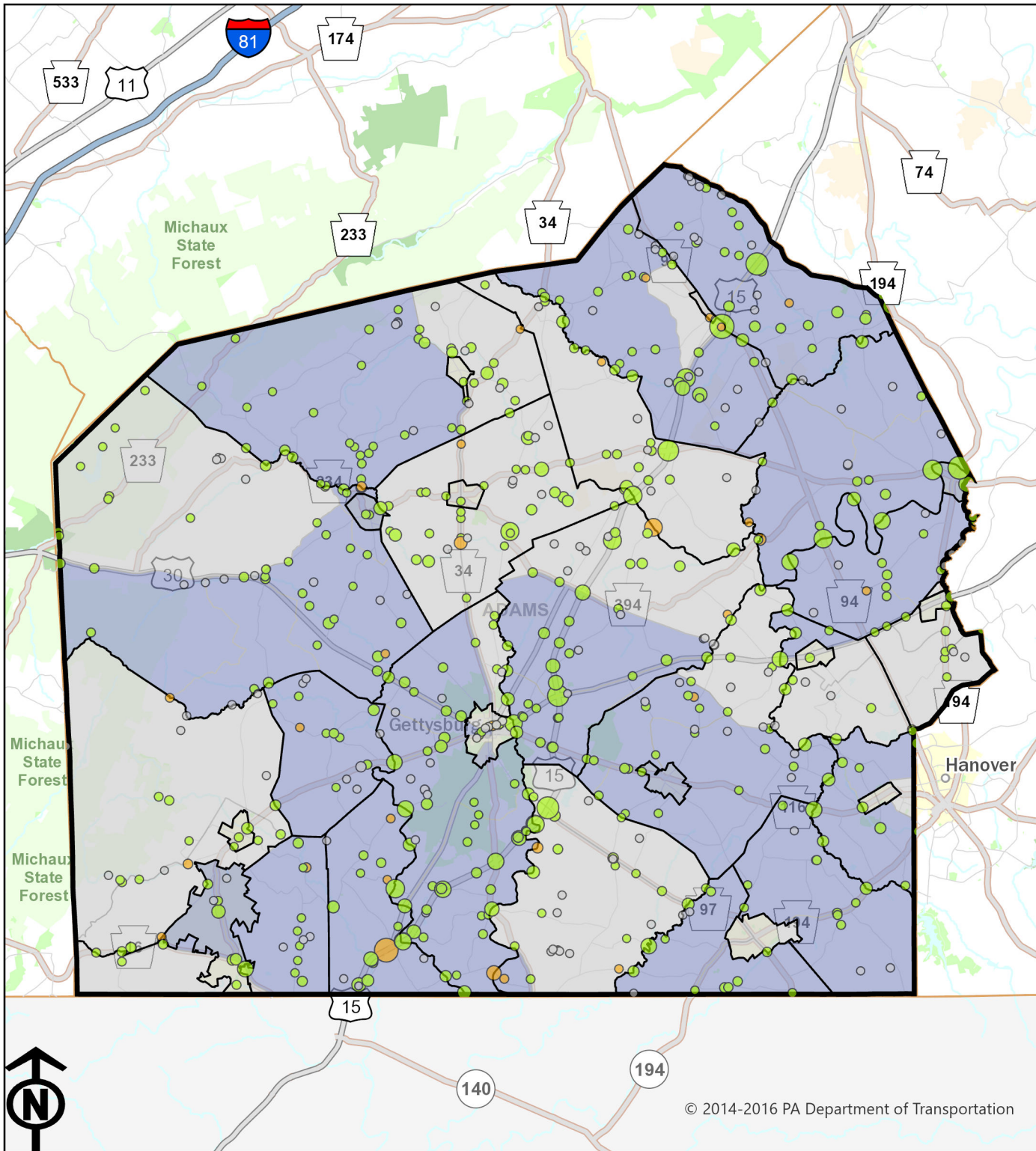
0 3.25 6.5 13 Miles

Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.

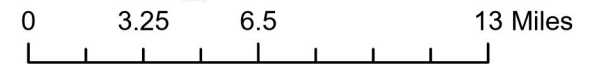
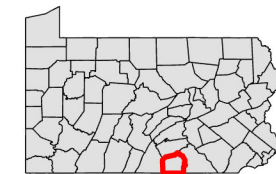


# Adams County Concentrations of Above Poverty Level Population and Bridges



## Legend

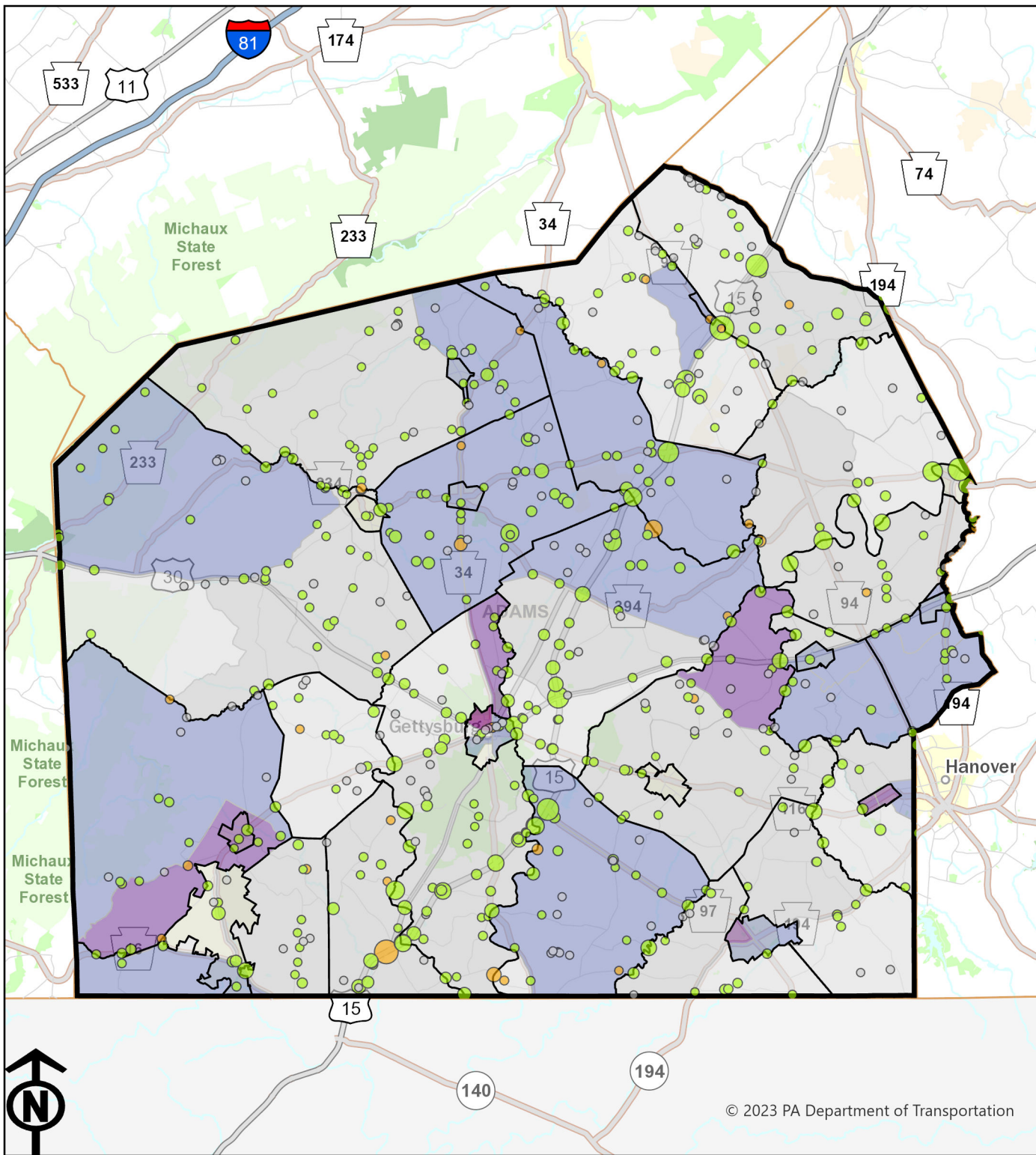
- Pennsylvania Counties
  - Pennsylvania Municipalities
- State and Local Bridges
- ConditionPoorWorse
- Fair Condition or Better
  - Poor Condition
  - No Data
- Deck Area (Square Feet)
- 0
  - 5,333.33
  - 10,666.7
  - 16,000
- Pennsylvania Census Block Groups, 2023
- County Above Poverty Level Population Interval for Block Group
- Less than or equal to half the County Above Poverty Level Population Percentage
  - Greater than half and less than or equal to the County Above Poverty Level Population Percentage
  - Greater than the County Above Poverty Level Percentage and less than or equal to twice the County Above Poverty Level Population Percentage



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

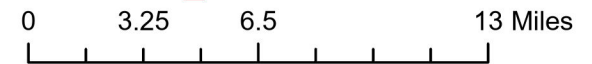
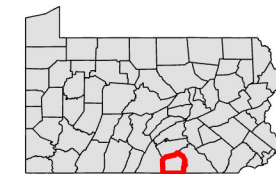
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.

# Adams County Concentrations of Below Poverty Level Population and Bridges



## Legend

- Pennsylvania Counties
  - Pennsylvania Municipalities
- State and Local Bridges
- ConditionPoorWorse
- Fair Condition or Better
  - Poor Condition
  - No Data
- Deck Area (Square Feet)
- 0
  - 5,333.33
  - 10,666.7
  - 16,000
- Pennsylvania Census Block Groups, 2023
- County Below Poverty Level Population Interval for Block Group
- Less than or equal to half the County Below Poverty Level Population Percentage
  - Greater than half and less than or equal to the County Below Poverty Level Population Percentage
  - Greater than and less than or equal to twice the County Below Poverty Level Population Percentage
  - Greater than twice and less than or equal to four times the County Below Poverty Level Population Percentage
  - Greater than four times the County Below Poverty Level Population Percentage



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.

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, 51.32% of IRI poor condition pavement miles and 50% of OPI poor condition pavement miles are located within block groups with higher-than-average minority populations. For below poverty level populations, 50% of IRI poor condition pavement miles and 45% of OPI poor condition pavement miles are located within block groups with higher-than-average below poverty level populations.

**Table 10: Distribution of Pavement Condition by Minority Population Intervals** – Based on 12.50% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					<b>Total</b>
	<b>Less than or equal to half County Minority Population %</b>	<b>Greater than half and less than or equal to County Minority Population Percentage</b>	<b>Greater than County Minority Population % and less than or equal to 2x County Minority Population</b>	<b>Greater than 2x and less than or equal to 4x County Minority Population %</b>	<b>Greater than 4x the County Minority Population %</b>	
<b>Poor Pavement Miles (IRI)</b>	1.2	2.6	1.4	2.4	0	<b>7.6</b>
<b>Percentage of Poor Pavement Miles (IRI)</b>	15.79%	34.21%	18.42%	31.58%	0.00%	<b>100%</b>
<b>Poor Pavement Miles (OPI)</b>	2.7	5.0	4.2	3.5	0	<b>15.4</b>
<b>Percentage of Poor Pavement Miles (OPI)</b>	17.53%	32.47%	27.27%	22.73%	0.00%	<b>100%</b>
<b>Total Population</b>	31,608	34,934	25,354	13,287	0	<b>105,183</b>
<b>Total Population (in %)</b>	30.05%	33.21%	24.11%	12.63%	0.00%	<b>100%</b>
<b>Minority Population</b>	1,228	3,339	4,392	4,174	0	<b>13,133</b>
<b>Minority Population (in %)</b>	9.35%	25.43%	33.44%	31.78%	0.00%	<b>100%</b>

**Table 11: Distribution of Pavement Condition by White (non-Hispanic or Latino) Population Intervals – Based on 87.50% County Average**

<i>Population/Asset</i>	<i>Percent White (non-Hispanic or Latino) Population Intervals</i>			<b>Total</b>
	<b>Less than or equal to half County White Alone Population %</b>	<b>Greater than half and less than or equal to County White Alone Population Percentage</b>	<b>Greater than County White Alone Population % and less than or equal to entire Census Block Population</b>	
<b>Poor Pavement Miles (IRI)</b>	0	2.9	2.7	<b>5.6</b>
<b>Percentage of Poor Pavement Miles (IRI)</b>	0.00%	51.79%	48.21%	<b>100%</b>
<b>Poor Pavement Miles (OPI)</b>	0	6.9	6.3	<b>13.2</b>
<b>Percentage of Poor Pavement Miles (OPI)</b>	0.00%	52.27%	47.73%	<b>100%</b>
<b>Total Population</b>	0	38,641	66,542	<b>105,183</b>
<b>Total Population (in %)</b>	0.00%	36.74%	63.26%	<b>100%</b>
<b>White Alone Population</b>	0	30,075	61,975	<b>92,050</b>
<b>White Alone Population (in %)</b>	0.00%	32.67%	67.33%	<b>100%</b>

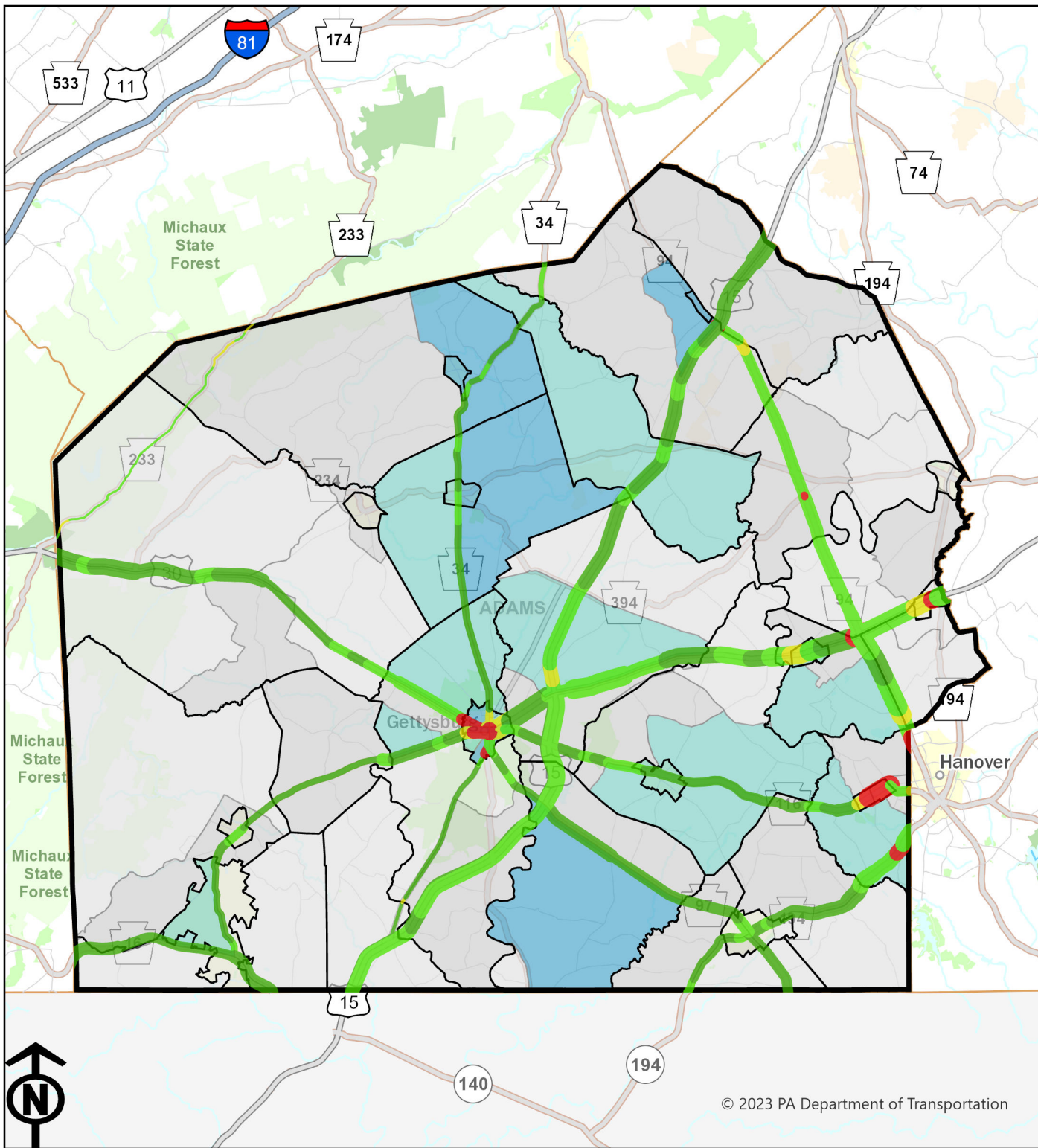
**Table 12: Distribution of Pavement Condition by Above Poverty Level Population Intervals – Based on 91.60% County Average**

<i>Population/Asset</i>	<i>Percent Above Poverty Level Population Intervals</i>			<b>Total</b>
	<b>Less than or equal to half County Above Poverty Level Population %</b>	<b>Greater than half and less than or equal to County Above Poverty Level Population Percentage</b>	<b>Greater than County Above Poverty Level Population % and less than or equal to the entire Census Block Population</b>	
<b>Poor Pavement Miles (IRI)</b>	0	3.3	3.4	<b>6.7</b>
<b>Percentage of Poor Pavement Miles (IRI)</b>	0.00%	49.25%	50.75%	<b>100%</b>
<b>Poor Pavement Miles (OPI)</b>	0	5.7	6.6	<b>12.3</b>
<b>Percentage of Poor Pavement Miles (OPI)</b>	0.00%	46.34%	53.66%	<b>100%</b>
<b>Total Population</b>	0	43,379	57,391	<b>100,770</b>
<b>Total Population (in %)</b>	0.00%	43.05%	56.95%	<b>100%</b>
<b>Above Poverty Level Population</b>	0	37,328	55,003	<b>92,331</b>
<b>Above Poverty Level Population (in %)</b>	0.00%	40.43%	59.57%	<b>100%</b>

**Table 13: Distribution of Pavement Condition by Below Poverty Level Population Intervals – Based on 8.40% County Average**

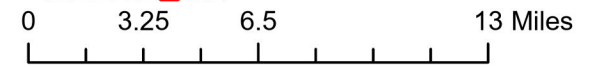
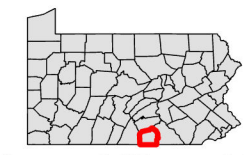
<i>Population/Asset</i>	<i>Percent Below Poverty Level Population Intervals</i>					<b>Total</b>
	<b>Less than or equal to half County Below Poverty Level Population %</b>	<b>Greater than half and less than or equal to County Below Poverty Level Population Percentage</b>	<b>Greater than County Below Poverty Level Population % and less than or equal to 2x County Below Poverty Level Population</b>	<b>Greater than 2x and less than or equal to 4x County Below Poverty Level Population %</b>	<b>Greater than 4x the County Below Poverty Level Population %</b>	
<b>Poor Pavement Miles (IRI)</b>	2.7	1.3	3.3	0.7	0	<b>8</b>
<b>Percentage of Poor Pavement Miles (IRI)</b>	33.75%	16.25%	41.25%	8.75%	0.00%	<b>100%</b>
<b>Poor Pavement Miles (OPI)</b>	5.2	3.1	5.3	1.1	0.4	<b>15.1</b>
<b>Percentage of Poor Pavement Miles (OPI)</b>	34.44%	53.64%	35.10%	7.28%	2.64%	<b>100%</b>
<b>Total Population</b>	25,868	31,523	34,712	8,076	591	<b>100,770</b>
<b>Total Population (in %)</b>	25.67%	31.28%	34.45%	8.01%	0.58%	<b>100%</b>
<b>Below Poverty Level Population</b>	644	1,744	4,084	1,739	228	<b>8,439</b>
<b>Below Poverty Level Population (in %)</b>	7.63%	20.67%	48.39%	20.61%	2.70%	<b>100%</b>

# Adams County Concentrations of Minority Population by Block Group and Federal Aid Road Segments



## Legend

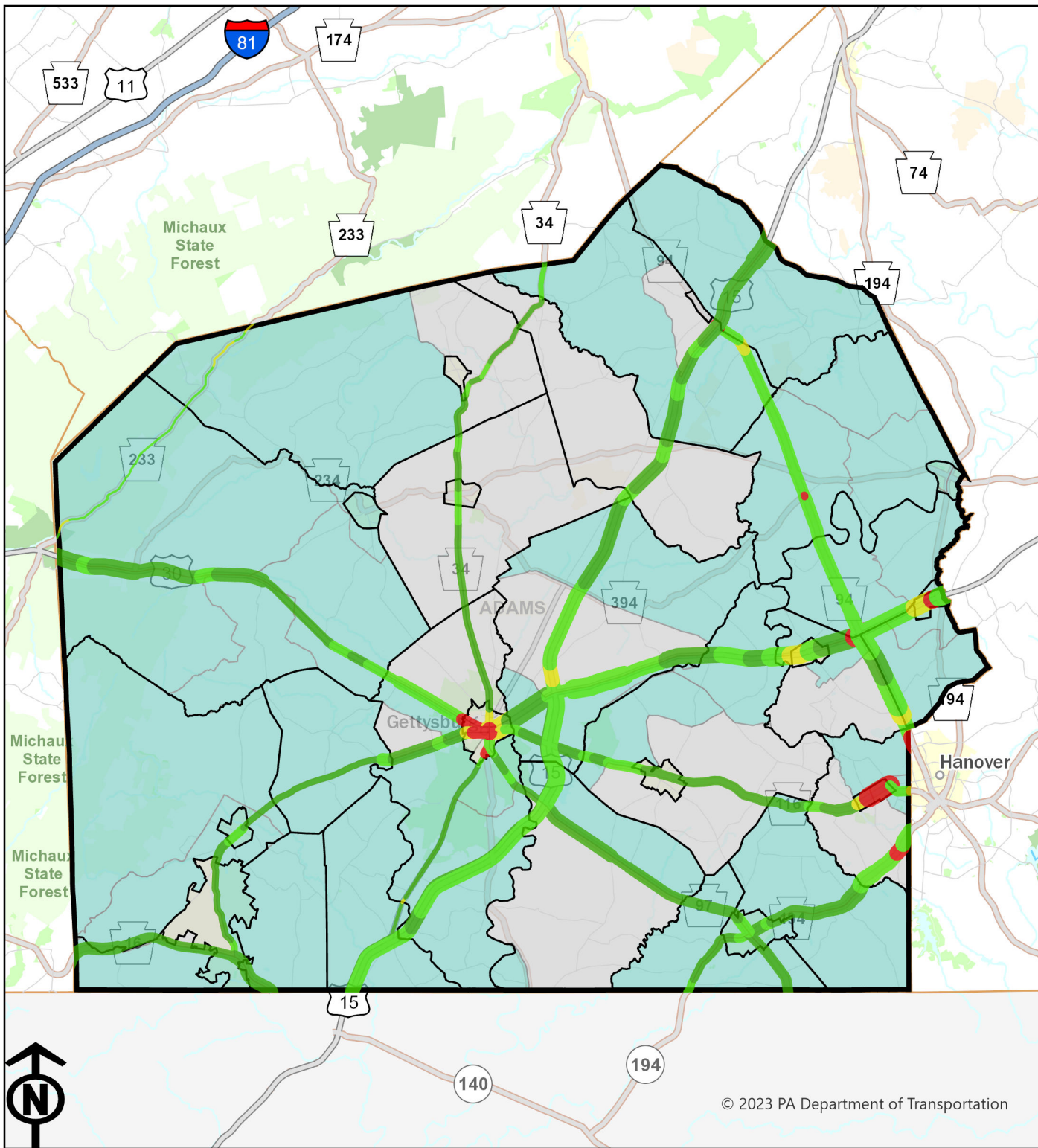
- Pennsylvania Counties
- Pennsylvania Municipalities
- Federal Aid Road Segments (PennDOT RMS)
- Pavement Condition (IRI rating)
- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER
- Traffic Volume (Current AADT)
- 318
- 5,212
- 10,106
- 15,000
- Pennsylvania Census Block Groups, 2023
- County Minority Population Interval for Block Group
- Less than or equal to half the County Minority Population Percentage
- Greater than half and less than or equal to the County Minority Population Percentage
- Greater than the County Minority Population Percentage and less than or equal to twice 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



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

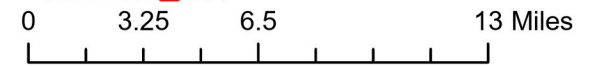
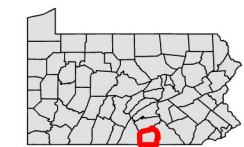
Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.

# Adams County Concentrations of White Alone (Non-Hispanic/Latino) Population by Block Group and Federal Aid Road Segments



## Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2023
- County White (Non-Hispanic/Latino) Population Interval for Block Group
- Less than or equal to half the County White (Non-Hispanic/Latino) Population Percentage
- Greater than half and less than or equal to the County White (Non-Hispanic/Latino) Population Percentage
- Greater than and less than or equal to twice the County White (Non-Hispanic/Latino) Population Percentage
- Greater than twice and less than or equal to four times the County White (Non-Hispanic/Latino) Population Percentage
- Federal Aid Road Segments (PennDOT RMS)
- Pavement Condition (IRI rating)
- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER
- Traffic Volume (Current AADT)
- 318
- 5,212
- 10,106
- 15,000



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.

# Adams County Concentrations of Above Poverty Level Population and Federal Aid Road Segments

## Legend

Federal Aid Road Segments (PennDOT RMS)  
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

- 318
- 5,212
- 10,106
- 15,000

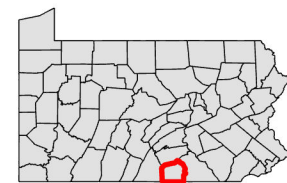
Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2023

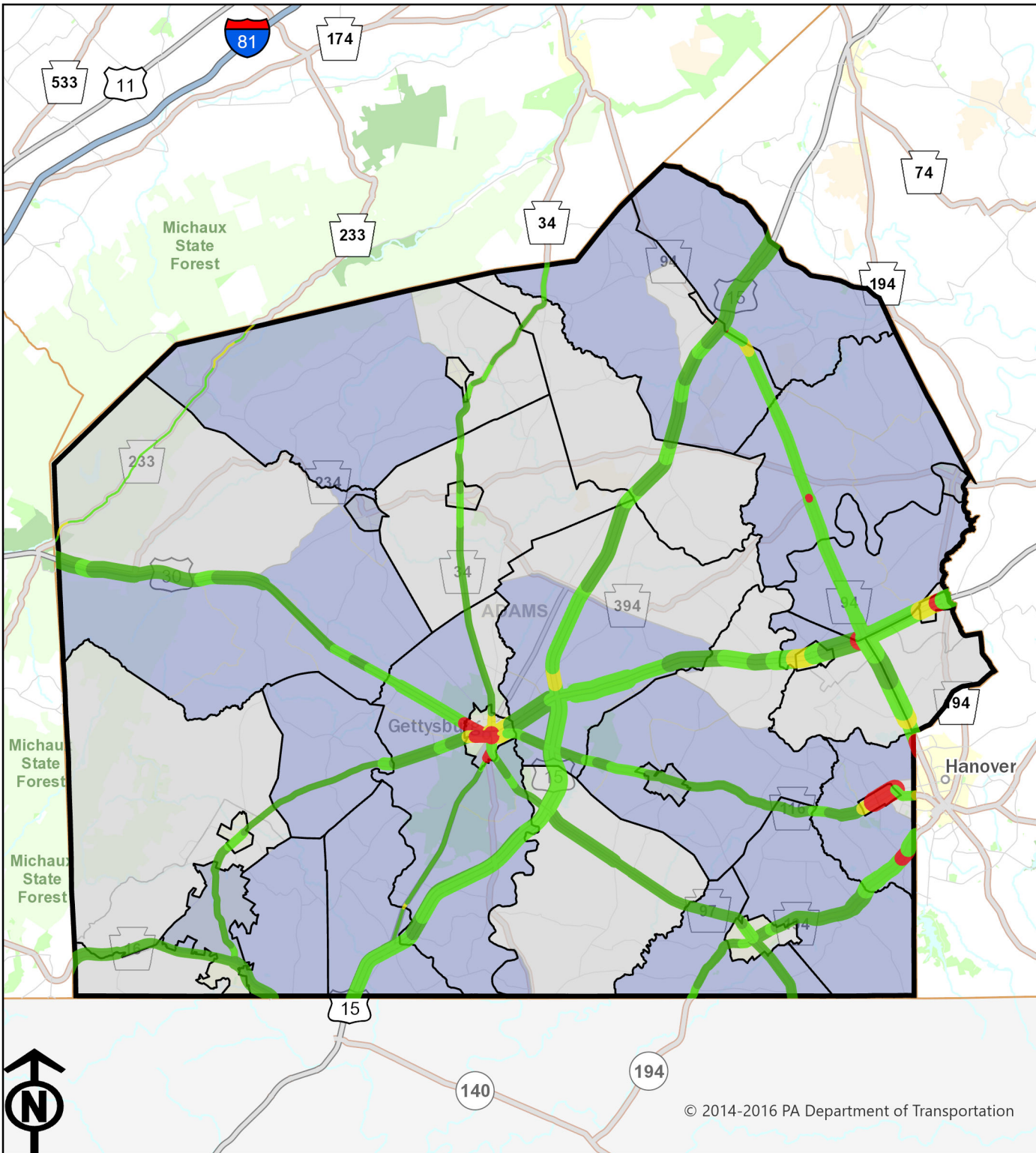
County Above Poverty Level Population Interval for Block Group

- Less than or equal to half the County Above Poverty Level Population Percentage
- Greater than half and less than or equal to the County Above Poverty Level Population Percentage
- Greater than the County Above Poverty Level Population Percentage and less than or equal to twice the County Above Poverty Level Population Percentage



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.



# Adams County Concentrations of Below Poverty Level Population and Federal Aid Road Segments

## Legend

Federal Aid Road Segments (PennDOT RMS)  
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

- 318
- 5,212
- 10,106
- 15,000

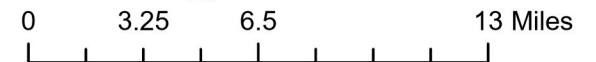
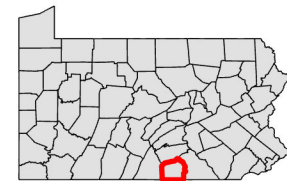
Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2023

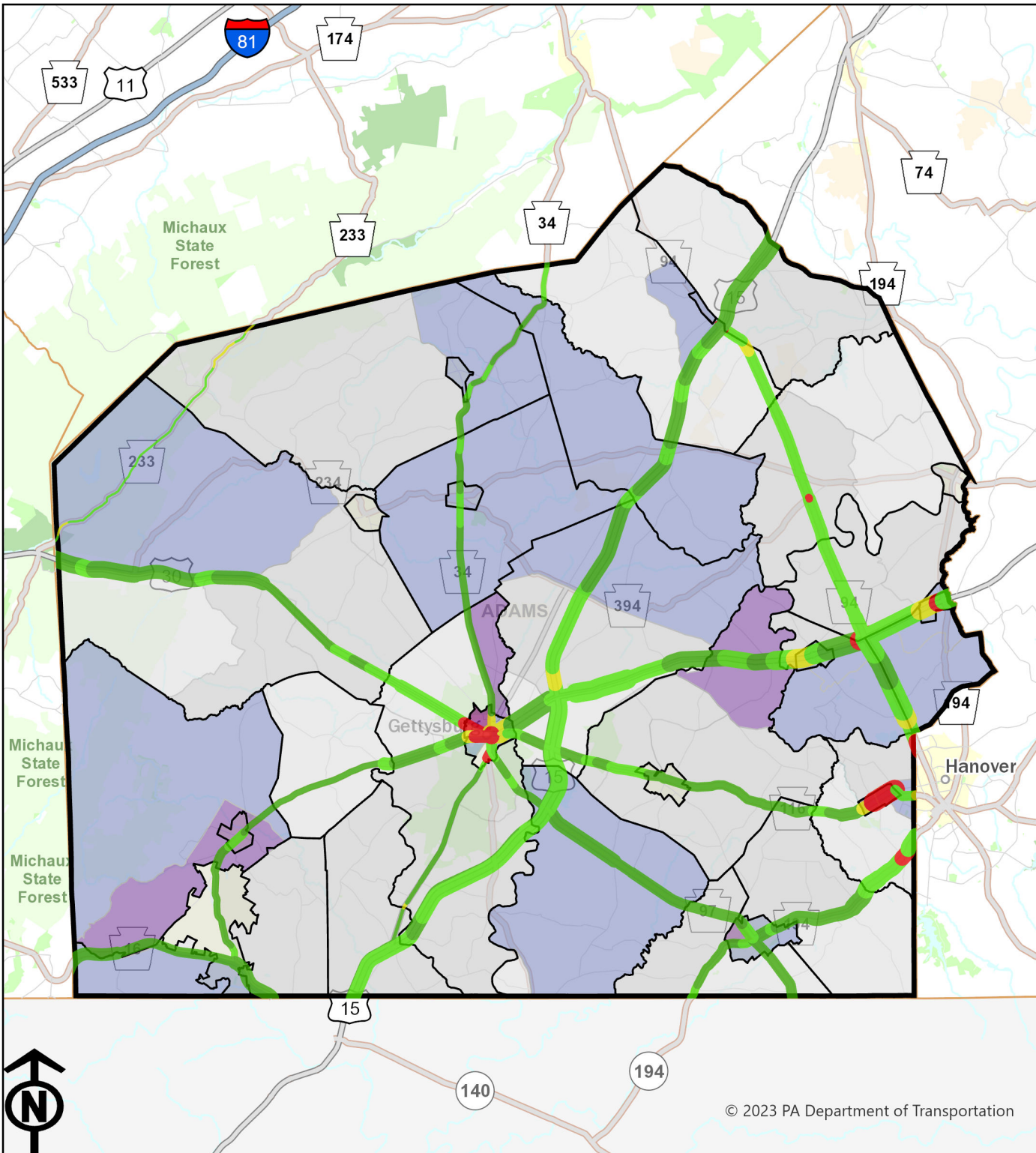
County Below Poverty Level Population Interval for Block Group

- Less than or equal to half the County Below Poverty Level Population Percentage
- Greater than half and less than or equal to the County Below Poverty Level Population Percentage
- Greater than and less than or equal to twice the County Below Poverty Level Population Percentage
- Greater than twice and less than or equal to four times the County Below Poverty Level Population Percentage
- Greater than four times the County Below Poverty Level Population Percentage



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.



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 4,521. 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 included in all-income and all populations.

**Table 14: Distribution of Crashes (2019-2023) by Minority Population Intervals** – Based on 12.50% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					<b>Total</b>
	<b>Less than or equal to half County Minority Population %</b>	<b>Greater than half and less than or equal to County Minority Population Percentage</b>	<b>Greater than County Minority Population % and less than or equal to 2x County Minority Population</b>	<b>Greater than 2x and less than or equal to 4x County Minority Population %</b>	<b>Greater than 4x the County Minority Population %</b>	
<b>Reportable Crashes</b>	1,629	1,946	1,418	664	0	<b>5,657</b>
<b>Percentage of Reportable Crashes</b>	28.80%	34.40%	25.06%	11.74%	0.00%	<b>100%</b>
<b>Crash Fatalities</b>	22	30	17	6	0	<b>75</b>
<b>Percentage of Crash Fatalities</b>	29.33%	40.00%	22.67%	8.00%	0.00%	<b>100%</b>
<b>Crash Suspected Serious Injuries</b>	91	97	81	26	0	<b>295</b>
<b>Percentage of Crash Suspected Serious Injuries</b>	30.85%	32.88%	27.46%	8.81%	0.00%	<b>100%</b>
<b>Bicycle Involved Crashes</b>	6	7	6	3	0	<b>22</b>
<b>Pedestrian Involved Crashes</b>	17	15	22	18	0	<b>72</b>
<b>Percentage of Total Bicycle or Pedestrian Involved Crashes</b>	24.47%	23.40%	29.79%	22.34%	0.00%	<b>100%</b>
<b>Total Population</b>	31,608	34,934	25,354	13,287	0	<b>105,183</b>
<b>Total Population (in %)</b>	30.05%	33.21%	24.11%	12.63%	0.00%	<b>100%</b>
<b>Minority Population</b>	1,228	3,339	4,392	4,174	0	<b>13,133</b>
<b>Minority Population (in %)</b>	9.35%	25.43%	33.44%	31.78%	0.00%	<b>100%</b>

**Table 15: Distribution of Crashes (2019-2023) by White (non-Hispanic or Latino) Population Intervals** – Based on 87.50% County Average

<i>Population/Asset</i>	<i>Percent White (non-Hispanic or Latino) Population Intervals</i>			<b>Total</b>
	<b>Less than or equal to half County White Alone Population %</b>	<b>Greater than half and less than or equal to County White Alone Population Percentage</b>	<b>Greater than County White Alone Population % and less than or equal to entire Census Block Population</b>	
<b>Reportable Crashes</b>	0	1,954	3,233	<b>5,187</b>
<b>Percentage of Reportable Crashes</b>	0.00%	37.67%	62.33%	<b>100%</b>
<b>Crash Fatalities</b>	0	23	48	<b>71</b>
<b>Percentage of Crash Fatalities</b>	0.00%	32.39%	67.61%	<b>100%</b>
<b>Crash Suspected Serious Injuries</b>	0	102	176	<b>278</b>
<b>Percentage of Crash Suspected Serious Injuries</b>	0.00%	36.69%	63.31%	<b>100%</b>
<b>Bicycle Involved Crashes</b>	0	9	11	<b>20</b>
<b>Pedestrian Involved Crashes</b>	0	34	30	<b>64</b>
<b>Percentage of Total Bicycle or Pedestrian Involved Crashes</b>	0.00%	51.19%	48.81%	<b>100%</b>
<b>Total Population</b>	0	38,641	66,542	<b>105,183</b>
<b>Total Population (in %)</b>	0.00%	36.74%	63.26%	<b>100%</b>
<b>White Alone Population</b>	0	30,075	61,975	<b>92,050</b>
<b>White Alone Population (in %)</b>	0.00%	32.67%	67.33%	<b>100%</b>

**Table 16: Distribution of Crashes (2019-2023) by Above Poverty Level Population Intervals – Based on 91.60% County Average**

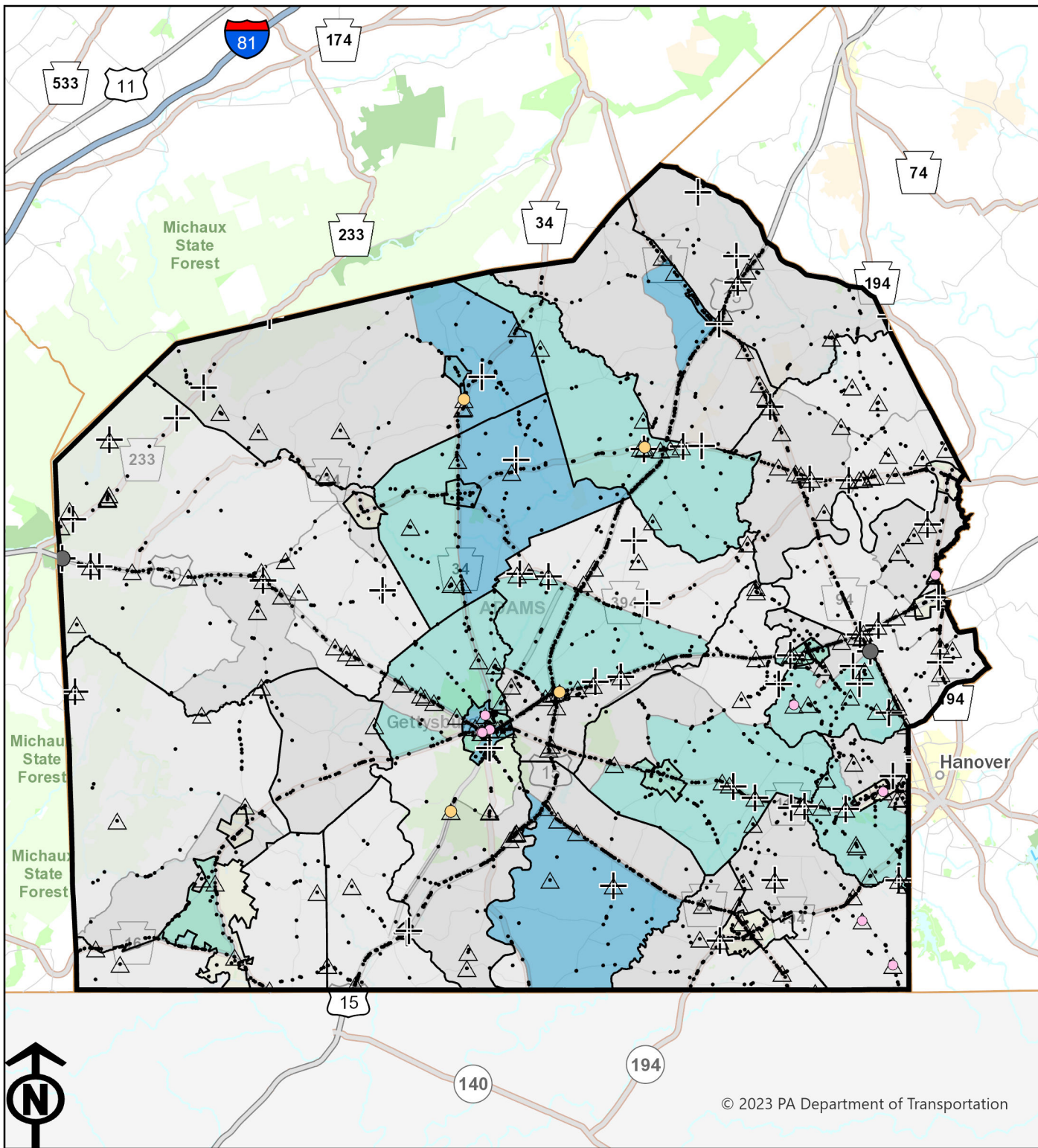
<i>Population/Asset</i>	<i>Percent Above Poverty Level Population Intervals</i>			<b>Total</b>
	<b>Less than or equal to half County Above Poverty Level Population %</b>	<b>Greater than half and less than or equal to County Above Poverty Level Population Percentage</b>	<b>Greater than County Above Poverty Level Population % and less than or equal to the entire Census Block Population</b>	
<b>Reportable Crashes</b>	0	2,252	2,831	<b>5,083</b>
<b>Percentage of Reportable Crashes</b>	0.00%	44.30%	55.70%	<b>100%</b>
<b>Crash Fatalities</b>	0	34	43	<b>77</b>
<b>Percentage of Crash Fatalities</b>	0.00%	44.16%	55.84%	<b>100%</b>
<b>Crash Suspected Serious Injuries</b>	0	110	158	<b>268</b>
<b>Percentage of Crash Suspected Serious Injuries</b>	0.00%	41.04%	58.96%	<b>100%</b>
<b>Bicycle Involved Crashes</b>	0	11	9	<b>20</b>
<b>Pedestrian Involved Crashes</b>	0	31	36	<b>67</b>
<b>Percentage of Total Bicycle or Pedestrian Involved Crashes</b>	0.00%	48.28%	51.72%	<b>100%</b>
<b>Total Population</b>	0	43,379	57,391	<b>100,770</b>
<b>Total Population (in %)</b>	0.00%	43.05%	56.95%	<b>100%</b>
<b>Above Poverty Level Population</b>	0	37,328	55,003	<b>92,331</b>
<b>Above Poverty Level Population (in %)</b>	0.00%	40.43%	59.57%	<b>100%</b>

**Table 17: Distribution of Crashes (2019-2023) by Below Poverty Level Population Intervals – Based on 8.40% County Average**

<i>Population/Asset</i>	<i>Percent Below Poverty Level Population Intervals</i>					<b>Total</b>
	<b>Less than or equal to half County Below Poverty Level Population %</b>	<b>Greater than half and less than or equal to County Below Poverty Level Population Percentage</b>	<b>Greater than County Below Poverty Level Population % and less than or equal to 2x County Below Poverty Level Population</b>	<b>Greater than 2x and less than or equal to 4x County Below Poverty Population %</b>	<b>Greater than 4x the County Below Poverty Population %</b>	
<b>Reportable Crashes</b>	1,418	1,794	1,978	386	31	<b>5,607</b>
<b>Percentage of Reportable Crashes</b>	25.29%	32.00%	35.28%	6.88%	0.55%	<b>100%</b>
<b>Crash Fatalities</b>	16	32	33	1	0	<b>82</b>
<b>Percentage of Crash Fatalities</b>	19.51%	39.03%	40.24%	1.22%	0.00%	<b>100%</b>
<b>Crash Suspected Serious Injuries</b>	84	96	100	14	1	<b>295</b>
<b>Percentage of Crash Suspected Serious Injuries</b>	28.48%	32.54%	33.90%	4.75%	0.33%	<b>100%</b>
<b>Bicycle Involved Crashes</b>	5	5	10	2	0	<b>22</b>
<b>Pedestrian Involved Crashes</b>	29	13	24	6	4	<b>76</b>
<b>Percentage of Total Bicycle or Pedestrian Involved Crashes</b>	34.69%	18.37%	34.70%	8.16%	4.08%	<b>100%</b>
<b>Total Population</b>	25,868	31,523	34,712	8,076	591	<b>100,770</b>
<b>Total Population (in %)</b>	25.67%	31.28%	34.45%	8.01%	0.58%	<b>100%</b>
<b>Below Poverty Level Population</b>	644	1,744	4,084	1,739	228	<b>8,439</b>
<b>Below Poverty Level Population (in %)</b>	7.63%	20.67%	48.39%	20.61%	2.70%	<b>100%</b>

About 36.80% of the total crashes occur within block groups that have higher shares of minority population, and 62% of crashes occur within block groups that have higher shares of White (non-Hispanic or Latino) population. For population incomes, 55.70% of the total crashes occur within block groups that have higher shares of above poverty level population, and 42.70% of crashes occur in block groups with higher shares of below poverty level populations. Of the total reported vehicular fatalities and serious injuries, 35.14% took place within census block groups with higher-than-average minority population, and 39.52% were located within block groups with higher-than-average below poverty level population. Over half of bicycle and pedestrian involved crashes occur in in block groups with a higher-than-average minority populations at 52%. 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.

# Adams County Concentrations of Minority Population by Block Group and Crashes



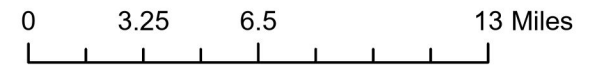
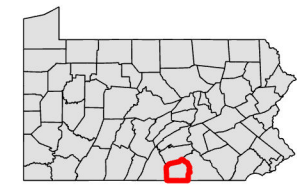
## Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pedestrian Suspected Serious Injuries, 2019-2023
- Pedestrian Fatalities, 2019-2023
- Bicycle Suspected Serious Injuries, 2019-2023
- Bicycle Fatalities, 2019-2023
- All Suspected Serious Injuries, 2019-2023
- All Fatalities, 2019-2023
- All Reportable Crashes, 2019-2023

## Pennsylvania Census Block Groups, 2023

County Minority Population Interval for Block Group

- Less than or equal to half the County Minority Population Percentage
- Greater than half and less than or equal to the County Minority Population Percentage
- Greater than the County Minority Population Percentage and less than or equal to twice 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












Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.







# Adams County Concentrations of White Alone (Non-Hispanic/Latino) Population by Block Group and Crashes

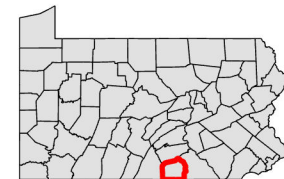
## Legend

-  Pennsylvania Counties
-  Pennsylvania Municipalities
-  Pedestrian Suspected Serious Injuries, 2019-2023
-  Pedestrian Fatalities, 2019-2023
-  Bicycle Suspected Serious Injuries, 2019-2023
-  Bicycle Fatalities, 2019-2023
-  All Suspected Serious Injuries, 2019-2023
-  All Fatalities, 2019-2023
-  All Reportable Crashes, 2019-2023

## Pennsylvania Census Block Groups, 2023

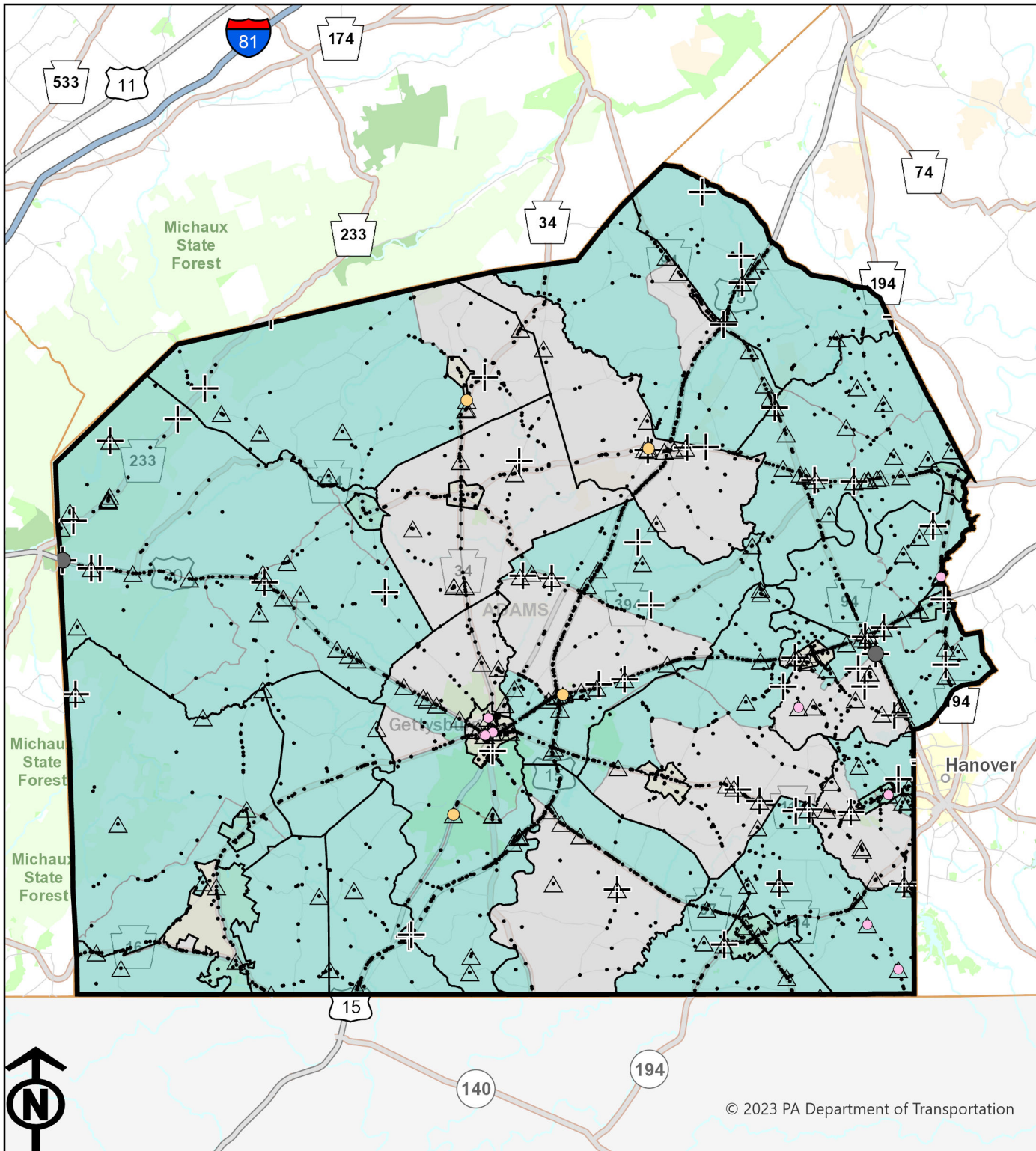
County White (Non-Hispanic/Latino) Population Interval for Block Group

-  Less than or equal to half the County White (Non-Hispanic/Latino) Population Percentage
-  Greater than half and less than or equal to the County White (Non-Hispanic/Latino) Population Percentage
-  Greater than and less than or equal to twice the County White (Non-Hispanic/Latino) Population Percentage
-  Greater than twice and less than or equal to four times the County White (Non-Hispanic/Latino) Population Percentage

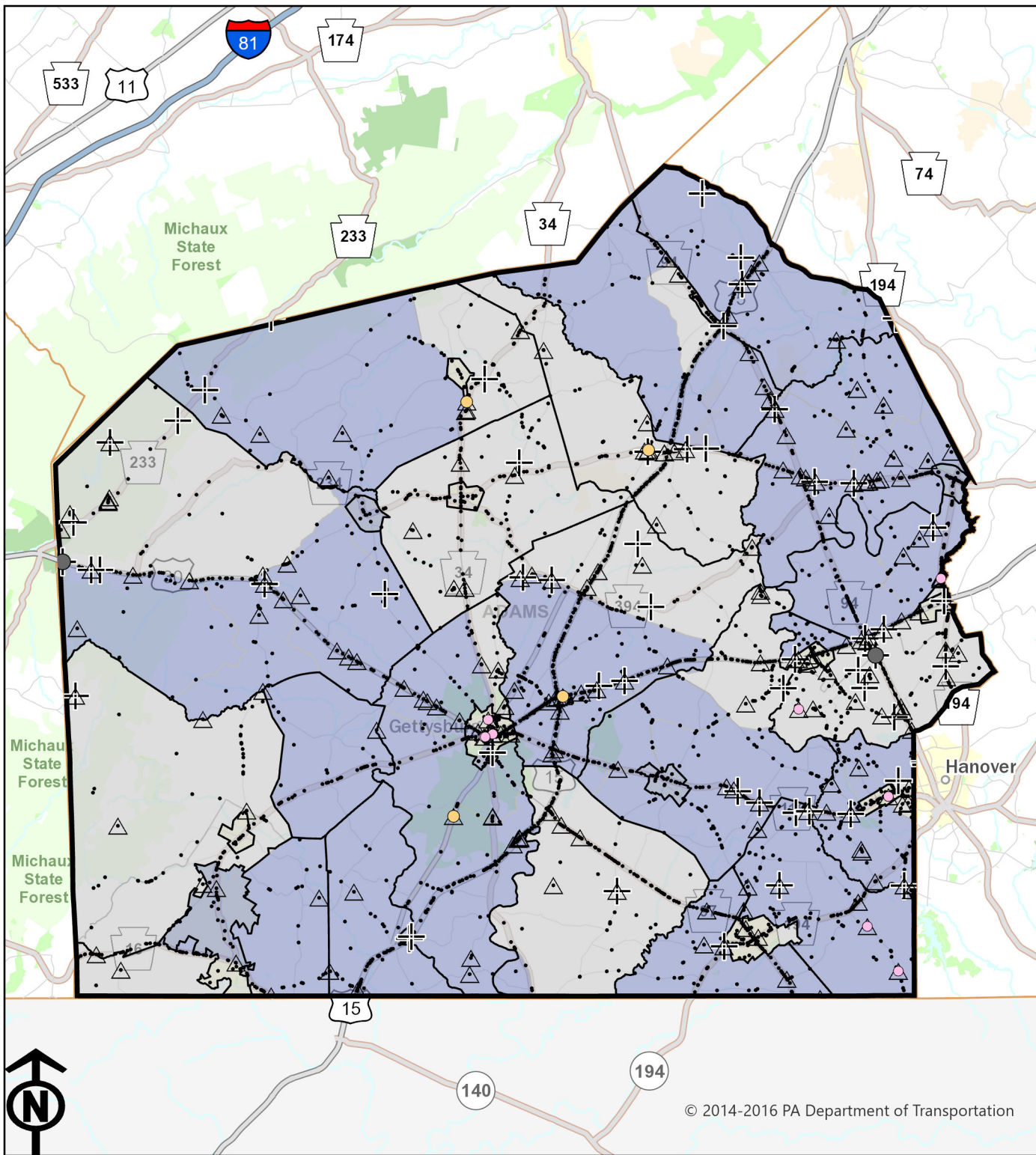


Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.



# Adams County Concentrations of Above Poverty Level Population and Crashes



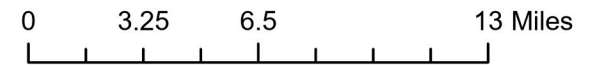
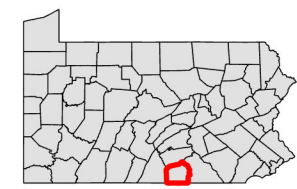
## Legend

- Pedestrian Suspected Serious Injuries, 2019-2023
- Pedestrian Fatalities, 2019-2023
- Bicycle Suspected Serious Injuries, 2019-2023
- Bicycle Fatalities, 2019-2023
- △ All Suspected Serious Injuries, 2019-2023
- ⊕ All Fatalities, 2019-2023
- All Reportable Crashes, 2019-2023

- Pennsylvania Counties
- Pennsylvania Municipalities

### Pennsylvania Census Block Groups, 2023

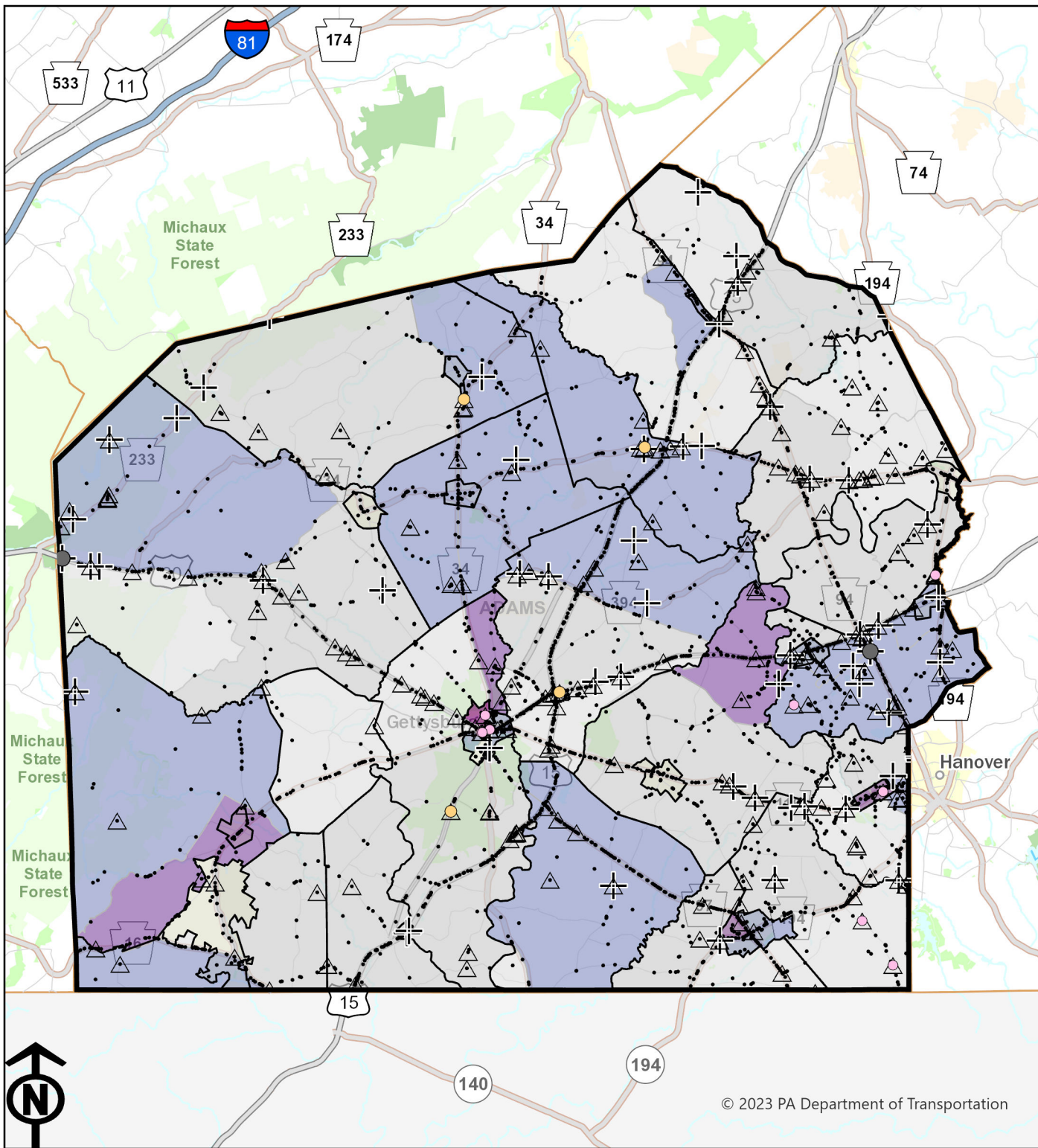
- County Above Poverty Level Population Interval for Block Group
- Less than or equal to half the County Above Poverty Level Population Percentage
  - Greater than half and less than or equal to the County Above Poverty Level Population Percentage
  - Greater than the County Above Poverty Level Population Percentage and less than or equal to twice the County Above Poverty Level Population Percentage



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.

# Adams County Concentrations of Below Poverty Level Population and Crashes



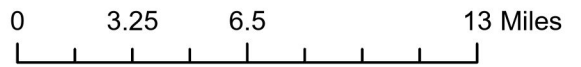
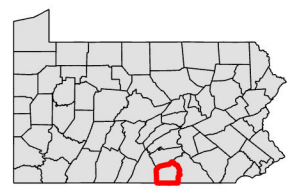
## Legend

- Pedestrian Suspected Serious Injuries, 2019-2023
- Pedestrian Fatalities, 2019-2023
- Bicycle Suspected Serious Injuries, 2019-2023
- Bicycle Fatalities, 2019-2023
- △ All Suspected Serious Injuries, 2019-2023
- ⊕ All Fatalities, 2019-2023
- All Reportable Crashes, 2019-2023

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Counties
- Pennsylvania Municipalities

### Pennsylvania Census Block Groups, 2023

- County Below Poverty Level Population Interval for Block Group
- Less than or equal to half the County Below Poverty Level Population Percentage
  - Greater than half and less than or equal to the County Below Poverty Level Population Percentage
  - Greater than and less than or equal to twice the County Below Poverty Level Population Percentage
  - Greater than twice and less than or equal to four times the County Below Poverty Level Population Percentage
  - Greater than four times the County Below Poverty Level Population Percentage



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.



## POTENTIAL IMPACTS OF TRANSPORTATION PROJECTS ON THE COMMUNITY:

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### 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

The Adams County MPO reviewed transportation projects located in areas that were determined to be “high minority” or “high below poverty level.” “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 12.50%. “High Below Poverty Level” refers to Census block groups that have a concentration of low-income persons that is greater than or equal to the county average of 8.40%.

When evaluating the potential impacts of transportation projects on the community, 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 all-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 9 locatable projects on the Adams County TIP, 3 projects are located in high Minority block groups, 8 projects are located in a high White Alone (non-Hispanic or Latino) block group, 6 projects are located in a high Above Poverty Level block group, and 8 projects are located in a high Below Poverty Level block groups.

A qualitative evaluation of the program was undertaken to evaluate potential adverse effects of the program disproportionately impacts all-income and all 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 all-income and all population 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 all-income and all 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 all-income and all populations in proximity to the project.

**Table 18: 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 19: Impacts from the Draft 2027 TIP on All-Income and All Populations**

MPMS	Project Title	Intervals	Project Type	Impact
18086	Country Club Road Bridge	Minority Population Does Not Exceed County Averages	Bridge Replacement	Medium
		High White Alone Population		
		Above Poverty Level Does Not Exceed County Averages		
		High Below Poverty Level		
18154	Stoney Point Road Bridge	Minority Population Does Not Exceed County Averages	Bridge Replacement	Medium
		High White Alone Population		
		High Above Poverty Level		
		High Below Poverty Level		
58137	Eisenhower Drive Extension	Minority Population Does Not Exceed County Averages	Highway Reconstruction	High
		High White Alone Population		
		High Above Poverty Level		
		High Below Poverty Level		
78642	Red Bridge Rd over Conewago Creek	High Minority Population	Bridge Restoration	Medium
		High White Alone Population		
		Above Poverty Level Does Not Exceed County Averages		
		High Below Poverty Level		
90698	Hunterstown Hampton Rd Bridge	Minority Population Does Not Exceed County Averages	Bridge Restoration	Medium
		High White Alone Population		
		High Above Poverty Level		
		High Below Poverty Level		
90740	Alloway Creek Bridge	Minority Population Does Not Exceed County Averages	Bridge Restoration	Medium
		High White Alone Population		
		High Above Poverty Level		
		High Below Poverty Level		
115745	Carlisle Pike Resurface 2	High Minority Population	Highway Restoration	Medium
		High White Alone Population		
		High Above Poverty Level		
		High Below Poverty Level		
116269	Hanover Street and Red Hill Rd Int	High Minority Population	Safety Improvement	Low
		White Alone Population Does Not Exceed County Averages		
		Above Poverty Level Does Not Exceed County Averages		
		High Below Poverty Level		
122809	Adams County Department Force Box Culvert	Minority Population Does Not Exceed County Averages	Bridge Replacement	Medium
		High White Alone Population		
		High Above Poverty Level		
		Below Poverty Level Does Not Exceed County Averages		

**Table 20: TIP Project Location and Investment by Minority Population Interval**

	<i>Population/ Asset</i>	<i>Percent Minority Population Intervals</i>					<b>Total</b>
		<b>Less than or equal to half County Minority Population %</b>	<b>Greater than half and less than or equal to County Minority Population Percentage</b>	<b>Greater than County Minority Population % and less than or equal to 2x County Minority Population</b>	<b>Greater than 2x and less than or equal to 4x County Minority Population %</b>	<b>Greater than 4x the County Minority Population %</b>	
<b>Population Shares by Interval</b>	Total Population	31,608	34,934	25,254	13,287	-	105,183
	Total Population (in %)	30.05%	33.21%	24.11%	12.63%	0.00%	100.00%
	Minority Population	1,228	3,339	4,392	4,174	-	13,133
	Minority Population (in %)	9.35%	25.43%	33.44%	31.78%	0.00%	100.00%
<b>All Road Maintenance Projects</b>	Percentage of Funding		100%				100.0%
	Amount of Funding		\$63,965,578				\$63,965,578
<b>All Bridge Projects</b>	Percentage of Funding	11.77%	58.43%	29.80%			100.0%
	Amount of Funding	\$1,225,892	\$6,084,448	\$3,103,620			\$10,413,960
<b>All Safety Projects</b>	Percentage of Funding			100.00%			100.0%
	Amount of Funding			\$370,870			\$370,870
<b>All Projects</b>	Percentage of Funding	1.64%	93.71%	4.65%			
	Amount of Funding	\$1,225,892	\$70,050,026	\$3,474,490			\$74,750,408
	Per-Capita Funding	\$12	\$665	\$33			\$710

**Table 21: TIP Project Location and Investment by White (non-Hispanic or Latino) Population Interval**

	<i>Population/ Asset</i>	<i>Percent White (non-Hispanic or Latino) Population Intervals</i>			<b>Total</b>
		<b>Less than or equal to half County White Alone Population %</b>	<b>Greater than half and less than or equal to County White Alone Population Percentage</b>	<b>Greater than County White Alone Population % and less than or equal to the entire Census Block Population</b>	
<b>Population Shares by Interval</b>	Total Population	0	43,379	57,391	105,183
	Total Population (in %)	0.00%	43.05%	56.95%	100.00%
	White Alone Population	0	30,075	61,975	92,050
	White Alone Population (in %)	0.00%	32.67%	67.33%	100.00%
<b>All Road Maintenance Projects</b>	Percentage of Funding			100.00%	100.0%
	Amount of Funding			\$63,965,578	\$63,965,578
<b>All Bridge Projects</b>	Percentage of Funding			100.00%	100.0%
	Amount of Funding			\$10,414,050	\$10,414,050
<b>All Safety Projects</b>	Percentage of Funding		100.00%		100.0%
	Amount of Funding		\$370,870		\$370,870
<b>All Projects</b>	Percentage of Funding		0.50%	99.50%	
	Amount of Funding		\$370,870	\$74,379,628	\$74,750,408
	Per-Capita Funding		\$3	\$707	\$710

**Table 24: TIP Project Location and Investment by Above Poverty Level Population Interval**

	<i>Population/ Asset</i>	<i>Percent Above Poverty Level Population Intervals</i>			<b>Total</b>
		<b>Less than or equal to half County Above Poverty Level Population %</b>	<b>Greater than half and less than or equal to County Above Poverty Level Population Percentage</b>	<b>Greater than County Above Poverty Level Population % and less than or equal to the entire Census Block Population</b>	
<b>Population Shares by Interval</b>	Total Population	0	43,379	57,391	100,770
	Total Population (in %)	0.00%	43.05%	56.95%	100%
	Above Poverty Level Population	0	37,328	55,003	92,331
	Above Poverty Level Population (in %)	0.00%	40.43%	59.57%	100%
<b>All Road Maintenance Projects</b>	Percentage of Funding			100.00%	100.0%
	Amount of Funding			\$63,965,578	\$63,965,578
<b>All Bridge Projects</b>	Percentage of Funding		29.80%	70.20%	100.0%
	Amount of Funding		\$3,103,620	\$7,310,340	\$10,413,960
<b>All Safety Projects</b>	Percentage of Funding		100.00%		100.0%
	Amount of Funding		\$370,870		\$370,870
<b>All Projects</b>	Percentage of Funding		4.65%	95.35%	
	Amount of Funding		\$3,474,490	\$71,275,918	\$74,750,408
	Per-Capita Funding		\$34	\$707	\$741

**Table 24: TIP Project Location and Investment by Below Poverty Level Population Interval**

	<i>Population/ Asset</i>	<i>Percent Below Poverty Level Population Intervals</i>					<b>Total</b>
		<b>Less than or equal to half County Below Poverty Level Population %</b>	<b>Greater than half and less than or equal to County Below Poverty Level Population Percentage</b>	<b>Greater than County Below Poverty Level Population % and less than or equal to 2x County Below Poverty Level Population</b>	<b>Greater than 2x and less than or equal to 4x County Below Poverty Level Population %</b>	<b>Greater than 4x the County Below Poverty Level Population %</b>	
<b>Population Shares by Interval</b>	Total Population	25,868	31,523	34,712	8,076	591	100,770
	Total Population (in %)	25.67%	31.28%	34.45%	8.01%	0.58%	100%
	Below Poverty Level Population	644	1,744	4,084	1,739	228	8,439
	Below Poverty Level Population (in %)	7.63%	20.67%	48.39%	20.61%	2.70%	100%
<b>All Road Maintenance Projects</b>	Percentage of Funding		100.00%				100.0%
	Amount of Funding		\$63,965,578				\$63,965,578
<b>All Bridge Projects</b>	Percentage of Funding		58.43%	41.57%			100.0%
	Amount of Funding		\$6,084,448	\$4,329,512			\$10,413,960
<b>All Safety Projects</b>	Percentage of Funding			100.00%			100.0%
	Amount of Funding			\$370,870			\$370,870
<b>All Projects</b>	Percentage of Funding		93.71%	6.29%			
	Amount of Funding		\$70,050,026	\$4,700,382			\$74,750,408
	Per-Capita Funding		\$695	\$46			\$741

## 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 all-income and all populations. More evaluation is required at each project. This is being done through the PennDOT connects process.

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**Transportation Conformity Determination Report**  
**1997 Ozone NAAQS**

*Transportation Conformity Determination*  
*Adams County*

2027-2030 Transportation  
Improvement Program (TIP)  
and 2050 Long Range  
Transportation Plan (LRTP)

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April 2026

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**APPENDIX A: Regionally Significant Project List (Adams County)**

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## Executive Summary

As part of its transportation planning process, the Adams County Transportation Planning Organization (ACTPO) completed the transportation conformity process for the 2027-2030 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.

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## 1.0 Background

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### 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.

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### 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<sub>2.5</sub> and 2012 annual PM<sub>2.5</sub> 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.

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## **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 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.

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### 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 EPA<sup>1</sup> 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 2027-2030 TIP and 2050 LRTP.

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<sup>1</sup> 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](http://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation).

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## 4.0 Transportation Conformity Requirements

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### 4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**<sup>2</sup> (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)

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### 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.

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

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### **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 January 29, 2026, 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 11, 2026, which included a public meeting.

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### **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 have been determined to be financially constrained.

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## **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*

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Project Name	Description
<b>FY 2027-2038 Highway-Bridge TYP and 2050 Long Range Transportation Plan</b>	
Eisenhower Drive Extension (MPMS 58137)	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.

**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

## **NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD FOR THE DRAFT 2027-2030 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 2027-2030 Transportation Improvement Program (TIP) and the Draft Air Quality Conformity Analysis Report (AQCA) for Adams County on **Monday, May 11<sup>th</sup>, 2026**. The TIP lists priority highway, bridge, safety, and enhancement projects for the period of October 1, 2026 through September 30, 2030. Comments will be accepted via phone, mail, or email until **4:00 PM on Thursday, June 11<sup>th</sup>, 2026**.

The FFY 2027-2030 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 2027-2030 TIP will also be available for review on the **Adams County Website** at: <https://www.adamscountypa.gov/departments/officeofplanninganddevelopment/tip>

The Adams County Transportation Planning Organization (ACTPO) will hold two public information meetings on **Wednesday, June 3<sup>rd</sup>, 2026** to present and receive comments on the 2027-2030 TIP. One will be held at **10:00 a.m.** and a second will be held at **6:00 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 3<sup>rd</sup>, 2026: 10:00 a.m. – 12:00 p.m.**

Web link: <https://bit.ly/actpo-AMtipmeeting>

Join by phone: +1 929-229-2915

Phone Conference ID: 164 937 09#

### **Adams County TIP Online Public Comment Meeting**

**June 3<sup>rd</sup>, 2026: 6:00 p.m. – 8:00 p.m.**

Web link: <https://bit.ly/actpo-PMtipmeeting>

Join by phone: +1 929-229-2915

Phone Conference ID: 848 950 906#

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 2027-2030 TIP and AQCA report for adoption on **June 24<sup>th</sup>, 2026 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 11<sup>th</sup>, 2026, and June 11<sup>th</sup>, 2026. 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 2027-2030 TIP.
2. Email your comments to the Adams County Office of Planning and Development c/o:
  - a. Andrew Merkel, AICP – [amerkel@adamscountypa.gov](mailto:amerkel@adamscountypa.gov)
  - b. Aaron Ebner – [aebner@adamscountypa.gov](mailto:aebner@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, 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:

Adams County Office of Planning and Development  
670 Old Harrisburg Rd, Suite 100,  
Gettysburg, PA 17325  
(717) 337-9824  
[acopd@adamscountypa.gov](mailto:acopd@adamscountypa.gov)

## **Title VI Policy Statement**

The Adams County Office of Planning and Development (ACOPD) and the Adams County Transportation Planning Organization (ACTPO) does not discriminate on the grounds of race, color, or national origin in its 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.

In addition to the aforementioned covered Title VI basis, ACTPO does not discriminate against individuals on the basis of disability in its services, programs or activities.

All complaints that allege exclusion from participation in, denial of benefits or discrimination on the grounds of race, color, or national origin from a program, service or activity administered by ACTPO shall be forwarded to the ACTPO Title VI Coordinator for intake and disposition consistent with the appropriate operating administration's complaint resolution process. Members of the public may file Title VI Complaints via email to [rthaeler@adamscountypa.gov](mailto:rthaeler@adamscountypa.gov) or via mail at:

670 Old Harrisburg Rd, Suite 100 Gettysburg, PA 17325

Complaints that a program, service, or activity of ACTPO or one of its member municipalities is not accessible to persons with disabilities should be directed to:

Robert Thaeler

717-337-9824 (Ext. 3015) [rthaeler@adamscountypa.gov](mailto:rthaeler@adamscountypa.gov)

670 Old Harrisburg Rd, Suite 100 Gettysburg, PA 17325

ACTPO will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.

Alternatively, complaints may be submitted to FHWA, FTA, PennDOT, the United States Department of Transportation (USDOT), and the United States Department of Justice (USDOJ).

## **PennDOT Title VI Program Complaint Procedures**

### **PennDOT Title VI Program Notice to the Public**

PennDOT complies with all applicable civil rights statutes and authorities and it is the policy of the Department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights

Restoration Act of 1987, Executive Order 12898, and related statutes and regulations in all programs and activities. Title VI of the Civil Rights Act requires that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which PennDOT receives Federal financial assistance. Furthermore, PennDOT's Title VI Program incorporates protections listed in related statutes, regulations and authorities and will not discriminate based on an individual or group's sex, age, religious creed or disability.

Any person who believes they have been aggrieved by a discriminatory practice under the Title VI Program has a right to file a formal complaint with PennDOT. Any such complaint must be in writing and filed with the Department Title VI Program Specialist or Coordinators within 180 days following the date of the alleged discriminatory occurrence. The Title VI Program Discrimination Complaint Form can be obtained from the Bureau of Equal Opportunity by dialing 1-800-468-4201 or visiting <http://www.dot.state.pa.us/public/PubsForms/Forms/EO-478.pdf>.

Complaints may be submitted to FHWA, FTA, PennDOT and its subrecipients, the United States Department of Transportation (USDOT), and the United States Department of Justice (USDOJ).

## **PennDOT Americans with Disabilities Act and Reasonable Accommodations**

PennDOT complies with Title II of the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Pennsylvania Human Relations Act of 1955. PennDOT routinely upgrades or requires upgrades to existing non-compliant pedestrian facilities that are altered as part of all PennDOT-sponsored, or PennDOT-overseen, new construction and alteration projects in the public right-of-way. PennDOT continues to improve access by improving existing pedestrian facilities that have not been altered.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of PennDOT, should contact Ryan VanKirk at (717) 787-1338, or the Bureau of Equal Opportunity at (800) 468-4201 as soon as possible but no later than 7 days before the scheduled event.

This non-discrimination program does not require PennDOT to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of PennDOT is not accessible to persons with disabilities should be directed to:

Equal Opportunity ADA Coordinator/Title VI Specialist  
400 North Street, 5<sup>th</sup> Floor  
Harrisburg, PA 17120-0094  
Phone: 717-934-4199  
Fax: 717-772-4026  
Email: [jbartash@pa.gov](mailto:jbartash@pa.gov)

Questions and concerns relating to right-of-way and ADA Accessibility should be directed to:

Highway Administration ADA Coordinator  
400 North Street, 7th Floor  
Harrisburg, PA 17120-0094  
Phone: 717-787-1338  
Fax: 717-705-2379  
E-mail: [rvankirk@pa.gov](mailto:rvankirk@pa.gov)

If you are unsure which Department is responsible for your reasonable accommodation request, modification request, complaint, concern or inquiry, please contact PennDOT's Bureau of Equal Opportunity at 800-468-4201. PennDOT will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services as reasonable accommodations or reasonable modifications of policy.

## **PennDOT Limited English Proficiency Information**

### **Authority**

The Title VI prohibition of discrimination based on national origin has been interpreted to mean that no person shall be denied access to services due to Limited English Proficiency (LEP). LEP is a term that refers to a person who is not fluent in the English language, often because it is not their native language. This law applies to PennDOT services and programs as well as those provided by its municipal partners and organizations that receive funding through PennDOT.

PennDOT is committed to ensuring that all individuals requesting services provided by the Department, including those with LEP, have meaningful access to services. PennDOT works to ensure that LEP individuals are not excluded from programs and activities by providing free interpretation and translation services to the public in a number of languages. In many cases, customers requesting LEP assistance must do so in advance of any public event or meeting implemented by PennDOT. [PennDOT's Language Access Plan for Limited English Proficiency Individuals](#) outlines the Department's policies and procedures that have been instituted to ensure compliance with the law and guarantee access to programs, services and activities for PennDOT's LEP customers and members of the public.

For further information on LEP or other aspects of Title VI, please contact PennDOT's Bureau of Equal Opportunity by telephone at 717-787-5891 or 800-468-4201 or via email at [penndot\\_eoreports@pa.gov](mailto:penndot_eoreports@pa.gov).

## Language Taglines

### English

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

### Vietnamese

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

### Korean

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

### French

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

### Somali

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

### Russian

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

## Ukrainian

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога.

Зверніться до інформаційно-довідкової служби за номером: 1 (717) 412-5300.

## Simplified Chinese

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。请致电 1 (717) 412-5300。

## Traditional Chinese

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

## Arabic

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

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## Burmese

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို

ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1

(717) 412-5300 သို့ ခေါ်ဆိုပါ။

## Japanese

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

### Hindi

सूचना: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा सकती हैं। कॉल करें १ (७१७) ४१२-५३००

### Italian

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (717) 412-5300.

### Polish

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

### Nepali

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

### Urdu

توجہ دیں: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فراہم کرائی جاسکتی ہے۔ براہ کرم 1 (717) 412-5300 پر کال کریں۔

### Spanish

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

### Greek

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

# **MEMORANDUM OF UNDERSTANDING**

## **Adams County Transportation Planning Organization (ACPTO)**

### **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.

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.

**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\(g\)\(j\)&\(k\)](#), 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:

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Nina Tipler  
ACTPO Chair

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Date

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Louann Boyer  
ACTPO Vice-Chair

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Date

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

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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 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 24<sup>th</sup> 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.

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Nina Tipler, Chair

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Louann Boyer, Vice-Chair