

# ADAMS COUNTY OFFICE OF PLANNING AND DEVELOPMENT

670 Old Harrisburg Road, Suite 100 | Gettysburg, PA 17325  
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Sherri Clayton-Williams, AICP, Director

**Date:** June 19, 2026

**To:** Adams County Transportation Planning Organization (ACTPO)  
Committee Members

*Andrew D. Merkel*

**From:** Andrew D. Merkel, AICP  
Assistant Director/Comprehensive Planning Manager

**Subject:** ACTPO Meeting: June 24, 2026

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The next meeting of the ACTPO Board is **June 24, 2026** from **1:00-3:00 p.m.** This meeting will be conducted using a hybrid format, with options for in-person attendance or virtual attendance.

The in-person component of the meeting will be held at Adams County Agricultural and Natural Resources Center, Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325. The virtual component will be held using Microsoft Teams. Instructions to access the meeting are included in the meeting notice email. Attached, please find the following documents:

- 1) Draft agenda for the June 24, 2026 ACTPO meeting,
- 2) Draft minutes from the April 22, 2026 ACTPO meeting,
- 3) Developments of Significance Report,
- 4) 2026 Adams County Active Construction Projects Map,
- 5) SRTA FY 2026 Transit Asset Management Performance Targets,
- 6) Long Range Transportation Plan Update Timeline,
- 7) Long Range Transportation Plan Outline,
- 8) Draft 2027-2030 Adams County TIP Materials,
- 9) District 8-0 Adams Construction Update Report, and
- 10) District 8-0 Adams Design Update Report

Anyone needing special meeting accommodations should contact Andrew Merkel at 717-337-9824 or [amerkel@adamscountypa.gov](mailto:amerkel@adamscountypa.gov) at least 24 hours in advance of the meeting.

# Adams County Transportation Planning Organization

June 24, 2026

1:00 – 3:00 P.M.

1. Introductory Comments – Nina Tipler, Chair
2. Approval of Minutes: April 22, 2026 *(Action Needed)*
3. Staff Updates – ACOPD
  - a. Developments of Significance
  - b. HOP / Traffic Study / Project Meetings
  - c. Local Bridge Update – Adams County Bridge Engineer
  - d. 2026 Adams County Active Construction Projects
4. Transportation Organization Updates
  - a. Commute PA
  - b. rabbittransit
    1. Transit Asset Management (TAM) Performance Targets Update FY2026
  - c. @Home in Adams County
5. Long Range Transportation Plan Update – Adams County
  - a. LRTP Update Status
6. 2027 – 2030 TIP – PennDOT, Adams County *(Action Needed)*
  - a. Review of 2027 – 2030 TIP
  - b. Review of Public Comment Period Documentation
  - c. Approval of Air Quality Conformity Determination Report *(Action Required)*
  - d. Approval of Air Quality Resolution *(Action Required)*
  - e. Approval of Procedures for 2027 – 2030 TIP/STIP Modification *(Action Required)*
  - f. Approval of 2027 – 2030 TIP *(Action Required)*
  - g. Approval of Self-Certification Resolution *(Action Required)*
7. 2025-2027 UPWP Amendment – Adams County, PennDOT *(Action Needed)*
8. 2025 – 2028 TIP – PennDOT
  - a. Administrative Actions *(Informational)*
9. Penn DOT Comments
  - a. District 8 – Construction Updates *(Informational)*
  - b. District 8 – Design Updates *(Informational)*
10. FHWA Comments
11. Public Comments
  - a. Open Public Comment Period
12. Member Comments
13. Next Meeting, Time and Place
  - a. 2026 ACTPO Meetings
    - October 28, 2026

Adams County Transportation Planning Organization (ACTPO)  
Minutes for the Committee Meeting on April 22, 2026

**Attendance:**

**Voting Members**

Name	Organization/Municipality	Present
<b>Adams County Boroughs Association</b>		
Nina Tipler, Chair	York Springs	X
Sandy Conrad	Littlestown Borough	X
Vacant	Gettysburg Borough	
<b>Adams County Association of Townships Officials</b>		
Louann Boyer, <b>Vice-Chair</b>	Conewago Township	X
Darrin Catts	Oxford Township	X
Scott Small	Conewago Township	X
<b>Adams County Commissioners</b>		
Jim Martin		
<b>Adams County Planning Commission</b>		
Skip Strayer		X
<b>Susquehanna Regional Transportation Authority</b>		
Beth Nidam		X
<b>Gettysburg-Adams County Area Chamber of Commerce</b>		
Carrie Stuart		
<b>Adams County Economic Alliance</b>		
Robin Fitzpatrick		
<b>PennDOT Central Office</b>		
Casey Markey		X
<b>PennDOT District 8-0</b>		
Kevin Keefe		

**Alternate Voting Members**

Name	Organization/Municipality	Present
<b>Boroughs Association</b>		
Vacant	--	
<b>Townships Association</b>		
Vacant	--	
<b>Adams County Commissioners</b>		
Vacant	--	
<b>Adams County Planning Commission</b>		
John Lerew		
<b>Susquehanna Regional Transportation Authority</b>		
Rich Farr		
<b>Gettysburg-Adams County Area Chamber of Commerce</b>		
Isaac Bucher		X
<b>Adams County Economic Alliance</b>		
Vacant		
<b>PennDOT Central Office</b>		
Ray Green		
Ted Sheehe		X
Humaira Yusuf Nabeela		X
<b>PennDOT District 8-0</b>		
Rich Reisinger		

Carey Mullins	X
Sarah McHugh	X
Kyle Snyder	
Emily Osilka	

### State Legislative Representatives

Name/Organization	Present
<b>Senate District 33</b>	
Sen. Douglas Mastriano	
Melissa Cruys	
<b>District 91</b>	
Rep. Dan Moul	
Chris Kimple	
<b>District 193</b>	
Rep. Torren Ecker	
Catherine Wallen	

### Federal Legislative Representatives and Agencies

Name/Organization	Present
<b>PA 13<sup>th</sup> Congressional District</b>	
Congressman John Joyce	
Elizabeth Farley	X
<b>Federal Highway Administration</b>	
Ronique Bishop	
<b>National Park Service / Gettysburg National Military Park</b>	
Kristina Heister	
Zach Bolitho	

### Adams County Office of Planning and Development

Name	Present
Andrew Merkel	X
Sherri Clayton-Williams	
Aaron Ebner	X
Cecilia Billingsley	X

### Other Attendees

Name	Organization/Municipality	Present
Max Bramel	HABPI	X
Alana Anderson	SCCAP / @Home	X
William D. Cameron	Adams County Bridge Eng.	X
Branwyn Ridgway	193 District DA House	X
David Laughman		X
Joe Cowan		X
Matthew Boyer	AECOM	X

### Media

Name	Organization	Present
Richard Frank	Gettysburg Times	
Harrison Jones	Hanover Evening Sun	

## 1. Introductory Comments

Ms. Tipler called the meeting to order at 1:00pm.

## 2. Approval of Minutes: January 28, 2026

Mr. Strayer made a motion to approve January 28, 2026, ACTPO meeting minutes. Mr. Mullins seconded the motion, and the motion passed unanimously.

## 3. Staff Updates – ACOPD

- a. Mr. Merkel reported on Developments of Significance being proposed in the county. He stated there were 2 developments submitted. The developments were the Gettysburg Station and Brecken's Hollow.
- b. The ACOPD attended the following HOP, traffic study, and project meetings. Additional discussion followed on the various meetings.
  - SRTP/PA Commuter Services
    - Board Meetings (March)
    - Yearly Review Meeting (March)
  - PennDOT Meetings
    - VRU Safety Assessment (March)
    - Statewide Planning Partners Calls (February, April)
    - District 8 Planning Partners Call (March)
  - PennDOT TIS Scoping Meetings
    - Wawa (Berwick)
    - Wawa (Littlestown)
  - Project Meetings
    - HSIP TIO Projects (April)
    - Long Range Transportation Plan Kick-Off (March)
    - Eisenhower Drive Extension (Multiple)
- c. Mr. Cameron provided an update on local bridge inspection activity. He noted that the 2026 interim inspections are underway.

## 4. Transit Updates

- a. Mr. Boyer provided the upcoming projects on behalf of Commute PA:
  - Adams County 2025 Year in Review
  - CMP Update
- b. Ms. Anderson provided a progress update on the Bike Share Program on behalf of @Home in Adams County.
  - @Home will be hosting a "Step Up for History" walk in celebration of America 250.

## 5. Long Range Transportation Plan Update

- a. Mr. Merkel provided information regarding the Long-Range Transportation Plan (LRTP) update. A timeline and outline of the LRTP update was provided. Mr. Merkel also requested volunteers to sit on the sub committee for the LRTP update process. Ms. Nidam, Ms. Tipler, Mr. Synder, and Ms. McHugh volunteered to be a member of the subcommittee. Mr. Catts made a motion to approve the subcommittee members, Ms. Nidam seconded and the motion passed unanimously.

## **6. 2027-2030 TIP Development Process**

- a. Mr. Ebner provided an update on the 2027-2030 TIP process. A motion was requested to approve the draft TIP packet to be distributed and posted for the public comment period. Mr. Strayer made a motion to approve the draft TIP packet, Mr. Catts seconded and the motion passed unanimously.

## **7. 2025-2028 PennDOT TIP**

- a. Ms. McHugh provided the following Amendments. There was one Amendment, the Carlisle Pike Resurface 2. The construction phase will be decreased to \$1,753,370. Mr. Mullins made a motion to approve the amendment. Mr. Strayer seconded the motion; the motion passed unanimously.
- b. Ms. McHugh provided updates on Administrative Actions. There were eleven (11) administrative actions provided for the voting members.

## **8. PennDOT Comments**

Ms. McHugh provided an update on transportation projects taking place in Adams County.

- Construction Updates:
  - Carlisle Road Bridge 4
  - SR 3011 Cashtown Rd Resurface
  - US 15 Paving

## **9. Next Meeting, Time and Place**

The next meeting is scheduled for Wednesday, June 24, 2026, at 1:00 pm. The meeting was adjourned at 1:54 pm.

Significant Developments

2026 Q2 - April to June 2026

Development Name	Resubmission	Municipality	School District	Street Location	Total New Residential Lots or Units (≥ 25)	Total Building Square Feet (≥30,000) for Industrial, Commercial, or Mixed Use Development
The Crossings	NO	Cumberland	GASD	Old Mill Rd	154	0
The Overlook (formerly Gerrick Overlook)	YES	Germany	LASD	Frederick Pike	58	0
Summerfield Ph 3,4,5 final	YES	Oxford	CVSD	65 Shank Rd	153	0

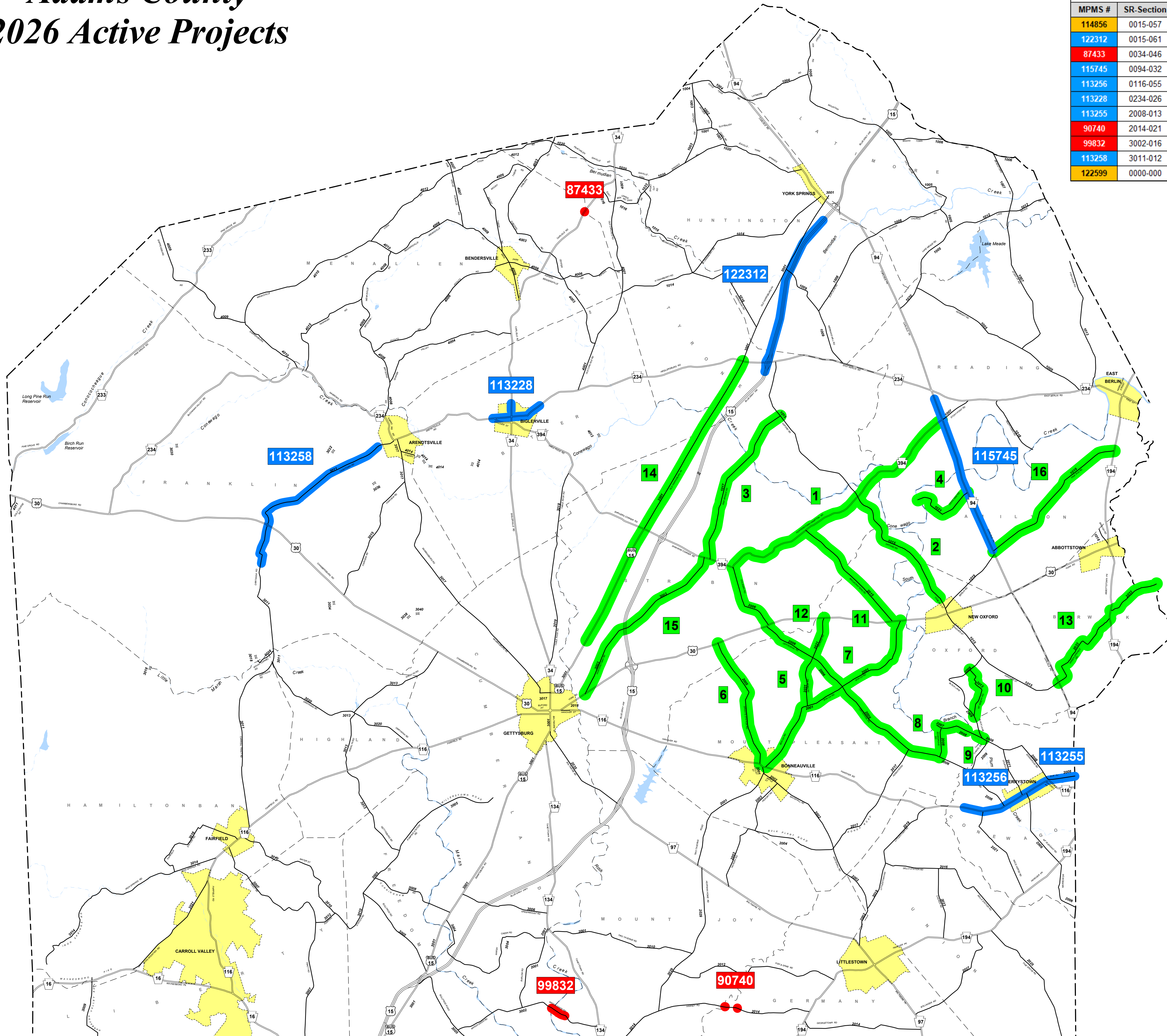
## Adams

Project and Location	Project Description	Project Costs (includes inspection costs)			Dates	
					Estimated	Actual
114856	US 15 (Adams County) State Line, Bus 15 Exit, PA 134 Exit, PA 97 Exit, PA 116 Exit, PA 394 Exit, PA 234 Exit, PA 94 Exit. US 15 North (Adams County) S	Worked on Bridges:	0	Let:	09/29/2022	09/29/2022
TSMO Adams County Devices		Est. CON:	1,270,051	Award:	10/29/2022	10/06/2022
State Route-Section 0015-057		Federal:	1,270,051	NTP:	11/14/2022	11/08/2022
Intelligent Transportation System	Install 9 CCTV, 1 Dynamic Message Sign and 2 Dynamic Message Sign Retrofits	State:	0	ECMS Comp:		
Freedom		Local:	0	Phys. Work Comp:	04/23/2026	
		Other:	0			
122312	US 15 South Bound From Segments 0361 Offset 0100 to Segment 0431 Offset 1000 Huntington Township, Adams County	Worked on Bridges:	0	Let:	01/08/2026	01/08/2026
US 15 Paving		Est. CON:	2,771,212	Award:	02/07/2026	01/20/2026
State Route-Section 0015-061		Federal:	2,771,212	NTP:	02/23/2026	02/23/2026
Highway Restoration	Milling and Overlay on US 15 SB direction only	State:	0	ECMS Comp:	08/28/2026	02/23/2026
Tyrone		Local:	0	Phys. Work Comp:	08/28/2026	
		Other:	0			
87433	PA 34 (Carlisle Road) over a Tributary to Opossum Creek Menallen Township	Worked on Bridges:	1	Let:	03/13/2025	03/13/2025
Carlisle Road Bridge 4		Est. CON:	870,711	Award:	04/12/2025	03/25/2025
State Route-Section 0034-046		Federal:	0	NTP:	04/28/2025	04/28/2025
Bridge Replacement	Bridge replacement	State:	870,711	ECMS Comp:	11/06/2026	04/28/2025
Menallen		Local:	0	Phys. Work Comp:	11/06/2026	
		Other:	0			
115745	PA 94 (Carlisle Pike) from Gun Club Road to Mud Run Hamilton and Reading Townships	Worked on Bridges:	0	Let:	02/12/2026	02/12/2026
Carlisle Pike Resurface 2		Est. CON:	3,006,515	Award:	03/14/2026	02/18/2026
State Route-Section 0094-032		Federal:	3,006,515	NTP:	03/30/2026	
Highway Restoration	Pavement Preservation/Resurface	State:	0	ECMS Comp:	04/30/2027	
Hamilton		Local:	0	Phys. Work Comp:	10/01/2027	
		Other:	0			
113256	PA 116 from the west borough line to the east borough line Mesherrystown Borough	Worked on Bridges:	1	Let:	06/06/2024	06/06/2024
PA 116 Main Street Resurface		Est. CON:	2,032,900	Award:	07/06/2024	06/10/2024
State Route-Section 0116-055		Federal:	0	NTP:	07/22/2024	07/15/2024
409 Expanded Maintenance	Resurface	State:	2,032,900	ECMS Comp:	06/27/2025	07/15/2024
Mesherrystown		Local:	0	Phys. Work Comp:	08/14/2026	
		Other:	0			
113228	PA 234 from the west borough line to the east borough line and PA 34 from PA 234 to the north Borough line. Biglerville Borough and Butler Township	Worked on Bridges:	0	Let:	05/21/2026	
PA 234 York St Resurface		Est. CON:	1,132,290	Award:	06/20/2026	
State Route-Section 0234-026		Federal:	0	NTP:	07/20/2026	
409 Expanded Maintenance	Resurface	State:	1,132,290	ECMS Comp:	11/06/2026	
Butler		Local:	0	Phys. Work Comp:		
		Other:	0			
113255	SR 2008 from PA 116 to the Hanover Borough line Conewago Township	Worked on Bridges:	0	Let:	10/22/2026	
SR 2008 Elm Ave Resurface		Est. CON:	709,944	Award:	11/21/2026	
State Route-Section 2008-013		Federal:	0	NTP:	12/03/2026	
General Maintenance	Resurface	State:	709,944	ECMS Comp:		
Conewago		Local:	0	Phys. Work Comp:	12/03/2027	
		Other:	0			

90740	SR2014 (Harney Road) over Alloway Creek Germany Township and Mount Joy Township	<b>Worked on Bridges:</b>	1	<b>Let:</b>	06/18/2026	
Alloway Creek Bridge		<b>Est. CON:</b>	2,128,000	<b>Award:</b>	07/18/2026	
State Route-Section 2014-021		<b>Federal:</b>	1,702,400	<b>NTP:</b>	08/17/2026	
Bridge Restoration	Bridge Rehabilitation	<b>State:</b>	425,600	<b>ECMS Comp:</b>		
Mount Joy		<b>Local:</b>	0	<b>Phys. Work Comp:</b>	08/17/2027	
		<b>Other:</b>	0			
<hr/>						
99832	State Route 3002 (Mason Dixon) over Rock Creek in Cumberland and Mount Joy Townships	<b>Worked on Bridges:</b>	1	<b>Let:</b>	08/27/2026	
Rock Creek Bridge		<b>Est. CON:</b>	5,322,418	<b>Award:</b>	09/26/2026	
State Route-Section 3002-016		<b>Federal:</b>	5,322,418	<b>NTP:</b>	10/26/2026	
Bridge Replacement	Bridge improvement	<b>State:</b>	0	<b>ECMS Comp:</b>		
		<b>Local:</b>	0	<b>Phys. Work Comp:</b>	08/27/2028	
		<b>Other:</b>	0			
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113258	SR 3011 from US 30 to Winding Road Franklin Township	<b>Worked on Bridges:</b>	0	<b>Let:</b>	09/11/2025	09/11/2025
SR 3011 Cashtown Rd Resurface		<b>Est. CON:</b>	2,033,731	<b>Award:</b>	10/11/2025	09/18/2025
State Route-Section 3011-012		<b>Federal:</b>	0	<b>NTP:</b>	10/27/2025	10/16/2025
409 Expanded Maintenance	Resurface	<b>State:</b>	2,033,731	<b>ECMS Comp:</b>	07/24/2026	10/16/2025
Franklin		<b>Local:</b>	0	<b>Phys. Work Comp:</b>	07/13/2026	
		<b>Other:</b>	0			
<hr/>						
122599	Various SRs Districtwide	<b>Worked on Bridges:</b>	0	<b>Let:</b>	02/12/2026	02/12/2026
Dist Line Painting 2026 Part 1		<b>Est. CON:</b>	1,123,000	<b>Award:</b>	03/14/2026	03/09/2026
State Route-Section 0000-000		<b>Federal:</b>	0	<b>NTP:</b>	03/30/2026	
General Maintenance	Line Painting	<b>State:</b>	1,123,000	<b>ECMS Comp:</b>	10/30/2026	
		<b>Local:</b>	0	<b>Phys. Work Comp:</b>		
		<b>Other:</b>	0			

# Adams County 2026 Active Projects

MPMS #	SR-Section	Title	Type	Estimated Let Date	Actual Let Date
114856	0015-057	TSMO Adams County Devices	Intelligent Transportation System	09/29/2022	09/29/2022
122312	0015-061	US 15 Paving	Highway Restoration	01/08/2026	01/08/2026
87433	0034-046	Carlisle Road Bridge 4	Bridge Replacement	03/13/2025	03/13/2025
115745	0094-032	Carlisle Pike Resurface 2	Highway Restoration	02/12/2026	02/12/2026
113256	0116-055	PA 116 Main Street Resurface	409 Expanded Maintenance	06/06/2024	06/06/2024
113228	0234-026	PA 234 York St Resurface	409 Expanded Maintenance	05/21/2026	
113255	2008-013	SR 2008 Elm Ave Resurface	409 Expanded Maintenance	10/22/2026	
90740	2014-021	Alloway Creek Bridge	Bridge Restoration	06/18/2026	
99832	3002-016	Rock Creek Bridge	Bridge Replacement	08/27/2026	
113258	3011-012	SR 3011 Cashtown Rd Resurface	409 Expanded Maintenance	09/11/2025	09/11/2025
122599	0000-000	Dist Line Painting 2026 Part 1	General Maintenance	02/12/2026	02/12/2026



Map #	SR	Bseg	Boff	Eseg	Eoff	Type
1	0394	0160	0000	0280	1537	Seal
2	1015	0090	0668	0160	2853	Seal
3	1017	0010	0000	0090	2192	Seal
4	1021	0010	0000	0030	2881	Seal
5	2001	0140	0000	0230	2402	Seal
6	2005	0010	0000	0060	1937	Seal
7	2006	0010	0000	0150	2629	Seal
8	2007	0010	0000	0010	0701	Seal
9	2008	0010	0000	0044	0850	Seal
10	2013	0010	0000	0030	2906	Seal
11	2015	0010	0000	0060	2191	Seal
12	2031	0010	0000	0040	2940	Seal
13	2033	0010	0000	0070	3422	Seal
14	3001	0240	0000	0390	1681	Seal
15	3003	0010	0000	0090	2208	Seal
16	1019	0060	0000	0130	2436	Level
17	1019	0060	0000	0130	2436	Paving

## Legend

Color	Description
Red	Contracted Bridge Project
Blue	Contracted Highway/Resurfacing Project
Green	Department Force Highway Project
Yellow	Traffic/Safety Related



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GSD PRODUCT: ADAMS\_COUNTY\_SR\_01  
March 11, 2024

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## 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

# PUBLIC COMMENT PERIOD DOCUMENTATION

## Legislative Requirements

The 30 day public comment period for the draft FFY 2027-2030 Transit and Highway Transportation Improvement Program (TIP) and draft Air Quality Conformity Determination Analysis (AQCA) Report for Adams County began May 11, 2026 and ended June 11, 2026.

Packets of the Draft 2027-2030 TIP were made available to the following locations to be available for public:

- Adams County Commissioners Office – 117 Baltimore Street, Room 201, Gettysburg, PA 17325
- Adams County Office of Planning and Development – 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325
- All Adams County Library Locations
- All Township and Borough Offices.

Additionally, the Draft 2027 TIP was emailed to all agencies, citizens and media organizations that receive notice of MPO meetings and those identified as “stakeholders” in ACTPO’s Public Participation Plan (PPP).

The Draft 2027 TIP documentation was also posted on the Adams County Transportation Planning Organization (ACTPO) website, <https://www.adamscountypa.gov/departments/officeofplanninganddevelopment/tip>. Links to this information were also posted on the following websites:

- PA State Transportation Commission – <https://www.talkpatransportation.com/how-it-works/tip>

Advertised public meetings for the TIP was held on June 3, 2026 at 10:00 a.m. and 6:00 p.m. using a hybrid public meeting format. The in-person meeting component was held at the Adams County Agricultural and Natural Resources Center – Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325. The virtual meeting component was held using Microsoft Teams.

## Tribal Contacts

ACTPO contacted the seven Native American tribes with vested interest in Adams County listed below by their preferred method of communication.

- Delaware Nation, Oklahoma (e-mail)
- Delaware Tribe of Indians (e-mail)
- Eastern Shawnee Tribe of Oklahoma (e-mail)
- Saint Regis Mohawk Tribe (mail)
- Seneca-Cayuga Tribe of Oklahoma (e-mail)
- Shawnee Tribe (e-mail)

## Legal Advertisement

The legal advertisement for the 30-day public comment period (attached) was sent to the following publications and published as follows:

- Gettysburg Times (May 9, 2026 and May 29, 2026)
- The Hanover Evening Sun (May 10, 2026)
- York Daily Record (May 11, 2026)

## Comments Received

### June 3<sup>rd</sup>, 2026 (10 a.m.) – Public Meeting (Hybrid Format)

#### Attendees:

- Branwyn Ridgeway, Rep Catherine Wallen
- Tom Jolin, HAPBI
- Joe Cown, Resident
- Sarah McHugh, PennDOT District 8 (virtually)
- Andrew Merkel, ACTPO
- Aaron Ebner, ACTPO

#### Comments received:

- Tom Jolin, HAPBI – Mr. Jolin expressed some curiosity regarding the box culvert project on the TIP. He questioned if Boyds School Rd would be eligible for future box culvert replacement/installation.  
**Response:** Mr. Merkel stated that Boyds School Rd does not fit the criteria for a box culvert. He stated that a culvert is not wide enough to be suitable for bridge purposes such as Boyds School Rd.
- Tom Jolin, HAPBI – Mr. Jolin expressed that Boyds School Rd has an “unwalkable” design for the amount of vehicle traffic the road experiences. He asked what a good source of funding for this kind of project would be appropriate.  
**Response:** Mr. Merkel explained that there are several opportunities for state funding for bike and pedestrian projects, that occasionally will show up on the TIP.
- Joe Cown, Resident – Mr. Cown asked if the roads along Lake Heritage qualify for TIP funds.  
**Response:** Mr. Merkel explained the TIP projects apply to state roads or potentially other road types if a state road is affected.
- Joe Cown, Resident – Mr. Cown asked about the crash data presented in the TIP packet. He questioned if there was a “gold standard” when it comes to crash data.  
**Response:** Mr. Merkel referenced the Pennsylvania Crash Information Tool. He stated that the tool collects data from reported crashes. Mr. Merkel said that the data relies on who was responsible for reporting the crash, the location of the crash, and whether the crash was even reported.
- Joe Cown, Resident – Mr. Cown questioned who is responsible for the funding of various roads, whether its PennDOT, the County, the municipality, etc.  
**Response:** Mr. Merkel stated that the funding depends on who owns the road. He stated that PennDOT is responsible for state roads, municipalities are responsible for local roads. Mr. Merkel referenced the Country Club Rd Bridge and Stoney Point Rd Bridge on the TIP and mentioned how these local bridges are combining Federal,

State, and Local funds. He stated how PennDOT will take projects like the bridge projects and combine them with other projects around the state to get funding for them.

**June 3<sup>rd</sup>, 2026 (6 p.m.) – Online Public Meeting (Hybrid Format)**

**Attendees:**

- Andrew Merkel, ACTPO
- Aaron Ebner, ACTPO

*There was no public participation at this meeting.*

**May 11<sup>th</sup> to June 11<sup>th</sup>, 2026 – Public Comment Period**

The following comments were received during the 30-day public comment period.

*No Comments were received.*

# Public Notice

## 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 11th, 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 11th, 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 3rd, 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 3rd, 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 3rd, 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 24th, 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.

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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:
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  - Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

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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.

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## Public Notices

Originally published at ydr.com on 05/11/2026

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# Evening Sun

## Public Notices

Originally published at [eveningsun.com](https://www.eveningsun.com) on 05/10/2026

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# Transportation planning meetings set for June 3

Times Staff Report

Adams County Transportation Planning Organization (ACTPO) will hold two public information meetings on Wednesday, June 3, to pres-

gTimes.com  
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ent and receive comments on the 2027-2030 Transportation Improvement Program (TIP), according to a release.

The TIP lists planned priority transportation projects where federal, state and local funds are allocated to be spent over the next four years. It was developed by ACTPO and addresses all modes of transportation, according to the

county website.

Each meeting will be conducted using a hybrid meeting format, with the option for in-person or virtual attendance, according to Aaron Ebner of the Adams County Office of Planning and Development (ACOPD).

The meetings are scheduled for 10 a.m. and 6 p.m. and will be held at 670 Old Har-

risburg Road, Rooms A1-A3, with links for virtual attendance available at the Adams County website.

A 30-day public review and comment period for the draft 2027-2030 TIP for Adams County opened on Monday, May 11, and will close at 4 p.m. on Thursday, June 11.

The draft document is available for review on the ACOPD page of the county website.

It is also available for review during regular business hours at the ACOPD office (670 Old Harrisburg Road, Suite 100, Gettysburg), the Adams County commissioners office (117 Baltimore Street, Room 201, Gettysburg), all Adams County library locations and all township and borough offices in Adams County, according to the county website.

The draft TIP lists priority highway, bridge, safety and enhancement projects for

the period of Oct. 1, 2026, through Sept. 30, 2030.

The draft 2027-2030 update contains 15 projects, including two highway projects, five bridge projects, one safety project and one regional transportation system management program. Among the 15 projects, 14 are carryovers from the previous TIP and one is new.

The one addition is a bridge project involving a box culvert on Nawakwa Road in Menallen Township.

The Eisenhower Drive extension and Carlisle Pike resurfacing in Hamilton and Reading townships are the carryover highway projects. Bridge projects include Hunterstown Hampton Road over Conewago Creek in Straban and Reading, Alloway Creek Bridge in Germany and Mount Joy and Country Club Road Bridge in Abbottstown, according to the draft TIP.

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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

# Table of Contents

**EXECUTIVE SUMMARY .....1**

**1.0 BACKGROUND .....2**

**2.0 ACTPO TIP and LRTP.....3**

**3.0 TRANSPORTATION CONFORMITY PROCESS .....4**

**4.0 TRANSPORTATION CONFORMITY REQUIREMENTS .....5**

**5.0 CONCLUSION .....6**

**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

## 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

# **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

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**ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

***UNIFIED PLANNING WORK PROGRAM  
FISCAL YEAR 2025-2027***

***(July 1, 2025 through June 30, 2027)***

**ACTIONS AND PROCEDURES**

**Prepared by  
Adams County Office of Planning and Development**

**Approved: January 22, 2025  
Revised: July 23, 2025**

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## Task II: Transportation Data Collection

### Responsible Agency

Adams County Office of Planning and Development (ACOPD)

### Cost and Funding Sources

UPWP Year	FHWA	FTA	PennDOT	Local Highway	Local Transit	Total
2025-2026	\$35,120	\$20,000	\$1,280	\$7,500	\$5,000	\$68,900
2026-2027	\$50,000	\$20,000	\$5,000	\$7,500	\$5,000	\$87,500
<b>Total</b>	<b>\$85,120</b>	<b>\$40,000</b>	<b>\$6,280</b>	<b>\$15,000</b>	<b>\$10,000</b>	<b>\$156,400</b>

*Disclaimer: "Funding will be transferred to PennDOT Open-End Consulting Contract via McCormick Taylor to start and complete HMPS activities for the 2025 Adams County count season."*

### Task II Description

**Task II.1 – Data Collection and Analysis:** Evaluate the type of data and analysis necessary to ensure a "3C" transportation planning process is carried out in accordance with federal and state regulations. This will include:

**A. Local Transportation Network:** Provide transportation data collection services to Adams County municipalities as requested to support municipal transportation planning efforts. Purchase supplies and safety materials as needed.

**B. MPO Related Planning Efforts:** A data analysis related to the following plans/projects:

- Long Range Transportation Plan
- Congestion Management Plan
- Travel Demand Model
- Bicycle & Pedestrian Plan
- Coordinated Public Transit-Human Services Transportation Plan
- Roadway Functional Classification
- Community Demographic Analysis
- Performance Measures
- Performance Based Planning and Programming

**C. Geographic Information Systems (GIS) Analysis:** Create, analyze, update and maintain GIS layers and data in support of transportation planning efforts.

**Task II.2 – Training:** Staff will attend training and educational sessions on transportation related data collection and analysis tools related to the plans, programs and projects identified in Task II.1 above.

### Task II Deliverables:

- Traffic counts for Adams County Municipalities on an as requested basis.
- Data collection and analysis in support of a "3C" transportation planning process.

**Task II Timeline**

<b>Task</b>	<b>Completion Target</b>
<b>Local Transportation Network Data Requests</b>	Ongoing as requested by municipalities.
<b>MPO Related Planning Efforts</b>	Recurring during entire UPWP
<b>GIS Analysis</b>	Recurring during entire UPWP
<b>Training</b>	Recurring during entire UPWP

Adopted Version

## Budget Summary

2025 – 2026 UPWP (Year 1)		Highway			Transit	
Tasks	Total Budget	FHWA	PennDOT	Local Highway	FTA	Local Transit
I. Administration	\$61,250	\$36,000	\$5,000	\$4,000	\$13,000	\$3,250
II. Transportation Data Collection	\$68,900	\$35,120	\$1,280	\$7,500	\$20,000	\$5,000
III. Transportation System Planning	\$162,500	\$100,000	\$13,000	\$12,000	\$30,000	\$7,500
<b>Subtotal</b>	<b>\$292,650</b>	<b>\$171,120</b>	<b>\$19,280</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>
<b>Supplemental Planning Funds</b>						
IV. Local Technical Assistance Program (LTAP)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
V. Increasing Safe and Accessible Transportation Options (ISATO)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>PROGRAM TOTAL</b>	<b>\$302,650</b>	<b>\$181,120</b>	<b>\$19,280</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>

2026 – 2027 UPWP (Year 2)		Highway			Transit	
Tasks	Total Budget	FHWA	PennDOT	Local Highway	FTA	Local Transit
I. Administration	\$61,250	\$36,000	\$5,000	\$4,000	\$13,000	\$3,250
II. Transportation Data Collection	\$87,500	\$50,000	\$5,000	\$7,500	\$20,000	\$5,000
III. Transportation System Planning	\$162,500	\$100,000	\$13,000	\$12,000	\$30,000	\$7,500
<b>Subtotal</b>	<b>\$311,250</b>	<b>\$186,000</b>	<b>\$23,000</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>
<b>Supplemental Planning Funds</b>						
IV. Local Technical Assistance Program (LTAP)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
V. Increasing Safe and Accessible Transportation Options (ISATO)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>PROGRAM TOTAL</b>	<b>\$321,250</b>	<b>\$196,000</b>	<b>\$23,000</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>

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**ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

***UNIFIED PLANNING WORK PROGRAM  
FISCAL YEAR 2025-2027***

***(July 1, 2025 through June 30, 2027)***

**ACTIONS AND PROCEDURES**

**Prepared by  
Adams County Office of Planning and Development**

**Approved: January 22, 2025  
Revised: July 23, 2025**

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## Task II: Transportation Data Collection

### Responsible Agency

Adams County Office of Planning and Development (ACOPD)

### Cost and Funding Sources

UPWP Year	FHWA	FTA	PennDOT	Local Highway	Local Transit	Total
2025-2026	\$35,120	\$20,000	\$1,280	\$7,500	\$5,000	\$68,900
2026-2027	\$34,880	\$20,000	\$1,220	\$7,500	\$5,000	\$68,600
<b>Total</b>	<b>\$70,000</b>	<b>\$40,000</b>	<b>\$2,500</b>	<b>\$15,000</b>	<b>\$10,000</b>	<b>\$137,500</b>

*Disclaimer: "Funding will be transferred to PennDOT Open-End Consulting Contract via McCormick Taylor to start and complete HMPS activities for the 2026 Adams County count season."*

### Task II Description

**Task II.1 – Data Collection and Analysis:** Evaluate the type of data and analysis necessary to ensure a "3C" transportation planning process is carried out in accordance with federal and state regulations. This will include:

**A. Local Transportation Network:** Provide transportation data collection services to Adams County municipalities as requested to support municipal transportation planning efforts. Purchase supplies and safety materials as needed.

**B. MPO Related Planning Efforts:** A data analysis related to the following plans/projects:

- Long Range Transportation Plan
- Congestion Management Plan
- Travel Demand Model
- Bicycle & Pedestrian Plan
- Coordinated Public Transit-Human Services Transportation Plan
- Roadway Functional Classification
- Community Demographic Analysis
- Performance Measures
- Performance Based Planning and Programming

**C. Geographic Information Systems (GIS) Analysis:** Create, analyze, update and maintain GIS layers and data in support of transportation planning efforts.

**Task II.2 – Training:** Staff will attend training and educational sessions on transportation related data collection and analysis tools related to the plans, programs and projects identified in Task II.1 above.

### Task II Deliverables:

- Traffic counts for Adams County Municipalities on an as requested basis.
- Data collection and analysis in support of a "3C" transportation planning process.

**Task II Timeline**

<b>Task</b>	<b>Completion Target</b>
<b>Local Transportation Network Data Requests</b>	Ongoing as requested by municipalities.
<b>MPO Related Planning Efforts</b>	Recurring during entire UPWP
<b>GIS Analysis</b>	Recurring during entire UPWP
<b>Training</b>	Recurring during entire UPWP

*Amended Version*

## Budget Summary

2025 – 2026 UPWP (Year 1)		Highway			Transit	
Tasks	Total Budget	FHWA	PennDOT	Local Highway	FTA	Local Transit
I. Administration	\$61,250	\$36,000	\$5,000	\$4,000	\$13,000	\$3,250
II. Transportation Data Collection	\$68,900	\$35,120	\$1,280	\$7,500	\$20,000	\$5,000
III. Transportation System Planning	\$162,500	\$100,000	\$13,000	\$12,000	\$30,000	\$7,500
<b>Subtotal</b>	<b>\$292,650</b>	<b>\$171,120</b>	<b>\$19,280</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>
<b>Supplemental Planning Funds</b>						
IV. Local Technical Assistance Program (LTAP)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
V. Increasing Safe and Accessible Transportation Options (ISATO)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>PROGRAM TOTAL</b>	<b>\$302,650</b>	<b>\$181,120</b>	<b>\$19,280</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>

2026 – 2027 UPWP (Year 2)		Highway			Transit	
Tasks	Total Budget	FHWA	PennDOT	Local Highway	FTA	Local Transit
I. Administration	\$61,250	\$36,000	\$5,000	\$4,000	\$13,000	\$3,250
II. Transportation Data Collection	\$68,600	\$34,880	\$1,220	\$7,500	\$20,000	\$5,000
III. Transportation System Planning	\$162,500	\$100,000	\$13,000	\$12,000	\$30,000	\$7,500
<b>Subtotal</b>	<b>\$292,350</b>	<b>\$170,880</b>	<b>\$19,220</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>
<b>Supplemental Planning Funds</b>						
IV. Local Technical Assistance Program (LTAP)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
V. Increasing Safe and Accessible Transportation Options (ISATO)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>PROGRAM TOTAL</b>	<b>\$302,350</b>	<b>\$180,880</b>	<b>\$19,220</b>	<b>\$23,500</b>	<b>\$63,000</b>	<b>\$15,750</b>

FFY 2025-2032 TIP MODIFICATIONS FORM

Adams																	Informed Coordinating Committee:			Informed Technical Committee:					
Administrative Modification - Highway					Funds			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029 & >	Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.							
1	Rock Creek Bridge  3002/016  Adams	99832	CON	Before	BOF						671,000										Cashflowing the CON phase of Rock Creek Bridge in FFY 2036 for \$12,984 to better utilize current available funds. This project consists of a bridge replacement on State Route 3002 (Mason Dixon) over Rock Creek in Cumberland and Mount Joy Townships, Adams County. This project has an estimated let date of 08/27/2026.				
				Before	BRIP							940,819													
				Before	STP								710,599												
				Before	PRTCT								3,000,000												
				Adjust	BOF								12,984												
				Adjust	BRIP																				
				Adjust	STP								-12,984												
				Adjust	PRTCT																				
				After	BOF									683,984											
				After	BRIP									940,819											
				After	STP									697,615											
After	PRTCT									3,000,000															
2	Highway Reserve  Adams	87793	CON	Before	NHPP	581	223,792	2,125			257,000			208,000			2,461,000	2,002			This is a reserve line item.				
				Before	STP							228,650				455,925									
				Adjust	NHPP	581						-257,000													
				Adjust	STP							-228,650													
				After	NHPP	581	223,792	2,125								208,000			2,461,000	2,002					
After	STP												455,925												
3	Bridge Reserve  Adams	87792	CON	Before	BOF	185	127,991	5,436			341,520			106,000	32,149		909,236	17,502				This is a reserve line item.			
				Before	BRIP		272,009											500,632							
				Adjust	BOF	185						-12,984													
				Adjust	BRIP																				
				After	BOF	185	127,991	5,436					328,536			106,000	32,149		909,236	17,502					
After	BRIP		272,009												500,632										
4	US 15 Paving  15/061  Adams	122312	CON	Before	NHPP		2,757,000				743,000										Increasing the CON phase of US 15 Paving for \$680,327 in FFY 2026 for additional paving work. This project may consist of paving on segments of US 15 South Bound direction including milling and overlay in Huntington Township, Adams County. The let date of this project was 01/08/26.				
				Before																					
				Adjust	NHPP							365,497													
				Adjust	STP							314,830													
				After	NHPP		2,757,000						1,108,497												
After	NHPP								314,830																
5	SR 116 Bridge over Conewago Creek 116/051 Adams	113071	FD	Before																	This item is a deob.				
				Adjust	NHPP							-108,497													
				After																					
6	PA 116 over Trib Marsh Crk 116/043 Adams	106665	FD	Before																	This item is a deob.				
				Adjust	STP							-73,196													
				After																					
<b>Program Summary - Net Changes</b>					Before FFY Totals			3,380,792	7,561	0	6,892,588	0	0	769,925	32,149	0	3,870,868	19,504	0	0	0				
					Adjustments			0	0	0	0	0	0	0	0	0	0	0	0						
					After FFY Totals			3,380,792	7,561	0	7,074,281	0	0	769,925	32,149	0	3,870,868	19,504	0	0					

FFY 2025-2032 TIP MODIFICATIONS FORM

Adams																			Informed Coordinating Committee:			Informed Technical Committee:		
Administrative Modification - Highway					Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2033 & >	Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.						
1	HSIP Line Item	87811	CON	Before	HSIP		172,982			837,309										This is a reserve line item.				
	Adjust			HSIP																				
	After			HSIP				172,982																
2	East Berlin and Stoney Pt Int	116268	PE	Before																Increasing the PE phase of East Berlin and Stoney Pt Int for \$981,989 in FFY 2026 to account for tasks to develop the selected alternative, the western round about intersection. This project may consist of safety improvements; which include converting to a roundabout at the intersection of East Berlin Rd (SR 234) and Stoney Point Rd (SR 1007) in Reading Township, Adams County. This project is estimated to be let in calendar year 2029.				
	Adjust			HSIP							981,989													
	After			HSIP								981,989												
3	Hanover Street and Red Hill Rd Int	116269	FD	Before	HSIP					31,060										Removing the FD phase of Hanover Street and Red Hill Rd Int for \$31,060 in FFY 2026. This project is currently on hold due to funding prioritizations. This project may consist of a safety improvement, which may include the installation of a traffic signal or increase triangle sight distance at the intersection of Hanover St (SR 1015) and Red Hill Rd in Oxford Township, Adams County. This project is estimated to be let in calendar year 2030.				
	Adjust			HSIP																				
	After																							
4	Hanover Street and Red Hill Rd Int	116269	UTL	Before	HSIP					23,620										Removing the UTL phase of Hanover Street and Red Hill Rd Int for \$23,620 in FFY 2026. This project is currently on hold due to funding prioritizations. This project may consist of a safety improvement, which may include the installation of a traffic signal or increase triangle sight distance at the intersection of Hanover St (SR 1015) and Red Hill Rd in Oxford Township, Adams County. This project is estimated to be let in calendar year 2030.				
	Adjust			HSIP																				
	After																							
5	Hanover Street and Red Hill Rd Int	116269	ROW	Before	HSIP					90,000										Removing the ROW phase of Hanover Street and Red Hill Rd Int for \$90,000 in FFY 2026. This project is currently on hold due to funding prioritizations. This project may consist of a safety improvement, which may include the installation of a traffic signal or increase triangle sight distance at the intersection of Hanover St (SR 1015) and Red Hill Rd in Oxford Township, Adams County. This project is estimated to be let in calendar year 2030.				
	Adjust			HSIP																				
	After																							
				Before FFY Totals			172,982	0	0	981,989	0	0	0	0	0	0	0	0	0					
<b>Program Summary - Net Changes</b>				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0	0				
				After FFY Totals			172,982	0	0	981,989	0	0	0	0	0	0	0	0	0					

### **PA 116 Main Street Resurfacing**

ECMS #, 113256

SR-Sect, 116-055

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

Original Contract Value, \$1,864,000.00

NTP date, 7/15/2024

Original Completion Date, 6/27/2025

**Project Scope**, This project consists of resurfacing, milling, ADA ramps, guiderail replacement, drainage updates, signing & pavement markings, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0116, Section 055, in Adams County, Conewago Township & Mcsherrystown Borough, from the intersection of Water Drive to the intersection of SR 2008 (Elm Avenue).

**Project Update**, The added structure repair to the bridge carrying 116 over Plum Creek started on Monday June 1, 2026. Contractor is to implement a month long detour and begin removing and repairing spalled and delaminated concrete on the underside of the bridge deck up to the bottom mat of reinforcing steel. Detour route for Eastbound 116 traffic is left onto Centennial Road SR2006, right onto Chapel Road SR2009 and right onto SR2008 Oxford Avenue. Similarly for Westbound traffic, detour onto Oxford Avenue, left onto Chapel Road, left onto Centennial and right back onto 116. Work is expected to last around one month with SR116 being restored before July 4th. Repairs are expected to cost around \$500k. Pedestrian traffic will be maintained on sidewalk with orange safety fence delineating walkways.

### **Carlisle Road Bridge 4**

ECMS #, 87433

SR-Sect, 34-046

Contractor, JVI Group Inc.

Original Contract Value, \$793,381.14

NTP date, Anticipated 4/28/2025

Original Completion Date, 11/6/2026

**Project Scope** , This project consists of the replacement of a box culvert along SR 0034-046, including minor approach work, guide rail updates, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0034, Section 046, in Adams County, Menallen Township.

**Project Update**, Physical Work Complete. Working on project closeout documentation. Shrubs and live stakes planted as part of contract will continue to be watered and monitored for growth and establishment.

### **SR 3011 Cashtown Rd Resurface**

ECMS #, 113258

SR-Sect, 3011-012

Contractor, Pennsy Supply, Inc.

Original Contract Value, \$1,884,718.20

NTP date, 10/16/2025

Original Completion Date, 7/24/2026

**Project Scope,** This project consists of resurfacing SR 3011 (Cashtown Road), from 0.9 miles south of US 30 to Winding Road. Work also includes base replacement, milling, minor structure repair & curbing modifications, guiderail updates, signing & pavement marking updates, and other miscellaneous construction, all as indicated within the Bid Package for State Route 3011, Section 012, in Adams County, Franklin Township.

**Project Update,** Contractor milled and scratched roadway. Wearing course began on Tuesday June 2 during daylight hours. Project is on schedule with no major overruns or delays. Contractor did not work during month of May due to priorities elsewhere.

### **US 15 Paving**

ECMS #, 122312

SR-Sect, 15-061

Contractor, JVI Group, Inc.

Original Contract Value, \$2,279,314.48

NTP date, 1/12/2026

Original Completion Date, 8/28/2026

**Project Scope,** The project consists of resurfacing US 15 Southbound from approximately 1300' south of the PA-234 interchange to approximately 2000' south of the York Springs interchange (PA 94). Work also includes various milling, potential accelerated concrete patching, WMA overlay, signing & pavement marking replacement, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0015, Section 061, in Adams County, Tyrone & Huntington Townships.

**Project Update,** Project received permission to utilize additional funds in order to remove existing asphalt down to concrete, perform full and partial depth concrete repairs, install paving fabric and replace binder and wearing course full width. Project is still on schedule while we work with Contractor to provide best value for the additional money.

### **Carlisle Pike Resurface 2**

ECMS #, 115745

SR-Sect, 94-032

Contractor, JVI Group, Inc.

Original Contract Value, \$2,524,575.86

NTP date, TBD

Original Completion Date, 4/30/2027

**Project Scope,** This is a resurfacing project which consists of asphalt resurfacing, milling, base repair, drainage improvements, guiderail updates, line painting, sign updates, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for State Route 0094, Section 032, in Adams County, Hamilton & Reading Townships, starting on SR 0094 (Carlisle Pike) and continuing north on SR 0094 for an overall project length of 3.83 miles.

**Project Update ,** Prior utility work is still ongoing. Columbia Gas has finished work North of Hampton Roundabout. Columbia Gas' work South of Hampton Roundabout will be ongoing throughout summer. Contractor has pushed potential start date to late summer/early fall. No major overruns or delays.

### **District Line Painting 2026**

ECMS #, 122599

SR-Sect, 0000-DW

Contractor, The Aero-Mark Company LLC

Original Contract Value, \$1,123,000.00

NTP date, TBD

Original Completion Date, 10/30/2026

**Project Scope,** For the furnishing and application of white and yellow waterborne pavement markings along various state highways within Engineering District 8-0, various municipalities, Commonwealth of Pennsylvania, all within an overall project length of 804.27 miles as indicated on the approved drawings included in the Bid Package.

**Project Update ,** Physical Work Expected to start in July.

## **PA 234 York St Resurface**

ECMS #, 113228

SR-Sect, 234-026

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

Original Contract Value, \$1,367,255.01

NTP date, TBD - Anticipated NTP is July 6, 2026

Original Completion Date, 7/2/2027

Project Scope , This is a Resurfacing project which consists of 2.5"-3" Milling, 2.5"-3" Asphalt Overlay, Base Repair, ADA Ramps, Line Painting, Rail Road Coordination, Minor Drainage, and other Miscellaneous Construction, all as indicated on the approved drawings included in the Bid Package for State Route 0234, Section 026, in Adams County, Biglerville Borough and Butler Township, SR 0234 (W. York Rd and E. York Rd) from Segment 0240 Offset 0050 at W. Hanover St. to Segment 0270 Offset 0628 at Biglerville Borough Line and Butler Township, for a length of 5,820 linear feet(1.102 miles). Also includes State Route 0034, in Adams County, Biglerville Borough, and Butler Township, SR 0034 (N. Main St) from Segment 0130 Offset 1652 at SR 234/E. York St to Segment 0150 Offset 1310 at Biglerville Borough Line and Butler Township.

Project Update, Working on scheduling pre-construction meeting to be held end of June.

***MPMS 116268 (East Berlin and Stoney Pt Int) & MPMS 116594 (East Berlin Rd and Peepytown Rd Int.)***

- MPMS 116268-
  - Met with MPO and discussed project prioritization for safety projects and continuing contingent on funding that may be awarded (HSIP, BUILD, etc.)
  - Waiting for PE agreement to be executed.
  - This project may consist of safety improvements; which include converting to a roundabout at the intersection of East Berlin Rd (SR 234) and Stoney Point Rd (SR 1007) in Reading Township, Adams County. Estimated to be let in calendar yet 2029.
- MPMS 116594-
  - Met with MPO and discussed project prioritization for safety projects and continuing contingent on funding that may be awarded (HSIP, BUILD, etc.).
  - This project may consist of an intersection realignment of PA 234 (East Berlin Road) and SR 1018 (Peepytown Road) in Reading Township, Adams County. Estimated to be let in calendar yet 2029.

***MPMS 116269 (Hanover Street and Red Hill Rd Int)***

- Met with MPO and discussed project prioritization for safety projects and continuing contingent on funding that may be awarded (HSIP, BUILD, etc.) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation
- Provided scope information to traffic.
- This project may consist of a safety improvement, which may include the installation of a traffic signal or increase triangle sight distance at the intersection of Hanover St (SR 1015) and Red Hill Rd in Oxford Township, Adams County. Estimated to be let in calendar year 2030.

***MPMS 58137 (Eisenhower Drive Extension)***

- We are still continuing working on developing plans for the projects, acquiring the necessary ROW, coordinating with the affected utilities, and hope to submit the permit soon.
- This project consists of extending Eisenhower Drive with a new limited access roadway through Conewago Township, Adams County, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. These changes aim to address the falling level of service (LOS), as well as improve safety within the study area. Estimated Let Date is 6/24/2027

***MPMS 99832 (Rock Creek Bridge)***

- All clearance received except ROW, PS&E is due on 6/18/2026, preparing to let on 8/27/2026.
- This project consists of a bridge replacement on State Route 3002 (Mason Dixon) over Rock Creek in Cumberland and Mount Joy Townships, Adams County. The purpose of this project is to address the deterioration of the bridge and provide continued access on State Route 3002 (Mason Dixon) over Rock Creek; the structure will be more resistant to flooding. Resilience improvements include Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing eligible surface transportation facility eligible,

installing riprap Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather, Stabilizing slide areas or slopes, Increasing the size or number of drainage structures, and adding scour protection at bridges. Estimated Let Date is 8/27/2026

***MPMS 90698 (Hunterstown Hampton Rd ov Conewago Cr)***

- In final design with a let date of 1/28/2027. The Final ROW plan has been approved and negotiations with property owners are underway. The waterway permit has been obtained from DEP. The project is on schedule for the let date.
- This project may consist of a bridge rehabilitation on PA 394 over Conewago Creek in Straban Township and Reading Township, Adams County. Estimated let date is 1/28/2027.

***MPMS 18086 (Country Club Road Bridge)***

- MPMS 18086 is moving through environmental clearance now. We are expecting to receive clearance this fall. At that point we plan to head into final design. Possible let date extension.
- This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on Country Club Road over Tributary of Beaver Creek in Abbottstown Borough, Adams County. Estimated let date is 4/01/2027.

***MPMS 113255 (SR 2008 Elm Ave Resurface)***

- Let date will most likely be moving further out due to circumstances below.
  - As part of the resurfacing project; Conewago Township Municipal Authority (CTMA) had requested incorporation of their sewer replacement. This project initially intended on replacing some drainage which necessitated watermain relocations to facilitate the drainage replacement. With the additional incorporated utility work; the project was brought to district PMC in April which determined Adams County did not have the funds to proceed with the project. The proposed drainage was removed from the resurfacing project eliminating the watermain relocation. We had asked CTMA if they were willing to perform the work themselves instead of incorporating their sewer replacement and was informed that CTMA still would like to proceed with their sewer replacement project. CTMA is anticipating completing their sewer replacement project ahead of the resurfacing project around the winter 2026/2027. County Maintenance intends on replacing the drainage with department forces sometime early 2027/winter. There is currently a gas replacement project which is currently under construction.
- Once the utility work is complete the project should be ready to be bid fairly quickly. Working on updating the plans due to the current scope.
- This project may consist of resurfacing on SR 2008 from PA 116 to the Hanover Borough line in Conewago Township, Adams County. Estimated let date is 10/22/2026.