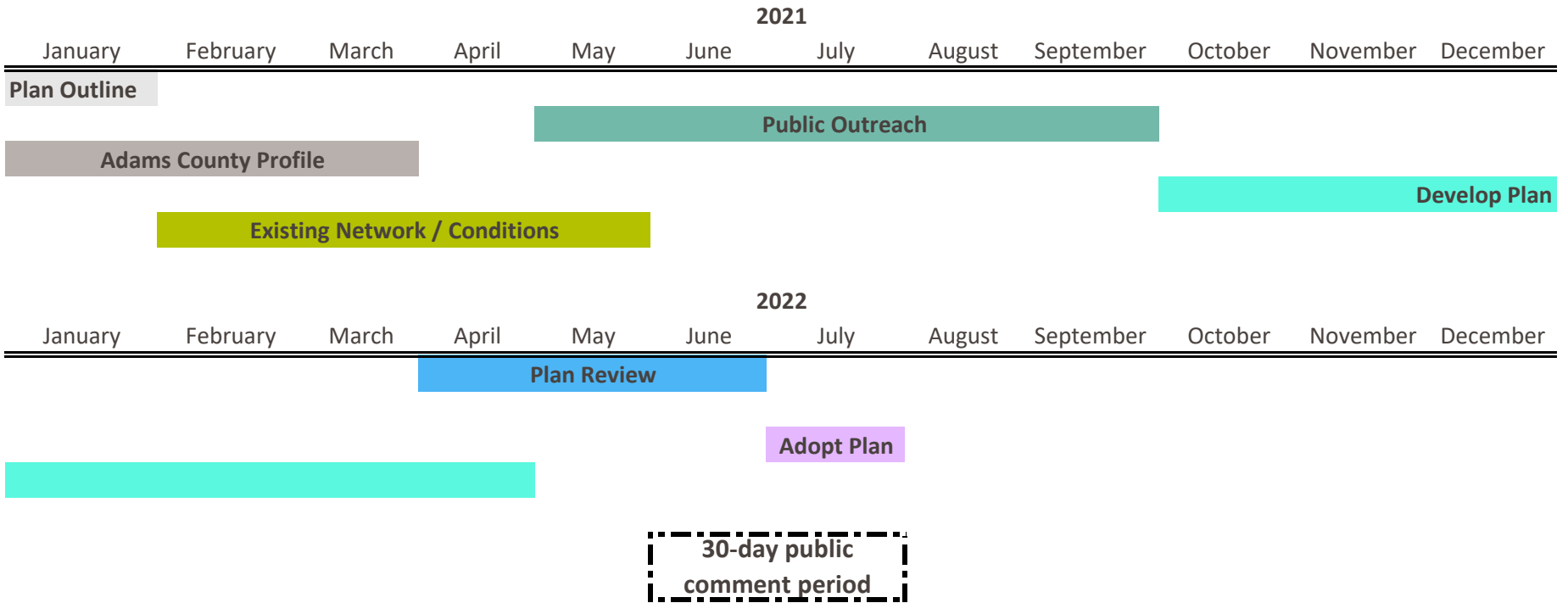


APPENDIX

- A. LRTP Development Timeline
- B. Virtual Public Involvement Policy
- C. Public Engagement Documentation
 - C-1. Survey Results
 - C-2. Open-Ended Comments
 - C-3. Identified Project Locations / Future Needs
- D. Population Projections by Municipality
- E. Transportation Performance Management
- F. On-Road Active Transportation and Safety Analysis
- G. YAMPO MTP Capital Improvements Plan
- H. Adams County 2023-2026 TIP/TYP
- I. Financial Guidance Charts
 - I-1. Actual and Target Expenditures Tables and Chart
 - I-2. ACTPO Funding Scenario Tables
 - I-3. Projected Funding Allocations by Category
- J. Ranking System Framework
- K. Listed and Eligible Historic Resources
- L. Statewide EJ Analysis Methodology
- M. Public Comment Period Documentation
- N. Air Quality Resolution for the ACTPO

Appendix A

Development Timeline



Appendix B – Draft Virtual Public Involvement Policy

Virtual Public Involvement (VPI) –

How does it fit into Transportation Planning and Programming?

New formats and applications for communication have emerged with the everchanging advancements in technology. People now have the capability to connect using telecommunication devices while being in different locations (referred to as “remotely”), or when meeting face-to-face is not an option. Virtual Public Involvement (VPI) utilizes audio and/or visual tools to interact with interested parties. Collaboration may occur using just a phone conference line or may incorporate audio and visual functions using an online application (e.g. Zoom, Microsoft Teams, etc.). In many cases, virtual meetings have the capability to be recorded, and viewed later by anyone not able to attend the meeting.

However, these modern communication methods do not come without caveats. VPI is hinged on the assumption that all people have access to the components necessary to connect remotely. Many forms of VPI require internet access and compatible devices, such as smart phones, tablets, or computers, which may not be available to all people. Even if the necessary devices are available, some participants may not possess the “know-how” or technological skills to use such devices, the applications, or both. Even when connection is not an issue, stakeholders participating remotely may not have the same opportunities; meeting materials may not be as clear, body language may become less of a factor, and dialogue may not occur as naturally. Consequently, some populations may be at a disadvantage or excluded from the VPI process all together, albeit unintentionally.

Although VPI can offer alternative access when barriers exist related to physical mobility and distance, ACTPO realizes that its shortcomings do not allow for the full realization or accomplishment of the goals established in the [Public Participation Plan](#). For this reason, in-person engagement remains the preferred method for public participation activities. VPI will be combined with in-person engagement (referred to as hybrid) so that members of the public may conveniently participate remotely if they prefer.

All notices advertising virtual and hybrid meetings will include the following information:

- Date and time of the meeting
- Teleconference line with access information, which requires only a telephone for participation in the meeting
- A web link with access information to join the visual component of the meeting
- Contact information to request copies of meeting documents or to submit comment prior to the meeting.

APPENDIX C – Public Feedback

The following document reflects the public feedback gathered through outreach efforts, including the survey, the public comment map, and municipal outreach. The feedback submitted as part of the public engagement process directly contributed to the development of the ONWARD2050.

This appendix includes:

C-1. Survey Results - The specific survey results reflected as percentages of the overall responses. Responses to questions requiring ranking are ordered based on the average score. When analyzing the results, it was determined that there was value in considering the number of times a choice was selected in each ranking position (i.e. how many times it was selected as rank #1, as rank #2, etc.), thus use of the average score was selected as the appropriate determinant. It is possible that the response that was selected most often as rank #1 did not have the highest average score.

C-2. Open-ended Responses - The comments submitted in response to Question #19 of the survey. This was an open-ended question.

C-3. The Project List - The illustrative list reflects the locations throughout Adams County where transportation improvements are needed, as identified through public feedback. Specific funding is not allocated to specific projects. Rather, the projects are organized into categories for future consideration based on the prioritization criteria established in chapter 9 and available funding levels. The categories are:

- Asset Management
- Mobility, Access, and Reliability
- Modernization and Operation
- Safety

Additional projects may be added as identified by future studies and/or changing transportation system conditions.

This page intentionally left blank

Appendix C-1: Survey Results



ONWARD2050

Adams County Long Range Transportation Plan

Tell us what you think! The Adams County Transportation Planning Organization is currently updating the Long Range Transportation Plan, entitled **ONWARD2050**. Please take a moment to complete the survey below. Your feedback will help identify and prioritize transportation system projects in Adams County!

Ranking Priorities: In this section, three scenarios have been identified - repair existing system, expand transportation system, and modernize transportation system. Each scenario includes elements of the transportation system that can be improved. Let us know your priorities within each scenario!

*****Responses to questions requiring ranking are ordered based on the average score*****

REPAIR EXISTING SYSTEM: In this scenario, funding allocated for the transportation system is used to repair the existing transportation infrastructure in the county.

1. Please rank the following priorities within the “REPAIR EXISTING SYSTEM” scenario in order of preference (1 = highest priority, 5 = lowest priority).

- | | |
|--|-------------|
| 1 – Pavement | 4 – Signals |
| 2 – Bridges | 5 – Signs |
| 3 – Safety [Repair existing safety measures] | |

RANK	ANSWER	1	2	3	4	AVG SCORE
1	Pavement	39.92%	35.11%	15.45%	5.9%	4.02
2	Bridges	37.92%	34.83%	10.67%	5.06%	3.83
3	Safety	16.01%	16.29%	41.57%	14.61%	3.11
4	Signals	4.49%	8.43%	22.75%	52.25%	2.41
5	Signs	1.69%	5.34%	9.55%	22.19%	1.64

2. When prioritizing PAVEMENT maintenance projects on state-owned roads and local federal-aid roads in Adams County, in what order should the following road characteristics be considered (1 = most consideration, 5 = least consideration).

- | | |
|-------------------------------|---|
| 1 - Worst-First | 4 - International Roughness Index (IRI) |
| 2 - Traffic Volume | 5 - Lowest Life-Cycle Cost (LLCC) |
| 3 - Functional Classification | |

RANK	ANSWER	1	2	3	4	5	AVG SCORE
1	Worst First	54.49%	19.38%	7.58%	3.65%	14.89%	3.95
2	Traffic Volume	30.34%	38.2%	10.11%	10.11%	11.24%	3.66
3	Funct. Class	7.3%	25.84%	40.17%	20.51%	6.18%	3.08
4	IRI	4.21%	12.92%	30.06%	38.2%	14.61%	2.54
5	LLCC	3.65%	3.65%	12.08%	27.53%	53.09%	1.77

3. When prioritizing BRIDGE maintenance projects on state-owned bridges and local bridges over 20 feet long in Adams County, in what order should the following bridge characteristics be considered? (1 = most consideration, 6 = least consideration).

- 1 - Worst-First
- 2 - Traffic Volume
- 3 - Functional Classification
- 4 - Lowest Life-Cycle Cost (LLCC)
- 5 - Posted/Restricted Status
- 6 - Size

RANK	ANSWER	1	2	3	4	5	6	AVG SCORE
1	Worst First	63.76%	15.45%	5.62%	2.53%	1.12%	11.52%	5.04
2	Traffic Volume	24.16%	42.7%	10.39%	4.78%	5.06%	12.92%	4.37
3	Funct. Class	6.74%	26.69%	30.34%	23.88%	10.11%	2.25%	3.89
4	LLCC	2.25%	7.02%	24.16%	25.84%	23.03%	17.7%	2.87
5	Posted/ Restrict	2.53%	4.78%	14.89%	28.37%	32.3%	17.13%	2.65
6	Size	0.56%	3.37%	14.61%	14.61%	28.37%	38.48%	2.18

EXPAND TRANSPORTATION SYSTEM: In this scenario, funding allocated for transportation is used to add additional services, facilities, and infrastructure to the transportation system in the county.

4. Please rank the following priorities within the “EXPAND TRANSPORTATION SYSTEM” scenario in order of preference (1 = highest priority, 4 = lowest priority).

- 1 – Connectivity
- 2 – Bicycle and Pedestrian Facilities
- 3 - Safety
- 4 - Transit Service

RANK	ANSWER	1	2	3	4	AVG SCORE
1	Connectivity	19.94%	35.39%	31.74%	12.92%	2.62
2	Bike - Ped	23.88%	29.78%	23.03%	23.31%	2.54
3	Safety	31.74%	19.38%	15.45%	33.43%	2.49
4	Transit	24.44%	15.45%	29.78%	30.34%	2.34

5. Rank the following types of PUBLIC TRANSPORTATION in order of preference (1 = most preferred, 5 = being least preferred).

- 1- Commuter Express
- 2 - Fixed-Route
- 3 - Shared Ride (Paratransit)
- 4 - Microtransit
- 5 - Car Sharing

RANK	ANSWER	1	2	3	4	5	AVG SCORE
1	Commuter Exp	38.76%	36.52%	15.17%	6.18%	3.37%	4.01
2	Fixed Rte	34.55%	33.43%	19.66%	7.58%	4.78%	3.85
3	Shared Ride	10.39%	10.67%	43.82%	30.06%	5.06%	2.91
4	Microtransit	9.83%	12.08%	15.73%	44.38%	17.98%	2.51
5	Car Sharing	6.46%	7.3%	5.62%	11.8%	68.82%	1.71

6. Please rank the following types of ACTIVE TRANSPORTATION projects in order of preference (1 = most preferred, 3 = being least preferred).

- 1 - Additional or improved sidewalks to make streets more walkable
- 2 - Off-road trails for biking and walking that connect key destinations like schools, parks, and town centers:
- 3 - Bike lanes and other bike infrastructure to facilitate biking on busier town streets

RANK	ANSWER	1	2	3	AVG SCORE
1	Sidewalks	50%	21.35%	28.65%	2.21
2	Off-Road Trails	31.46%	44.94%	23.6%	2.08
3	Bike Lanes - Infrastructure	18.54%	33.71%	47.75%	1.71

MODERNIZE TRANSPORTATION NETWORK: In this scenario, funding allocated for the transportation system is used to implement new technology for adapting to emerging trends and future needs.

7. Please rank the following priorities within the “MODERNIZE TRANSPORTATION SYSTEM” scenario in order of preference (1 = highest priority, 6 = lowest priority).

- 1 - Safety
- 2 - Alternative Fuels Infrastructure
- 3 - Intelligent Transportation Systems (ITS)
- 4 - Freight
- 5 - Connected and Autonomous Vehicles
- 6 - Ride-hailing

RANK	ANSWER	1	2	3	4	5	6	AVG SCORE
1	Safety	44.94%	15.17%	10.96%	4.49%	6.46%	17.98%	4.34
2	Alt. Fuels	22.19%	32.58%	17.42%	11.24%	6.46%	10.11%	4.22
3	ITS	12.92%	14.89%	18.82%	21.91%	24.16%	7.3%	3.49
4	Freight	10.39%	15.73%	15.45%	32.58%	17.98%	7.87%	3.44
5	Aut. Vehicles	5.34%	17.7%	29.49%	17.98%	16.29%	13.2%	3.38
6	Ride-hailing	4.21%	3.93%	7.87%	11.8%	28.65%	43.54%	2.13

8. The figure below shows the five levels of automated vehicles (also called self-driving vehicles). How comfortable are you traveling on roads in Adams County with different levels of automated vehicles?



Sources: Society of Automotive Engineers (SAE); National Highway and Traffic Safety Administration (NHTSA).
Copyright © 2019 Intel Corporation. All rights reserved. Intel, the Intel logo is a trademark of Intel Corporation in the U.S. and/or other countries.



No Automation

Level 0: 15.45% - Not comfortable 19.38% - Somewhat Comfortable 65.17% - Comfortable

Driver Assistance

Level 1: 15.45% - Not comfortable 38.76% - Somewhat Comfortable 45.79% - Comfortable

Partial Automation

Level 2: 28.09% - Not comfortable 45.79% - Somewhat Comfortable 26.12% - Comfortable

Conditional Automation

Level 3: 36.52% - Not comfortable 46.07% - Somewhat Comfortable 17.42% - Comfortable

High Automation

Level 4: 60.67% - Not comfortable 28.37% - Somewhat Comfortable 10.96% - Comfortable

Full Automation

Level 5: 69.38% - Not comfortable 21.63% - Somewhat Comfortable 8.99% - Comfortable

9. Several ALTERNATIVE FUEL types are currently in use, or being developed for use, in alternative fuel vehicles. Please rank the following alternative fuel types in order of preference (1 = most preferred, 6 = least preferred).

- 1- Electricity
- 2 - Hydrogen/Fuel Cell
- 3 – Biodiesel
- 4 - Natural Gas
- 5 - Ethanol
- 6 - Propane

RANK	ANSWER	1	2	3	4	5	6	AVG SCORE
1	Electricity	53.65%	14.33%	6.74%	7.3%	5.06%	12.92%	4.65
2	Hydrogen	9.83%	27.53%	16.57%	15.17%	16.57%	14.33%	3.56
3	Biodiesel	7.58%	22.19%	26.97%	14.89%	16.29%	12.08%	3.54
4	Natural Gas	13.2%	13.2%	19.38%	20.22%	18.26%	15.73%	3.36
5	Ethanol	13.2%	12.92%	14.89%	23.03%	17.7%	18.26%	3.26
6	Propane	2.53%	9.83%	15.45%	19.38%	26.12%	26.69%	2.63

10. How would you prioritize the SCENARIOS overall? Please rank the following in order of preference. (1 = most preferred, 3 = least preferred).

- 1 - Repair Existing System
- 2 - Modernize Transportation System
- 3 - Expand Transportation System

RANK	ANSWER	1	2	3	AVG SCORE
1	Repair	52.81%	34.55%	12.64%	2.40
2	Modernize	30.62%	33.15%	36.24%	1.94
3	Expand	16.57%	32.3%	51.12%	1.65

ADDITIONAL QUESTIONS:

11. How should ACTPO prioritize future investment to address the following CRASH CAUSES? Rank the following in order of priority (1 = highest priority, 6 = lowest priority).

- 1 - Driver-error: Examples include distracted driving, DUI, tailgating, etc.
- 2 - Speeding
- 3 - Weather-Related
- 4 - Occurring at night
- 5 - Obstacle in roadway: Includes an animal or any other unexpected object in the roadway
- 6 - Occurring at dawn/dusk

RANK	ANSWER	1	2	3	4	5	6	AVG SCORE
1	Driver Error	48.99%	21.61%	9.22%	6.05%	6.05%	8.07%	4.77
2	Speeding	28.24%	35.45%	12.68%	10.37%	4.32%	8.93%	4.46
3	Weather	9.51%	17.58%	27.09%	19.02%	11.53%	15.27%	3.49
4	At Night	4.9%	8.07%	15.85%	23.05%	28.24%	19.88%	2.79
5	Obstacle	4.9%	11.24%	17.58%	17.58%	20.75	27.95%	2.78
6	At Dawn/ Dusk	3.46%	6.05%	17.58%	23.92%	29.11%	19.88%	2.71

12. How should ACTPO prioritize future investment to address crashes involving the following types of TRANSPORTATION MODES? Rank the following in order of priority (1 = highest priority, 4 = lowest priority).

- 1 - Vehicle Only
- 2 - Motorcycle
- 3 - Pedestrian/Wheelchair
- 4 - Bicycle/Scooter

RANK	ANSWER	1	2	3	4	AVG SCORE
1	Vehicle Only	48.97%	17.3%	12.32%	21.41%	2.94
2	Motorcycle	15.84%	36.95%	27.27%	19.94%	2.49
3	Ped/ Wheelchair	23.17%	22.87%	24.63%	29.33%	2.40
4	Bike/ Scooter	12.02%	22.87%	35.78%	29.33%	2.18

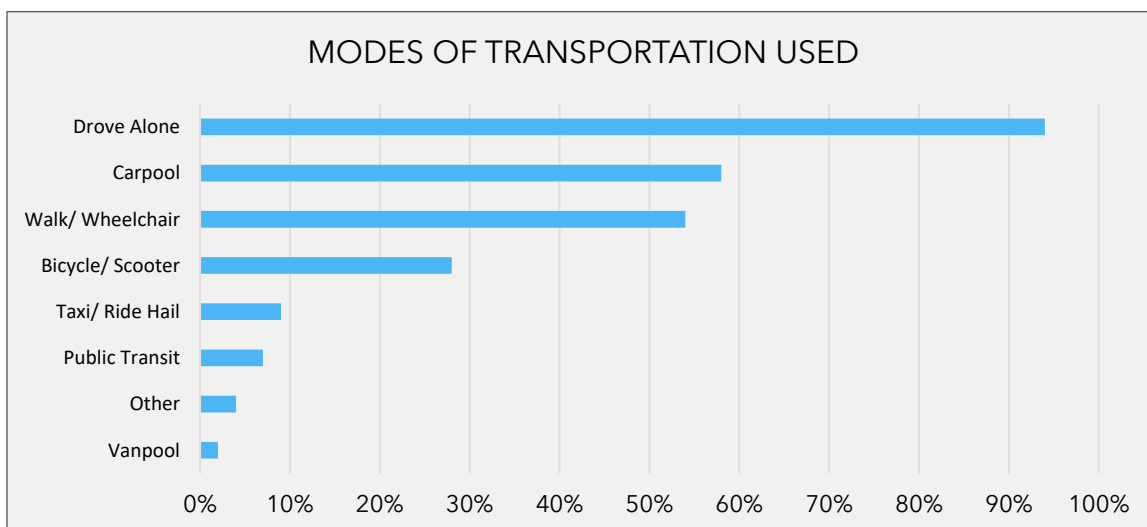
13. The AVAILABLE FUNDING for maintaining the transportation system is not keeping pace with the cost of maintaining the transportation system, so PennDOT is exploring alternatives for long-term funding solutions. Rank the following potential transportation FUNDING OPTIONS in order of preference (1 = most preferred and 4 = least preferred).

- 1 - **Road User Charges / Mileage Based User Fees:** Drivers are charged a small fee for each mile they drive during the year.
- 2 - **Congestion Pricing:** A form of tolling where toll rates vary based on the congestion on the roadway. It is intended to encourage users to carpool or use alternative routes when traffic gets too heavy.
- 3 - **Corridor Tolling:** Tolling interstates and expressways based on the distance traveled along that road, similar to what we currently have on the Pennsylvania Turnpike.
- 4 - **Fee & Tax Increase:** This would include increasing vehicle-related fees and/or increasing various taxes, with the exception of the gas tax.

RANK	ANSWER	1	2	3	4	AVG SCORE
1	Road User	34.14%	22.05%	21.15%	22.66%	2.68
2	Congestion Pr.	24.77%	32.93%	24.47%	17.82%	2.65
3	Corridor Toll	20.54%	29.61%	29.31%	20.54%	2.50
4	Fee & Tax Inc.	20.54%	15.41%	25.08%	38.97%	2.18

14. In the past year, what modes of transportation have you used to travel in Adams County? Check all that apply

- 94.38% - Drive alone
- 57.58% - Carpool (2-6 people)
- 53.65% - Walk/Wheelchair
- 27.53% - Bicycle/Scooter
- 8.71% - Taxi or Ride-Hailing Service (Uber, etc.)
- 7.3% - Public Transit
- 2.25% - Vanpool (7-14 people)
- 3.65% - Other



15. How often do you walk and/or bicycle to school or work, or to run errands in Adams County?

Daily – 13.31%

Weekly – 10.07%

Monthly – 5.04%

A few times a year – 18.71%

Never – 52.16%

If the answer is “Never” or “A few times a year” to the previous question, what are the reasons? Check all that apply

- 49.16% - **The distance between destinations is too far**
- 35.11% - **Live in a rural or hilly area**
- 27.25% - **Uncomfortable with vehicle traffic on the roads**
- 24.72% - **Lack of safe pedestrian or bicycle infrastructure**
- 23.88% - **Concerns about personal safety**
- 10.96% - **Weather**
- 9.55% - **Not interested in walking or biking**
- 8.71% - **Disability or health impairment**
- 4.21% - **Other**
- 0.28% - **Don’t know**

16. How often do you walk and/ or bicycle for recreation, exercise, or for general well-being in Adams County?

Daily – 32.73%

Weekly – 26.98%

Monthly – 7.91%

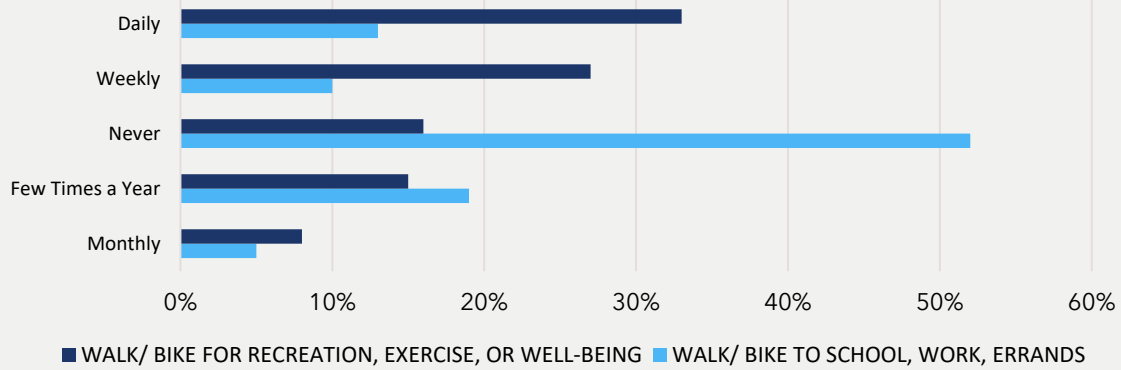
A few times a year – 15.11%

Never – 16.19%

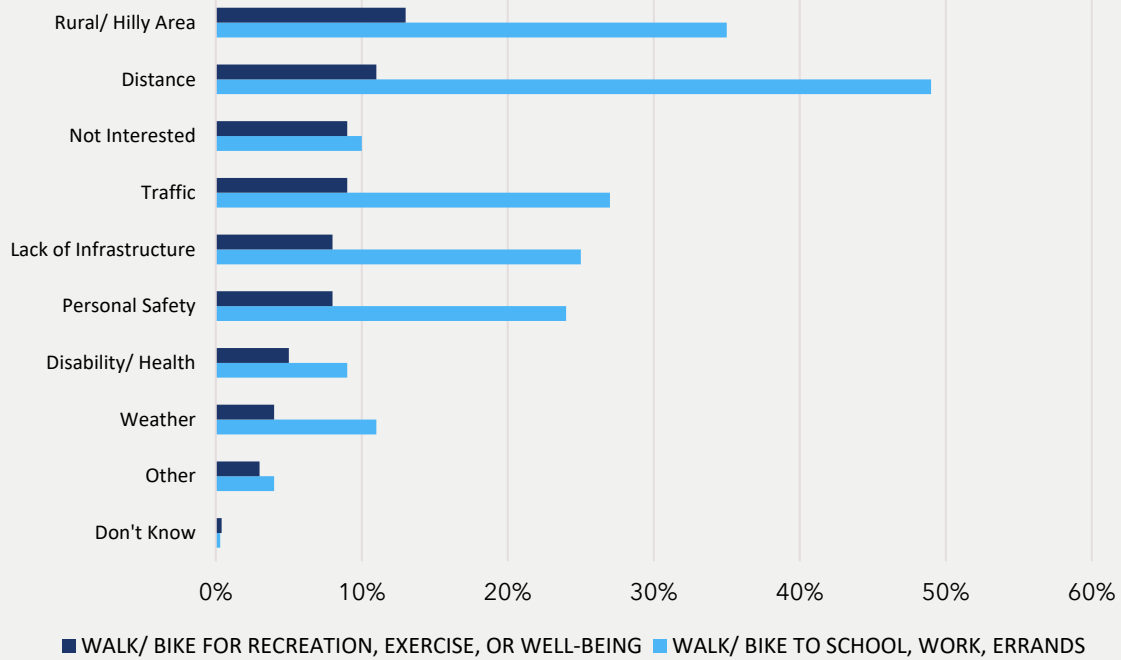
If the answer is “Never” or “A few times a year” to the previous question, what are the reasons? Check all that apply

- 12.95% - **Live in a rural or hilly area**
- 11.15% - **The distance between destinations is too far**
- 8.99% - **Uncomfortable with vehicle traffic on the roads**
- 8.99% - **Not interested in walking or biking**
- 8.27% - **Concerns about personal safety**
- 7.91% - **Lack of safe pedestrian or bicycle infrastructure**
- 4.68% - **Disability or health impairment**
- 3.96% - **Weather**
- 2.52% - **Other**
- 0.36% - **Don’t know**

FREQUENCY OF WALKING OR BICYCLING

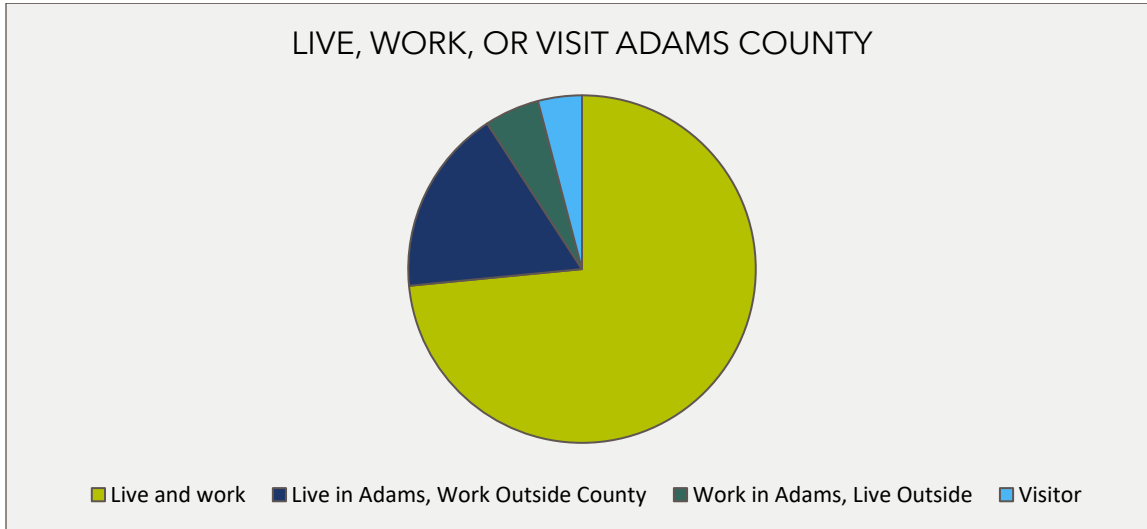


IF THE ANSWER IS NEVER or a FEW TIMES a YEAR, REASONS:



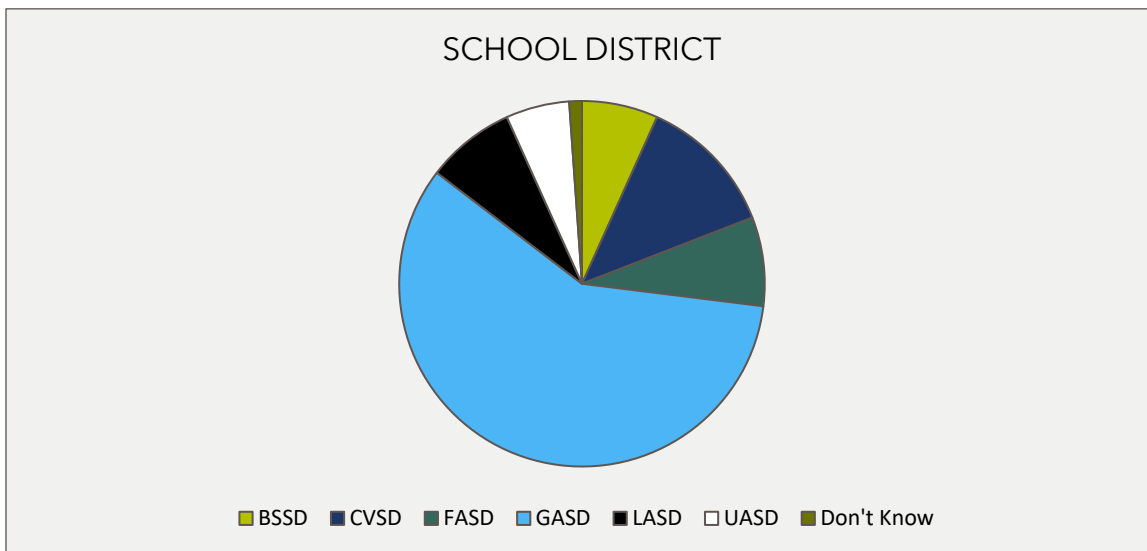
17. Do you live, work, or visit Adams County?

- Live and work in Adams County – 71.58%
- Live in Adams County, work outside the County – 16.91%
- Work in Adams County, live outside the County – 5.4%
- Visitor of Adams County – 4.32%



18. If you live in Adams County, what school district do you reside in?

- Bermudian Springs – 5.76%
- Conewago Valley – 11.15%
- Fairfield – 6.83%
- Gettysburg – 51.8%
- Littlestown – 6.83%
- Upper Adams – 5.04%
- Don't Know – 1.08%



19. Are there any other comments you would like to provide about the transportation system in Adams County?

Comments received begin on the next page.

Appendix C-2: Open-ended Responses

The following comments were submitted in response to Question #19 of the public survey:

“Are there any other comments you would like to provide about the transportation system in Adams County?”

- Rt 94- Needs 3 lanes
Rt 234 - Not a good truck route
Rt 234 & Stoney Point Rd – Bad Intersection
Rt 234 & Peepytown Rd – Bad Intersection.

- Looking at PennDOT Employees (Not Road Workers). The higher ups should not be paid more than \$80,000 a year. They are public servants of the tax system. This is not a get rich layout. Its time to evaluate & start the process of elimination Get this deadwood out. If your going to tax by the mile tax the electric cars not the ones all Ready Paying Fuel Tax. Tap into the casinos state wide tax. Lord knows the property tax relief from casinos never happened. Its going into someones pocket another get rich from taxpayers scheme. Its time for a major overhaul of the PenDOT administration. Raise the fines for all the Illegals Driving w/out a driver’s license, registration & insurance. Open the door to part time USE registrations on Commercial Vehicles. AAA States an average commuter drives 15,000 miles or less a year. For starters commercial vehicles totaling 7,000 miles or less a year Half Price Registrations. Examples right now in the books farming vehicles half price, carnival-circus vehicles half price because their used part time. Start collecting lost revenues from commercial vehicles parked to the back lots in pa from owner that will not pay Full time.

- Concern about the safety of two areas in Carroll Valley: Sanders & 116 and 116 & 16.

- We need the bypass in Adams County because its horrible trying to get from the Brushtown area to Carlisle Pike, going through McSherrystown, because it is so congested. God help us if we need a EMS or fire on this side of the township because it will take an extended amount of time for them to get to us.

- Heavy traffic on Route 30 is a huge detriment to Adams County boroughs. Constant dangers to pedestrians and bicyclists, noise and pollution adversely affect the quality of life and economic viability in these small communities. Unfortunately, a bypass highway at this point is financially and politically impossible, but there should be serious attention placed on this serious issue. Public meetings, surveys, and studies to determine feasible, big-picture solutions should be considered.

- Build Eisenhower Extension



- There should be a commercial vehicle bypass around Gettysburg Borough. The streets within the borough are not designed to support commercial vehicles. Commercial vehicles which do not need to make deliveries in the Borough of Gettysburg should be diverted.
- Limit Tractor Trailers travelling rural roadways such as RT 234.
- I found it very difficult to prioritize many of the questions on the survey. It was very difficult to say which ones were first, second, third, etc. Many times they seemed all important! I am in a motorized wheelchair full-time. My wife is the primary driver. My first priority would be for you to come and repave the private lane going back to our home. :)
- Flashing lights should be installed at the cross walks in Gettysburg to make it safer for pedestrians in the crosswalks and to make it more visible to drivers. Stop putting oil and chips down for pavement. It creates waste.
- The transportation plan should make it clear that the Gettysburg Regional Airport is NOT a priority for funding and should be taken off the FAA annual grant program. After almost \$7 Million in public tax funds spent, the airport only supports a very small group of airplane enthusiasts and still does not have a revenue stream to support operational costs. There is not viable economic reason for supporting airport operations in Adams County when commercial travel is near by (BWI/IAD/Harrisburg)
- In some respects, Adams County does well; but the area is growing by leaps and bounds. Building, restoring, repurposing is on the rise, and Adams County must aggressively keep on top of the transportation situation if they want to provide an rewarding, stress free guest/tourist experience to those who visit our beautiful spaces; and for those of us who live in this peaceful, pastoral area. We definitively need more forms of public transport in tourist driven locations like Gettysburg.
- Need Traffic Light at intersection, Route 30 and Cashtown Road, dangerous intersection.
- I am very concerned about how I will get to the grocery store and other essential businesses when I can no longer drive. Rabbit will pick you up but the trip may be very long. I would like to see a regulated taxi service. Not an UBER type , I would feel unsafe.
- Consider utilizing current systems better, such as the trolley - if there were more places to park and ride the trolley, you could effectively extend it's reach. I used to live just one mile from the trolley's furthest stop, but it was on Fairfield Road, so i didn't feel safe walking that mile and there was no where to park near it and then i may as well drive all the way in town. Now I live even further out and haven't even looked into where the trolley goes because there seems no point.



- Not practical to get hot/sweaty to bike to work; not a practical choice to run errands when you have too much to carry back with just carrying/biking your purchases; it's not safe here on roads where I'd want to go; & it's like 90% humidity or 20 degrees, yuck. I travel all of 7ish miles a day, but pre-pandemic travelled on weekends out of state. I surely don't want "charged" for all those miles I travel not here - the GPS has a way to figure that out right? But should you GPS monitor me?
- if we had public transportation with doable hours i would absolutely use it. I travel from East Berlin to Hanover every work day for 12 hour shifts. We lived in Long Beach Ca and that bus system was great, really spoiled us.
- I like living in Adams county, apparently other people do as well as traffic continues to grow. I will pay my way, others should expect to pay more as well, otherwise do not move here.
- Reduce cars downtown.
- No to any fossil fuels in #9. We need more off-road paths and sidewalks in the county. How about from Gettysburg along these roads for at least a couple of miles: US 30 east (to make it safe to get to all of the stores), Biglerville RD, and Fairfield RD? We also need regularly scheduled passenger service to Washington, DC, at least Friday-Sunday. York has a bus with \$5 fare to Towson. How about passenger rail on weekends for residents and tourists?
- Wherever possible roads should have bike lines or wider shoulders where bicyclists would be safer. Sidewalks should be included in all new residential developments, and should also be extended from towns, boroughs, and other developed areas into townships where development has occurred along commercial strips.
- Gettysburg needs a by-pass for commercial and thru vehicles.
- There are many back roads that are entirely, in my opinion, that are too narrow and curvy for bicycle travel i.e. Winding Lane near Hanover Prest Paving.
- We have to start somewhere so I'm glad to see this survey. One challenge not mentioned is parking for locals who live in outlying areas who shop, work or visit in Gettysburg, maybe some kind of monthly or annual pass. Thanks for seeking input.
- I am willing to pay more taxes for infrastructure that support more physical activity for all. Less cars, more spaces for people to move
- The Planning office is amazing.



- -Connection of Biglerville Elementary to existing sidewalks in Biglerville Borough -Connecting the Route 30 shopping areas on the east side of Gettysburg and the sidewalks to nowhere to make a truly walkable experience from the borough to the US 15 interchange
- The intersection of Rt 15 N and 116 East (Hanover Rd) is in need of traffic lights at the ramps. Its a chaotic on/off ramp situation, too many driveways. Drivers do not slow down and/or do not practice safe driving habits. Unfortunately, it may not get resolved until someone gets hurt or worse.
- Some form of transportation provided between Adams County and DC/Baltimore could create opportunities for those communities.
- I think the 15N should run a bus, if possible, later for folks who work 9a-5p.
- Not sure I understand how costs are outpacing funding when we are one of the highest-taxed states related to gasoline. Also, we are trying to encourage alternative energy vehicles but increasing registration fees on electric vehicles?!?! Keep in mind that electric vehicles with no emissions, fluid leaks, etc. should have a huge impact on the environment and quality of roads. Do not penalize alternative fuel with higher costs!!!
- There needs to be an improvement in public transportation available. Rabbit Transit is not always accessible to all and also travels minimal routes. I think more people would use public transportation if it was available and better circulated
- Need to consider designating the western portion of Rt. 234 W (from Arendtsville to Rt. 30) as a scenic byway and prohibit tractor trailers as this stretch of road is too hilly and winding and frequently traveled by bicycles, motorcycles and view seekers. Lack of road shoulders greatly impacts safety.
- Make the roads and sidewalks safer for people in wheelchairs. Smooth out the sidewalks, don't have steep curb curb cuts.
- Local municipalities do not have the tax base structure of funding to replace municipality owned bridges
- By-passes needed around Gettysburg and McSherrystown
- Bicycle designated roads need major review. Many roads are too narrow for bicycle use.



- Suggestion: Review traffic light cycles in and around Gettysburg Borough. At some traffic lights you need to sit and idle for (literally) 3 or 4 minutes before the light changes. This creates traffic backup, driver frustration, additional fuel consumption. At some traffic lights, the cycle is so short for the green light, that only 1 or 2 vehicles can go.
- Provide transportation to those kids who live well off the main thoroughfare and in the woods where buses don't travel. Provide a van service for the kid to get to school till the kids can drive on their own.
- Get the Eisenhower Project approved and completed asap
- The local road and Route 15 conditions themselves seem fine enough. I would personally like to see more bike/walking options that are safe for families/individuals with strollers and young kids besides the Gettysburg battlefields and rec park. You still have to pack everyone into a car and drive to those places. It's not safe for those on the outskirts to bike or walk on any roads into town.
- Retired people live here; but don't work anywhere. Question 6 assumes physical ability.
- I would like Rabbit Transit to expand its daily route to Harrisburg International, maybe not daily but perhaps 3 times a week. At present, one has to either take a bus or taxi from the airport to the Market St Rabbit stop to catch the bus to Gettysburg.
- The intersection of Rt 15N/S and Rt 116E desperately needs traffic signals and has needed them for years. Rt 116E has become the bypass for Rt 30E. Have lived on Rt 116 for 47 years and spent my first 16 years living along 116. We all know how much a Rt 30 bypass is needed but guess we will never see the end of politics superseding any yes decision on that. Stupid. The last decision not for that to happen was Punt who has been dead for years. Why must we continue with this problem?
- Please look into Solar Roadways. Its a system that would replace concrete roads with solar panels. They can be used to melt snow, which would reduce salt and long term repair/damage, they can automate lights so no need to paint lanes, and they can dim or light up to help with driving during storms and at night. The expense might be greater up front but the long term benefits would outweigh the short term.
- We should improve north south Rt. 15 (avoid Dillsburgs) also create an east west route that moves like US Rt. 15.



- Since Covid, I can work remote most of the time. That is why I picked worked in Adams County although my employment is through a company elsewhere in PA. I would encourage other employers to allow their trusted employees to work remote also. It saves on wear and tear on the car and the roads. Makes the roadways less congested. It is safer for children since the parents can oversee them getting on and off the school bus and are there for any unexpected illness or early release from school.
- Need pedestrian/bike paths or sidewalks between Gburg and nearby shopping and neighborhoods, especially US 30 from Rock Creek to US 15. Other: Fairfield RD from Seminary. 2. Need at least one bus route connecting Gburg to Baltimore and/or DC. Maybe to BWI and/or to end of DC's Red Line. 3. Strongly oppose US 30 bypass north of Gburg. 4. Good transportation is tied to good planning. Site so as to facilitate walkability & less need for driving, as in apartments on US 30. Q9: electric only
- Paths for bicyclists and pedestrians should be an essential part of all new roadways and of all repair/updating programs. Better policing of automatic vehicles going too fast in non-rural areas is needed.
- In the near future, I plan to be living/working outside of Adams County Regard my ratings/answers with a grain of salt.
- I would like to see substantial public funding for completing the vision of safe bicycle and pedestrian trails all around the county as envisioned by HABPI. These include the Gettysburg Inner Loop, South Gettysburg Trail, Hanover to Gettysburg Grand History Trail, Boyds School Road, Shealer Road, Camp Letterman Development, link from Hunterstown Road to Business 15, Hamilton Township Trail linking East Berlin and Abbotstown.
- auto drivers need to move over when people are walking. all roads don't have crosswalks
- Thanks for seeking input.
- There should be more crosswalks with flashing lights.
- If bicycles are going to be given more access to public highways then they should be licensed and since they contribute nothing to the fuel tax they should be charged a usage fee for streets and highways. Also the bicycle riders should be licensed and be required to obey the same traffic laws as motor vehicles. They should also be required to have liability insurance like motor vehicles are required to have.
- the traffic lights are not synchronized to be balanced for us locals versus 'through' traffic. Some lights could be removed i favor of 4 way stops



- Create more transportation availability for people at cheaper cost
- The lack of reliable public transit to more than just a few major destinations is very detrimental to the poor, homeless, or people who are temporarily without a car. Lack of access to work or other facilities creates and reinforces the cycle of poverty and makes life more difficult for those who need the most help. Also improve or create a central information hub online to let people easily find and understand public transit options, routes, and schedules.
- The intersection of Centennial and Coleman roads with Route 30 should be aligned to eliminate the existing dangerous situation of cars having to sit in the middle of Route 30 to make left hand turns onto these roads. Often cars heading east will use the left turn lane as a passing lane for cars turning right on Centennial road.
- Public electric car charging stations needed for future. Public transportation limited to Gettysburg and tourists but not surrounding towns. Advertise public transportation routes and expand routes. Airport shuttles would be ideal. Bicycle paths from Gettysburg to battlefield should be posed to feds to create bike paths on the battlefield linking town to history. Please change the timing of the traffic lights in Gettysburg - to alleviate congestion (way too long for a town our size).
- Perhaps now is the time to revisit a Rt 30 bypass as a toll road.
- route 116, off ramp 15North and Drummer Boy Campground is a breeding ground for rear end collisions, speeds are 55 mph and mistakingly interpreting a turn to ROUTE 15 when in fact vehicle is turning into Drummer Boy. I experienced this horror 2 years ago and each time I turn there i hope and hold my breath because once again the vehicle behind me is coming up VERY fast, making an incorrect assumption. HELP!!!! Herrs Ridge is a big mess, what happened to a main road having priority?
- Yes, I'd like to see the Eisenhower Extension move forward. I'd like to see a bike/walk path between Alwood Manor and Half Pint Creamery on Race Horse Rd. I believe the safe walkway would increase the customer volume for a local business plus good exercise for the patrons and kids that are going there to get ice cream or who may work there from the development.
- get the radar bill passed without poison pills attached, so ALL law enforcement can monitor public safety better and safer.... enforce all speed limits below 55 mph the same- 5 mph over, not ten! We need safe travels in our small communities!
- I have been rear ended and have had almost daily scares turning into Drummer Boy Campground near 116/15. Many drivers coming off 15 heading north run the stop sign entering 116. This causes me to delay putting my turn signals on to prevent them from pulling out in front of me. This is one of the most dangerous turns in Adams county.



- live in, work in question should have had live in retired option
- Need traffic signal on Hanover street to turn onto/off route 15 ramps, turn at drummer boy campground
- The safety at the intersections of the off ramps at RT 15 and Rt 116 combined with the intersection to Rocky Grove Road needs immediate attention. Traffic has significantly increased over the years and this intersection needs an upgrade with additional turn lanes, signage, lower speed limits and possibly the addition of traffic signals.
- There are many items on this list to which the survey doesnt address.
- we have the new gettysburg/hanover bus service through new oxford, now we need fixed route bus service to York and Franklin County too.
- Please help educate the public to encourage road sharing between pedestrians, bicycles and vehicles. Most of our roads are little enough traveled that this can be easily accomplished if people just chill and take pleasure in accomodating others
- Adding better infrastructure for travel shouldn't mean adding more shopping or useless business to the area. Let's keep Adams county rural and beautiful while encouraging active, outdoor lifestyles.
- Do something to slow traffic on Rote 30 at Cashtown blinker light.....rough pavement and road markings to slow down would help!!
- We need to include alternative transportation (bicycling and walkiing) in all transportation projects - whether new developments and roads or modifications to existing roads. We should not build a new road that doesn't address how people can walk or bike safely along it.
- Public transportation needs to be prioritized.
- Thank you. Active transportation is extremely important, given health problems associated with our sedentary life style, as well as the pollution that the combustion engine causes. Transportation planning is necessary to combat these conditions. It is recommended that the ACOPD have a specific staff person that will develop bike-ped infrastructure. All our municipalities need this assistance of a professional to make progress.
- N/A



- We have one of the highest gas taxes in the USA and yet our roads are in poor condition. Secondary roads never get the attention they deserve. Tar and Chip, really! Bonneville needs sidewalks for pedestrian safety or roads wider to accommodate traffic, children on bicycles and pedestrians. It's horrible for the residents of that community and those who are driving through the area.
- Deer hits are a significant concern for all in this area. We have an overpopulation of deer. Also, we should be very forward-looking in our travel considerations. Autonomous driving impacts are not too distant, and we want to anticipate what investments now could reap significant rewards down the road (pun intended). Finally, the Washington St. light at W. Middle (SR 166) on the way to Gettysburg Hospital is red way too long. I've had to run a red twice for medical emergencies.
- I think electric charging stations are a priority for the future. Road repair is definitely needed in Adams County. Pretty rough roads out there.
- more transportation for seniors and disabled please
- It would be nice to have bike lanes. I drive a lot around town and find myself dodging the paths of bikers, runners, and walkers because they do not utilize or there is no sidewalk safe to walk on. I also think that it would be nice to have sidewalks in the Bonneville area. There is no where locally other than the battlefield to walk my animals or just enjoy some fresh air.
- We have many bicycle corridors on very narrow country roads. I know we need to share the road but it is still highly dangerous to have bicycles and cars on these roads together.
- As a frequent pedestrian/bicyclist it is obvious that current distance laws are frequently ignored (including by local and state police!). Could we educate the police, and maybe they could enforce the law?
- Im a construction contractor who lives in Adams County. I'm also an cyclist and a coach for ACCMBT. I ride my bike anytime possible for health and environmental reasons, and feel for the most part you all do a good job on road and infrastructure. I strongly oppose tax increases, please look around at our property and school tax rates compared to other counties, your constituents already carry a heavy burden. We are all having to find areas to save financially you should be modeling that for us.
- The roads in Adams County are HORRID! We are already overtaxed and we see no improvement on our roadway structure. It would be nice to see the politicians not getting paid so well and seeing money get diverted from our area to the larger cities and see it actually used to repair our roadways



- Fairfield area needs round-a-bouts at each end of Fairfield Borough for traffic calming of future growth. Bike lanes to get from Carroll Valley Borough through Fairfield SR 116 to the Orrtanna Village (Carrolls Tract Road) to connect schools to core residential areas & parks. Sidewalk access to our Post Office from Fairfield Borough and from Fairfield Borough to the Towne Center strip mall (currently the sidewalk stops at the first school entrance). Orrtanna Village should have sidewalks.
- I believe Adams County would greatly benefit from enhanced bike lanes and increased walkability, especially in high-density residential areas like Gettysburg Borough, etc. I also believe expanded infrastructure for alternative fuel sources will prepare Adams County for the development of future technologies, and make life in Adams County better for all residents. Thank you.
- Do not fund airport improvements with government tax funds. Th current improvements have provided no benefit to Adams County transportation
- Public transportation for work is not feasible as work places are too far ranging to make transit practical. We are too “married” to our automobiles. Ride sharing/carpooling options may be best options but you will still have to strongly encourage involvement. Maybe when our gas gets as high as west coast prices, folks will be more interested.
- Public Transit is lacking in the Upper Adams area. This should be a priority to provide reliable transportation to citizens to access their community and worksites.
- Please provide fixed schedule of public transportation on Rte 34 (Biglerville Road) to service housing/neighborhoods north of Gettysburg. going both north and south (Biglerville to/from Gettysburg). Provide marked lanes for bicycles/walking...these people are in danger on this road. Need marked lanes for bicycles/walking for those who use the road to get to Gettysburg High School plus the local residents of the area. Really hazardous road (Boyd's School Rd/Shealer Rd, plus Old Harrisburg Rd.
- Build a Rt. 30 bypass around Gettysburg!
- Fixing sidewalks should have been on here...so many tripping hazards!
- There needs to be a Rt 30 bypass around Gettysburg. York St and center of town is too busy and dangerous! To improve walking safety there needs to be more sidewalks along Rt 116 west of town.
- Make the semi truck company pay more road fees and make them slow down.
- I am a new homeowner in the area (Feb. 2021) and overall I am not very aware of the public transportation options in the area. Maybe more outreach to new residents could increase use of public transport



- Need a sound barrier wall off RT 15 along Lake Heritage. Big trucks and motorcycles are very loud with no sound barrier. Roads at outlet mall are terrible
- The road conditions suck
- Traffic lights should be installed at congested intersections to make travel safer without consideration of the number of deaths that occur. Example is intersection at Rt 16 and 116. Thank you.
- This is a poorly designed survey and I hope that you don't make any decisions based on it.
 1. You don't collect demographic data so you don't know if the respondents are representative. People can take it more than once.
 2. Terms are confusing and have to be looked up on separate docs.
 3. Questions are asked about things that no one has any experience with. There are no hydrogen cars or self driving right now.
 4. I'd like to give specific feedback but can't because of word limit.
- Fix the roads and the bridges and maintain what we've already got instead of wasting time and money on somebody else's big visions and ideas.
- There is no options for safe travel in the evenings for anyone who cannot walk from the Gettysburg square, even walking at dark is not a safe option. There is no point in expanding public transportation in Adams county if it does not include the rural areas and the needs of residents and visitors under the age of 75. Also, if you implement a mileage tax, I will personally assist as many people and businesses as possible to move out of the county. Lower county salaries if funding needs found
- Make a transit connection to Frederick
- Our daughter had an accident due to obstruction of a road sign- when we spoke with police in court he said even though there have been multiple accidents at this location for same reason, DOT does nothing about it. Thankfully our daughter was not killed.
- Speeding is a problem on Baltimore St. Vehicles do not reduce speed coming into the borough at the cemetery. Large trucks curve leaving the borough. Lots of people cross the street near the Hoof, Fin, and Fowl and the speed needs to be enforced.



- The section of Baltimore St in Gettysburg that transitions to Baltimore Pike has a larger percentage of vehicles that are speeding. Vehicles traveling north into town transition from 45 to 25 mph while going down hill, and many don't slow down until they are forced by traffic or the light at Baltimore and Buford Ave. Those traveling west on Baltimore St and are traveling uphill are often speeding while going uphill, especially large trucks trying to get momentum.
- Extend Eisenhower Drive. Conewago Township. Top and only priority. Planned for three decades. Corridor disappearing with growth and development. Has become congested and dangerous. Listen to the engineers not the politics. Do the right thing.
- No mileage fees what so ever!
- Build Bypass around or over Littlestown Borough.
- Question 13 should have "none of the above" as a choice.
- Very concerned about driving on the Mount Hope Road where I live. Many large trees are about to fall onto the roadway. The township just cut small branches off this month. But entire trees and saplings should be cut for everyone's safety.
- Bypass for the borough. The level of truck travel is ridiculous, and costly
- Encouraging alternative fuel options for commuters is key. Providing recharge stations and roads that are well made not only extends the life of the cars on the road, but allows Adams county to have infrastructure that should be common in the 21st century. Encouraging the use of bikes and walking is common all over Europe, I can't see why small towns can't have this same philosophy.
- Build the Eisenhower Extension!!!
- our special needs population needs reliable, safe, and affordable public transportation options
- Rumble strip should be the #1 priority for safety on the double yellow line everywhere. Distracted drivers are in my lane weekly on Route 34, bonus for rumble strip on white lines to keep people on the road.
- Biking paths and connection from here to DC are important.



- It is mostly antiquated and was designed and built for the horse and buggy - which isn't necessarily bad if you are a sight-seer!
- We need to make the square in Gettysburg pedestrian only and route traffic outside of town.
- Sidewalks in the N 3rd street would be beneficial to making the streets safer. There is sidewalks halfway through the development but nothing at the beginning of N 3rd and Providence. Speed needs to be monitored in this street as well. The speed limit is 25 and there are multiple cars going well over the limit daily. With no sidewalks, pedestrians are exposed to vehicles traveling at high speeds. Safety is compromised. This street needs sidewalks and needs to be monitored by an officer.
- Lack of public transportation
- Most of our roads in Gettysburg Boro are terrible. It's ridiculous to have such bumpy, pot holes, repatched roads. I'd be ashamed as contractors to leave the roads as terrible as they are when they are done working on them. They need to take part in the responsibility of making the road smooth after work is done. Stop putting it back on the tax payers.
- I am a truck driver (over the road) the road ways in the county are not layed out for safe truck turning. Bypasses build the right way not more store frontage thank you
- Carroll's Tract Rd. between Bull Frog Rd. and Rt. 116 needs speed reduction and state police speed enforcement.
- The sidewalks in Gettysburg and Fairfield are in terrible condition.
- Bonneauville really needs upgraded storm water management and sidewalks for public safety! Thank you
- Please coordinate traffic lights around the square.

This page intentionally left blank

APPENDIX C-3: The Project List

The following illustrative project list reflects the locations throughout Adams County where transportation improvements are needed, as identified through public feedback. These projects are not yet programmed to be completed, meaning no specific funding is allocated to specific projects. Rather, the projects are organized into categories for future consideration as candidates. Projects within each category are listed in no particular order and will be considered based on the prioritization criteria established in chapter 9 and available funding levels. The categories are:

- Asset Management
- Mobility, Access, and Reliability
- Modernization and Operation
- Safety

Additional potential candidate projects may be added as identified by future studies and/or changing transportation system conditions.

LRTP - Asset Management - Pavement Projects

	LOCATION	MUNICIPALITY	COMMENT	CATEGORY
Asset Management - Pavement	York St	Gettysburg Boro	Sunken manhole needs repaired. Causes loud noise when tractor trailers, etc. hit it.	Asset Management
	E Legion Alley	Gettysburg Boro	Resurface for safer and smoother bicycle travel	Asset Management / Safety
	W Racehorse Alley	Gettysburg Boro	Resurface and turn this into a one-way lane for vehicles along with a bicycle lane.	Asset Management / Safety
	Country Club Rd	Abbottstown Boro	Needs Resurfaced. Very narrow, rough road	Asset Management
	Coon Rd	Menallen Twp	Needs resurfaced	Asset Management
	Narrows Rd	Franklin Twp	Flooding occurs at certain locations. Needs improvements	Asset Management
	Main St	York Springs Boro	Road needs improvements, including stormwater pipe work	Asset Management
	Fish & Game Rd	Reading Twp	Pavement condition concerns. Needs repaired	Asset Management
	Water St	Fairfield Boro	The height of this road has increased due to pavement overlay projects, creating stormwater issues. The road needs milled down so stormwater can flow properly.	Asset Management
	PA-94	Hamilton Twp	Sunken road tile in this stretch of road that needs repaired	Asset Management
Sells Station Road	Union Twp	High Truck Traffic. Road needs resurfaced	Asset Management	

	Location	Municipality	Comment	Category
Asset Management - Bridges	Fish & Game Rd Bridge (BK: 242)	Mt. Joy Twp	Culvert improvements needed	Asset Management
	Mud Run Rd Bridge (BK: 57751)	Reading Twp, Latimore Twp	Bridge improvements needed	Asset Management
	Latimore Valley Rd / Braggtown Rd Culvert (BK: N/A)	Latimore Twp	Culvert improvements needed	Asset Management
	Pondtown Mill Bridge (BK: 173)	Latimore Twp	Bridge improvements needed	Asset Management
	Heidlersburg Rd Bridge (BK: 150)	Tyrone Twp	Bridge improvements needed	Asset Management
	Country Club Rd Bridge (BK: 473)	Abbottstown Boro	Bridge replacement needed	Asset Management
	Fairfield Rd Bridge (BK: 99)	Cumberland Twp	Concerns with bridge/crossing over tributary to Marsh Creek. Abutments are low and subject to damage from being hit.	Asset Management
	Mountain Rd Bridge (BK: 174)	Latimore Twp	Single lane bridge needs modernized.	Asset Management
	Shrivers Corner Rd Bridge (BK: 162)	Straban Twp	Bridge Replacement	Asset Management

	LOCATION	MUNICIPALITY	COMMENT	CATEGORY
Mobility, Access, & Reliability - Connectivity	Fairfield Boro, Hamiltonban Twp, Carroll Valley Boro Corridor	Multiple	Consider a bypass around these small communities, and consider additional impacts to surrounding area.	Connectivity
	High St	Conewago Twp, Oxford Twp	Consider extending High Street north until it connects with Hanover Street to provide a third north/south access point into Hanover.	Connectivity
	Eisenhower Drive	Conewago Twp	Complete the extension of this road around the north side of the Hanover region.	Connectivity / Safety
	Camp Letterman Dr	Straban Twp	Complete this roadway, including connection to PA-116.	Connectivity
	Old Harrisburg Road to Hunterstown Rd	Cumberland Twp / Straban Twp	Make a new connection between Hunterstown Road and Old Harrisburg Road.	Connectivity
	US-30 / Hunterstown Rd	Straban Twp	Realign with a completed Camp Letterman Drive.	Connectivity
	US-15 / S. Ridge Road	Huntington Twp	Relocate road to a new intersection with PA-94.	Connectivity / Safety
	Gettysburg Area Corridor	Multiple	Consider a by-pass around Downtown Gettysburg Area	Connectivity

L RTP - MAR Active Transportation Projects

	LOCATION	MUNICIPALITY	COMMENT	CATEGORY
Mobility, Access, & Reliability - Active Transportation	Biglerville Boro to Biglerville Elementary School	Biglerville Boro / Butler Twp	Sidewalk or trail to connect elementary school with town	Active Transportation / Safety
	E Hanover St	Bonneauville Boro	Create Sidewalks so locals without transportation can walk safely to Dollar General	Active Transportation / Connectivity / Safety
	Racehorse Rd	Conewago Twp	Install a path between the development of Allwood Manor and Half Pint Creamery	Active Transportation / Safety
	Fairfield Rd from Seminary to Marsh Creek	Cumberland Twp	Need bike path or sidewalk	Alternative Transportation
	North Gettysburg Trail	Cumberland Twp	Extend North Gettysburg Trail in front of Gettysburg High School	Active Transportation
	Adams County Ag and Natural Resources Center to Adams County Historical Society	Cumberland Twp	Create a spur trail from the Ag Center to the Adams County Historical Society on Biglerville Rd	Connectivity / Active Transportation
	Willoughby Run near Stone Ave	Cumberland Twp	Pedestrian/bike bridge over Willoughby Run to connect main battlefield to old golf course	Active Transportation / Connectivity
	Knoxlyn Rd near US-30	Cumberland Twp	Build connector path between Knoxlyn Rd and Kinsey Rd so bikes can cut across US-30 at Kinsey Rd / Belmont intersection	Active Transportation / Connectivity
	Biglerville Rd	Cumberland Twp	Bike and pedestrian path from Gettysburg Boro	Active Transportation
	Millerstown Rd	Cumberland Twp	This road is used frequently by pedestrians and bicyclists. It needs sidewalks and bike lanes.	Active Transportation / Safety

Mobility, Access, & Reliability - Active Transportation	Boyds School Rd	Cumberland Twp / Straban Twp	Construct a trail from the Gettysburg High School to Biglerville Rd for safe bicycle / pedestrian travel	Active Transportation
	Rail Trail from East Berlin Boro to Hamilton Township	East Berlin Boro / Hamilton Twp	Build this bicycle trail	Active Transportation / Connectivity
	Cunningham Rd	Freedom Twp	This stretch of road is dangerous for pedestrians/bicyclists. There are no shoulders and road is windy.	Active Transportation / Safety
	Pumping Station Rd	Freedom Twp	Bike/Ped concerns on this road. Shoulders are not wide enough to safely accommodate bicyclists and pedestrians.	Active Transportation / Safety
	W Confederate Ave	Gettysburg Boro	Build a connector path between Ridge Ave and W Confederate Ave for bike/ped	Active Transportation / Connectivity
	N Fourth Street	Gettysburg Boro	Add bicycle travel lane to join Broadway and lead to the North Trail.	Alternative Transportation / Safety
	E Broadway St	Gettysburg Boro	Add bicycle travel lane, joining with N. Fourth St and leading to the North Trail	Active Transportation / Safety
	Carlisle St near Lincoln Diner/Rabbittransit Station	Gettysburg Boro	Need Crosswalk somewhere in this area	Active Transportation / Safety
	Carlisle St	Gettysburg Boro	Extend sidewalks to Howard Ave	Active Transportation / Connectivity
	Gettysburg Inter Loop (GIL)	Gettysburg Boro	Complete the GIL system	Active Transportation / Connectivity
	Crosswalks in Gettysburg	Gettysburg Boro	Flashing beacons should accompany all crosswalks for pedestrian safety	Active Transportation / Safety
	Baltimore St near Rita's Italian Ice	Gettysburg Boro	Speeding is a concern in this area. Heavy pedestrian traffic and no safe place to cross	Active Transportation / Safety
	Chambersburg Rd	Gettysburg Boro / Cumberland Twp	There should be sidewalks connecting the borough to Reynolds Ave.	Active Transportation / Safety
	Area of Fairfield Post Office	Hamiltonban Twp / Fairfield Boro	Sidewalks needed to connect town of Fairfield with Post Office	Active Transportation / Safety

Mobility, Access, & Reliability - Active Transportation	Orrtanna Village	Hamiltonban Twp / Franklin Twp	Install sidewalks in Orrtanna Village	Active Transportation / Safety
	Fourth St / PA-116	McSherrystown Boro	Additional pedestrian facilities should be considered here, including flashing signage	Active Transportation / Safety
	Baltimore Pk / Mud College Rd	Mt. Joy Twp	It would be great to have extra shoulder on the north side of Baltimore Pike at Mud College to allow bicyclists room to pull off the road to make a left turn onto Mud College. With the high speed limit it is impossible for a cyclist to "take the lane".	Active Transportation / Safety
	Baltimore Pk / Plunkert Rd	Mt. Joy Twp	Add extra shoulder to the southbound side of Baltimore Pike to allow bicyclists room to pull off before turning left onto Plunkert - impossible for cyclists to "take the lane" due to high speed	Active Transportation / Safety
	South Gettysburg Trail	Multiple	Build a trail from Gettysburg to Emmittsburg, MD - part of the Grand History Trail	Active Transportation / Connectivity
	Hanover to Gettysburg Trail	Multiple	Build a trail from Hanover to Gettysburg - part of the Grand History Trail	Active Transportation / Connectivity
	Area of Fairfield Borough, Hamiltonban Twp & surrounding communities	Multiple	Bike lanes and trails proposed through municipal official maps should be implemented for connectivity.	Active Transportation / Connectivity
	GNMP Bicycle / Pedestrian Facilities	Multiple	Encourage NPS to develop trail system for walking and biking throughout the Park. This is especially important now that the Park prohibits bikes from riding against the flow of traffic on one-way roads.	Active Transportation / Safety

L RTP - MAR Active Transportation Projects

Mobility, Access, & Reliability - Active Transportation	New Oxford Square	New Oxford Boro	Improvements for pedestrians are badly needed. Crosswalks need repainted, as well as removed in a few locations as they are in vehicle's blindspots.	Active Transportation / Safety
	Sidewalks in New Oxford	New Oxford Boro	Sidewalks in the borough have been an issue for all the nearly 50 years I've lived here. The excuse has always been, "it's too expensive for individuals to do the repairs". Some streets have no sidewalks!	Active Transportation / Safety
	Camp Letterman Dr	Straban Twp	Build bicycle/pedestrian infrastructure while this area is under consideration for new development.	Active Transportation / Connectivity
	Shrivers Corner Rd	Straban Twp	Bike and pedestrian path from Old Harrisburg Rd to Hunterstown	Safety
	Shealer Rd	Straban Twp	Pedestrian/Bicycle facilities need to be added to this location. Unsafe for those walking and biking	Active Transportation / Safety
	US-30 Corridor East of Gettysburg Borough	Straban Twp	Sidewalks should be connected along the entire length of commercial shopping centers.	Active Transportation / Safety
	Baltimore Pk	Cumberland Twp	There should be sidewalks from the Borough to the Gettysburg Battlefield Visitor Center - and bike lanes!	Active Transportation / Safety
	Baltimore St Corridor Improvements	Gettysburg Boro	Improvements to Baltimore St corridor in downtown Gettysburg	Active Transportation / Safety
	Littlestown Rail Trail	Germany Twp, Gettysburg Boro	Create a bicycle-pedestrian connection from Littlestown to Taneytown, MD by utilizing the abandoned railroad bed	Active Transportation / Connectivity

L RTP - MAR Active Transportation Projects

MAR - AT	The September 11th National Memorial Trail	Countywide	Support implementation of this trail through Adams County	Active Transportation / Connectivity
	GNMP to Sachs Covered Bridge	Cumberland Twp	Build multi-use trail from Visitor Center to Sachs Covered Bridge. This would be first leg of trail south to Maryland border.	Active Transportation / Connectivity

Mobility, Access, & Reliability - Transit Projects	LOCATION	MUNICIPALITY	COMMENT	CATEGORY
	Transit Connection to Maryland		Bus route between Adams County and DC area	Transit
	Littlestown Transit Connection	Littlestown Boro	Transit options should be considered in the Littlestown Area to areas such as Hanover (in addition to Paratransit)	Transit
	Adams County	Multiple	A transit connection between Gettysburg, Fairfield/Carroll Valley and Frederick is needed.	Transit
	Biglerville Rd, North of Gettysburg Boro	Multiple	Public transit needs to be accessible to the developments in the area and further out, including the Upper Adams area	Transit

	LOCATION	MUNICIPALITY	IMPROVEMENT	CATEGORY
Modernization and Operation	Queen St/King St Intersection	Littlestown Boro	Light Cycle should be evaluated to ensure traffic is flowing as efficiently as possible.	Operations / Safety
	Crosskeys Intersection (PA-94 / US-30)	Hamilton Twp, Berwick Twp, Oxford Twp	Upgrade traffic light infrastructure to posts/arms	Asset Management
	S. Washington and W. Middle intersection	Gettysburg Boro	N/S, the light is red way too long for a major access street to the Gettysburg Hospital. We need either a shortened wait time or a smart light that prioritizes south-bound traffic towards the hospital.	Operations / Safety
	Signals in Gettysburg Borough Corridor	Gettysburg Boro	Re-evaluate signal cycles to maximize efficiency of traffic flows.	Operations / Safety
	US-30 Fiber Deployment	District 8-0	Fiber Deployment (Communications Network)	Operations / Safety
	US-30 Queue Warning	District 8-0	Queue Detection, DMS (Freeway and Arterial Operations)	Operations / Safety
	Gettysburg Signal Improvements	District 8-0	Traffic Signal Improvements (Freeway and Arterial Operations)	Operations / Safety
	US-30 ICM	District 8-0	ICM, Traffic Signal Improvements, DMS (Freeway and Arterial Operations)	Operations / Safety
	Southcentral TIM Team	District 8-0, municipalities, EMS	Coordinated traffic incident management (Traffic Incident Management Team)	Operations / Safety
	US-15 Corridor Incident Management	District 8-0, municipalities, EMS	TIM Team, Parallel Route Improvements, Crossovers, Coordination (Traffic Incident Management)	Operations / Safety
	US-30 ITS	District 8-0	CCTV, DMS, Traffic Signal Improvements (Traveler Information)	Operations / Safety
	US-11 / US-15	District 8-0	CCTV, DMS (Traveler Information)	Operations / Safety
	Crosskeys Intersection (PA-94 / US-30)	Oxford Twp / Hamilton Twp / Berwick Twp	Install ITS Devices for Operations Management / Incident Management	Operations / Safety

	LOCATION	MUNICIPALITY	COMMENT	CATEGORY
Safety Projects	Country Club Rd	Abbottstown Boro / Berwick Twp	Cars go very fast on this stretch of the road, especially around the curve where children are playing. Have seen parents put out their own orange safety cones when kids are playing (no sidewalks).	Safety
	Rampike Hill Rd / Main St	Bendersville Boro	You can not see when you stop at the stop sign. Vehicles must proceed further into the intersection to actually have a clear sight line. Crashes have occurred at this location.	Safety
	PA-34 / PA-234	Biglerville Boro	high tractor trailer traffic, but no turn lanes, vehicles pass on right side of a turning vehicle at an unsafe speed	Safety
	PA-34 / PA-394	Biglerville Boro	Much tractor trailer traffic turning and no turn lane.vehicles travelling on right side of road at fast speed unsafely. can we get a turn lane?	Safety
	North Pine St / Hanover St	Bonneauville Boro	Stop Light or slower speed limit - people fly on W Hanover St around this turn and it is very dangerous	Safety
	PA-116 in Bonneauville Boro	Bonneauville Boro	Speed Limit should be lowered through boro. Potential traffic calming mechanisms should be evaluated. Heavy truck traffic with speeds creates dangerous crossings/intersections	Safety
	Bonneauville Boro	Bonneauville Boro	Local police departments should be able to use radar to enforce speed limits.	Safety
	Cedar St / PA-116	Bonneauville Boro	speed combined with poor sight distance creates a dangerous intersection	Safety
	Maple St / PA-116	Bonneauville Boro	speed combined with poor sight distance creates a dangerous intersection	Safety

Safety Projects	Jacks Mountain Rd / Skylark Tr	Carroll Balley Boro	Poor sight distance makes this a dangerous intersection	Safety
	PA-116 / Sanders Rd	Carroll Valley Boro	Heavy seasonal traffic causes congestion and safety issues	Safety
	PA-116 / PA-16	Carroll Valley Boro	Congestion issues, leading to safety concerns, due to heavey seasonal traffic flowing to and from Liberty Mountain Resort	Safety
	Gingell Rd / PA-16	Carroll Valley Boro	The skewed angle of this intersection makes for unsafe entry/exit	Safety
	Jacks Mountain Rd / PA-116	Carroll Valley Boro	Safety Concerns due to skewed intersection	Safety
	Sanders Rd / Fairfield Rd	Carroll Valley Boro	There is a utility pole that obstructs sight at this intersection	Safety
	Valley Tr / PA-16	Carroll Valley Boro	Dangerous Intersection	Safety
	Ranch Tr / PA-16	Carroll Valley Boro / Liberty Township	Speed and sight distance issues make this a dangerous intersection	Safety
	PA-16	Carroll Valley Boro / Liberty Township	Speed Limit should be lowered in this stretch of road	Safety
	N Oxford Ave / PA-116 / 3rd St / W Elm Ave	Conewago Twp / McSherrystown Boro	Green Turn Signal!!!!!!!!!! So many accidents happen here because there is not a green arrow signal for people turning. This intersection is always busy and so dangerous!	Safety
	Millerstown Rd	Cumberland Twp	Add "Sharrow" markings and Share the Road signs	Safety
	Taneytown Rd between Blacksmith Shop Rd & Sachs Rd	Cumberland Twp	Move the 55 mph speed limit sign to south of Sachs Rd	Safety
	Water Works Rd	Cumberland Twp	Add "Sharrow" road markings and Share the Road signs	Safety
	US-30 / Herrs Ridge Rd	Cumberland Twp	This offset intersection needs to be realigned into a normal, 4-leg intersection.	Safety
	Pumping Station Rd	Cumberland Twp / Freedom Twp	Add "Sharrow" road markings and Share the Road signs	Safety

Safety Projects	Emmitsburg Rd	Cumberland Twp / Freedom Twp	Add Share the Road signs	Safety
	Emmitsburg Rd	Cumberland Twp / Freedom Twp	The current speed limit of 50mph should be decreased given the surrounding land use.	Safety
	East Berlin, Pa.	East Berlin Boro	speed limit affecting pedestrian safety and property damage	Safety
	Landis Dr / Miller St	Fairfield Boro	Sight issues due to curve. Consider putting mirror at intersection to assist crossing traffic	Safety
	Fairview Fruit Rd / Blue Ribbon Rd	Franklin Twp	dangerous intersection...poor sight distance	Safety
	US-30 near Sycamore Ln	Franklin Twp	Speed drops from 55 to 45mph is routinely ignored yet the road narrows, and becomes more residential. Many cars still going in the 60's.	Safety
	US-30 / PA-234	Franklin Twp	This stretch of 30 is very vulnerable to bad weather (fog, snow, rain, ice).	Safety
	US-30 /High St / Cashtown Rd	Franklin Twp	Dangerous Intersection	Safety
	Herrs Ridge Rd / US-30	Franklin Twp	Realign offset intersection	Safety
	Bullfrog Rd / Pumping Station Rd	Freedom Twp	Dangerous Intersection. It is very hard to see cross-traffic when stopped on Bullfrog Rd.	Safety
	Bullfrog Rd / Emmitsburg Rd	Freedom Twp	Alignment issues at this intersection. Poor sight distance when stopped on Bullfrog Rd.	Safety
	Bullfrog Rd between US-15 and Fairfield Rd	Freedom Twp / Hamiltonban Twp / Liberty Twp	Lower the speed limit, the road is narrow, hilly and twisty - I cannot drive as fast as the posted limit and I will not bicycle on this road because some cars to drive fast - not enough line of site	Safety

Safety Projects	Gettysburg Rd / Fish & Game Rd	Germany Twp	Make this a 4-way stop. Feels unsafe to enter intersection on a bicycle when traffic on Fish & Game can be coming fast	Safety
	Bullfrog Rd / PA-116	Hamiltonban Twp	intersection needs to be redesigned	Safety
	PA-116 / Iron Springs Rd	Hamiltonban Twp	Congestion issues during school hours	Safety
	Carrolls Tract Rd / PA-116	Hamiltonban Twp	Intersection alignment issues	Safety
	US-15 / PA-94	Huntington Twp	Interchange ramps are too short.	Safety
	PA-94 / Quaker Church Rd	Huntington Twp	Dangerous intersection for making left turns, especially when heading south on 94.	Safety
	Idaville-York Springs Rd	Huntington Twp	Alignment issues on this road ("S" curve) especially considering heavy truck traffic.	Safety
	US-15 / PA-94	Huntington Twp	Consider ramp improvements. Short ramps create safety issues.	Safety
	Latimore Valley Rd / Mountain Rd / US-15	Latimore Twp	Build overpass and remove at-grade intersection at US-15	Safety
	Steelman Marker Rd / PA-16	Liberty Twp	Skewed alignment creates a dangerous intersection	Safety
	PA-116	Liberty Twp	Heavy Truck Traffic combined with speeds creates dangerous access points	Safety
	Queen St / King St	Littlestown Boro	Turning Lanes would help congestion	Safety
	Main St	McSherrystown Boro	Heavy congestion, hard to make left had turns	Safety
	PA-116 / Third St	McSherrystown Boro	Consider improvements at this congested intersection, potentially a traffic signal	Safety
	PA-34 / Aspers-Bendersville Rd	Menallen Twp	Dangerous Intersection. Need Light	Safety
	PA-34 / Center Mills Rd / Gablers Rd Intersection	Menallen Twp	Safety concerns. Heavy traffic through this intersection. Speeding concerns and heavy truck traffic.	Safety
Heckenluber Rd / Brysonia Rd	Menallen Twp	Dangerous intersection. Evaluate additional stop controls at state route legs.	Safety	

Safety Projects	Storms Store Rd / PA-116	Mt Pleasant Twp	Safety concerns at this intersection. Poor sight distance and speeding issues	Safety
	Bon-Ox Rd / Kohler School Rd Intersection	Mt Pleasant Twp	Alignment issues. Intersection needs redesigned.	Safety
	PA-116	Multiple	Heavy Truck Traffic combined with speeds creates dangerous access points	Safety
	PA-116	Multiple	Study on PA-116 is necessary for improvements such as turning/additional lanes	Safety
	US-30	Multiple	Lines for passing lanes should be painted to follow signage. Keep right except to pass.	Safety
	PA-94 / Red Hill Rd	Oxford Twp	This intersection should either be 1) closed permanently or 2) Red Hill Road should be relocated to the top of the hill just to its south. One of the most dangerous intersections in the entire county from a vehicle speed and visibility standpoint.	Safety
	Hanover St / Irishtown Rd	Oxford Twp	Better signage is needed here as it is not 100% clear which direction has priority.	Safety
	Brickyard Rd / Carlisle Pk Intersection	Oxford Twp	Consider a signal at this intersection to handle traffic flows	Safety
	Red Hill Rd / Carlisle Pk Intersection	Oxford Twp	Consider improvements at this intersection, potentially including a signal. Safety concerns with increased traffic volumes along this corridor.	Safety
	PA-94 Corridor	Oxford Twp, Berwick Twp, Hamilton Twp, Reading Twp	Consider additional turning lanes so traffic can flow	Safety
PA-94 / Lake Meade Rd	Reading Twp	Slight offset makes anything but a right turn difficult. Visibility is poor on the east side of the intersection if the vegetation isn't kept in check.	Safety	

Safety Projects	PA-234 / Peepytown Rd	Reading Twp	Very poor visibility, especially looking west. Peepytown should be relocated.	Safety
	PA-234/ Lake Meade Rd	Reading Twp	Safety concerns at this intersection	Safety
	PA-94 / Lake Meade Rd	Reading Twp	Dangerous intersection. Safety Concerns	Safety
	Germany Rd / PA-234	Reading Twp	Safety concerns. Skewed angle and sight distance issues.	Safety
	PA-116 between Gettysburg Boro and US-15	Straban Twp	Reduce speed limit from 45 to 40mph to improve safety - especially at the Rt 15 interchange where it's difficult to see traffic on 116 from Rt15 offramps.	Safety
	Rocky Grove Rd / US-15 N Off-Ramp	Straban Twp	Blinking light and speed. There have been accidents and close calls due to the Campground entrance right off the highway.	Safety
	US-30 / Centennial Rd / Coleman Rd	Straban Twp	Align Centennial Rd with Coleman Rd	Safety
	US-15 / PA-394	Straban Twp	Consider improvement to ramps. Visibility issues.	Safety
	US-15 / PA-234	Tyrone Twp	Poor visibility making turns from exit ramps onto 234. Bridge blocks the view of traffic.	Safety
	PA-234 / Old Harrisburg Rd	Tyrone Twp	Intersection has been improved but fatal crashes still occur mostly due to speeding on 234	Safety
	Lake Meade Rd / PA-234	Tyrone Twp	Safety Concerns at this skewed intersection	Safety
	PA-234 (area of Gun Club Rd)	Tyrone Twp	Sight distance issues along this stretch of road	Safety
	US-15 / PA-234	Tyrone Twp	Consider improving ramps at intersection of US-15 / PA-234	Safety
	Bender Rd / Littlestown Rd / PA-116	Union Twp	Skewed intersection is dangerous. Improvements needed	Safety
	Hanover Pk between Bollinger Rd and Pine Grove Rd	Union Twp	Speed limits should be evaluated in areas of development like this along Hanover Pk	Safety

L RTP - Safety Projects

Safety Projects	Old Harrisburg Rd / Main St / Carlisle Pk	Huntington Twp / Latimore Twp / York Springs Boro	Dangerous intersection. Sight distance issues	Safety
	US-30	New Oxford Boro	Speeding is an issue in the Boro	Safety
	PA-194 (area of Protectory Rd)	Hamilton Twp	Consider adding turning lane or relocating intersection of Rt194 & township owned road	Safety
	Streetscape to Borough Settings	Multiple Boroughs	Consider streetscape and other improvements, including safety improvements, in Borough settings throughout Adams County	Safety
	PA-94 / US-30 (Crosskeys Intersection)	Berwick Twp / Hamilton Twp / Oxford Twp	Consider improvements to address congestion at this intersection	Safety
	District 8-0 Bridge De-Icing	District 8-0	Bridge De-Icing (Traffic Incident Management)	Safety

Appendix D -
Population Projections
by Municipality

	POPULATION				PROJECTIONS			
	2010	2020	2025	2030	2035	2040	2045	2050
Abbottstown	1,011	1,022	1,025	1,029	1,032	1,036	1,039	1,042
Arendtsville	952	867	867	867	867	867	867	867
Bendersville	641	736	742	747	753	758	764	769
Biglerville	1,200	1,225	1,230	1,235	1,241	1,246	1,251	1,256
Bonneauville	1,800	1,758	1,772	1,785	1,799	1,813	1,827	1,840
Carroll Valley	3,876	3,940	4,080	4,221	4,361	4,501	4,641	4,782
East Berlin	1,521	1,542	1,611	1,681	1,750	1,819	1,889	1,958
Fairfield	507	526	529	532	535	537	540	543
Gettysburg	7,620	7,106	7,115	7,124	7,134	7,143	7,152	7,161
Littlestown	4,434	4,782	4,974	5,166	5,358	5,551	5,743	5,935
McSherrystown	3,038	3,077	3,105	3,134	3,162	3,191	3,219	3,247
New Oxford	1,783	1,868	1,873	1,878	1,883	1,888	1,893	1,898
York Springs	833	683	683	683	683	683	683	683
TOTAL: Boroughs	29,216	29,132	29,607	30,082	30,557	31,032	31,507	31,982
Berwick	2,389	2,403	2,860	3,076	3,293	3,509	3,726	3,942
Butler	2,567	2,550	2,585	2,663	2,741	2,819	2,897	2,975
Conewago	7,085	7,875	8,066	8,374	8,681	8,989	9,297	9,604
Cumberland	6,162	7,033	7,314	7,713	8,112	8,511	8,910	9,309
Franklin	4,877	4,676	4,743	4,820	4,898	4,976	5,054	5,132
Freedom	831	825	862	885	908	932	955	978
Germany	2,700	2,844	2,924	3,059	3,194	3,330	3,465	3,600
Hamilton	2,530	2,714	2,784	2,867	2,950	3,034	3,117	3,201
Hamiltonban	2,372	2,300	2,343	2,390	2,438	2,486	2,534	2,582
Highland	943	997	1,033	1,063	1,093	1,124	1,154	1,184
Huntington	2,369	2,395	2,434	2,482	2,529	2,577	2,625	2,672
Latimore	2,580	2,646	2,731	2,806	2,881	2,956	3,031	3,106
Liberty	1,237	1,376	1,410	1,473	1,536	1,599	1,662	1,725
Menallen	3,515	3,701	3,818	3,946	4,075	4,203	4,332	4,460
Mount Joy	3,670	3,789	3,981	4,142	4,302	4,463	4,623	4,784
Mount Pleasant	4,693	4,666	4,746	4,900	5,054	5,207	5,361	5,515
Oxford	5,517	5,936	6,361	6,861	7,361	7,862	8,362	8,862
Reading	5,780	5,799	5,987	6,142	6,297	6,451	6,606	6,761
Straban	4,928	4,851	5,659	6,031	6,404	6,777	7,150	7,523
Tyrone	2,298	2,268	2,302	2,336	2,370	2,403	2,437	2,471
Union	3,148	3,076	3,190	3,235	3,280	3,324	3,369	3,413
TOTAL: Townships	72,191	74,720	78,132	81,265	84,398	87,531	90,663	93,796
ADAMS COUNTY TOTAL	101,407	103,852	107,739	111,347	114,955	118,562	122,170	125,778

Appendix E - Six Elements of TPM

TRANSPORTATION PERFORMANCE MANAGEMENT

NATIONAL GOALS	Congressionally established goals or program purposes focusing on specific areas of performance.	Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	
		Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair	
		Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System	
		System Reliability - To improve the efficiency of the surface transportation system	
		Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	
		Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment	
		Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	
MEASURES	Performance measures to assess the operational performance or physical condition of the transportation system.	PM1 - Safety	
		PM2 - Pavement and Bridge Condition	
		PM3 - System Condition	
		Transit Performance Measures	
TARGETS	Performance targets established for the performance measures to document future performance expectations.	PM1 - Safety: Targets adopted yearly	
		PM2 - Pavement and Bridge Condition: Targets adopted every 4 years	
		PM3 - System Condition: Targets adopted every 4 years	
		Transit Performance Targets	
PLANS	Strategic and tactical plans to identify strategies and investments that address performance needs.	Long Range Transportation Plans (State and Regional)	Transportation Asset Management Plan (TAMP)
		Twelve-Year Transportation Program (TYP)	Transit Asset Management (TAM) Plan
		State Transportation Improvement Program (STIP)	Public Transportation Agency Safety Plan (PTASP)
		MPO Transportation Improvement Program (TIP)	PA Strategic Highway Safety Plan (SHSP)
		Comprehensive Freight Movement Plan (CFMP)	Congestion Management Process (CMP)
		Regional Operations Plan (ROP)	CMAQ Performance Plan
REPORTS	Documentation of progress toward target achievement, including the effectiveness of policies and investments on condition and performance.		
ACCOUNTABILITY & TRANSPARENCY	Requirements for transportation agencies to achieve, or make significant progress toward achieving, performance targets.		

Information Source: https://www.fhwa.dot.gov/planning/performance_based_planning/roadmap/about.cfm

Appendix F

OFFICE OF PLANNING & DEVELOPMENT

On-Road Active Transportation and Safety Analysis

Concept, Data, Methodology [and Considerations]

OVERVIEW

In 2017-2018, the County began working on what was intended to be an Adams County Bicycle and Pedestrian Plan. During this time, a proof of concept for several analyses were developed. Due to changes in staffing, a shift of focus, and the pandemic, this Plan did not move forward. In early 2021, the update to the Long Range Transportation Plan began and the decision was made to incorporate additional bicycle and pedestrian (active transportation?) considerations and recommendations, so that all aspects of transportation planning, projects, and programming would be consolidated into a single policy document. The previous analysis was revisited and documented for inclusion in ONWARD2050. This <document> will provide information about the concept of the analysis, including methodology, data used, and maintenance of an On-Road Active Transportation and Safety Analysis.

GOAL

To help identify roads where bicycle facility improvements could have the greatest local and regional connectivity benefit. A set of criteria and measures of low-stress connectivity may be used as a basis to evaluate, guide, and expand active transportation network planning in the future. Creating a safer, less stressful, and connected network may help make active transportation more appealing to a larger segment of residents and visitors.

GETTING STARTED

Several staff members initially met to discuss the potential of certain data sets to be used in an analysis. The methodologies employed in other areas were reviewed as background material. After several discussions and consideration of data available at the County level, the data sources and characteristics that would be used in the analysis were confirmed. Specific attributes of those data sets were identified, and the data was further grouped into three analysis categories: On-Road Biking, Safety Needs, and Benefit.

The following proof of concept and methodology is related to the On-Road Biking Analysis and Safety Needs Analysis to determine level of traffic stress, also referred to as a “traffic stress test” and locations where additional safety measures may be needed. The Benefit Analysis will be re-

evaluated at a later date. With the abundance of data available through increased transparency efforts by state and federal agencies, multiple programs require project evaluation which considers equity, accessibility, and benefit to the residents. Our goal is to review the requirements of multiple programs to determine the best way to fairly evaluate projects which will provide the greatest benefit to the residents of Adams County and reduce duplication of efforts.

ON-ROAD ACTIVE TRANSPORTATION ANALYSIS (ORATA)

The On-Road Active Transportation Analysis was based off the “Bicycle Level of Traffic Stress (LTS)” developed by Mineta Transportation Institute in the “Low Stress Bicycling and Network Connectivity” report (2012), which evaluates the comfort of people when they ride a bicycle close to traffic, as well as the connectivity of roadways and bicycle networks. The LTS classifies corridors and intersections into scores representing the level of stress and comfort riding a bicycle on each roadway or path segment. These scores also correspond to the type and skill level of the rider. Lower stress bicycle networks should be comfortable for bicyclists of all ages and abilities. Low-stress bicycle networks are also associated with a connected systems of lower-speed local roads, off-road trails, and on-road bicycle facilities.

A level of traffic stress analysis is typically done in urban areas or cities that have a more established bicycle infrastructure and higher percentages of riders. Smaller communities and rural settings were typically excluded from bicycle and pedestrian design until more recently with the release of the U.S. Department of Transportation, Federal Highway Administration’s [“Small Town and Rural Multimodal Networks”](#) document. This publication recognized the challenges and constraints of providing active transportation options in small towns and rural areas. It identified issues common to rural settings, like longer non-local trip distance, higher crash rates, as well as income and health disparities, which are concerns in Adams County. This publication also provides guidance on creating accessible, interconnected networks and retrofitting in small communities.

The rural nature of Adams County, topography, distance between population centers, lack of bicycle infrastructure, and absence of trail connectivity were known impediments in developing an analysis that could be applied consistently to the entire County. Planning Office staff decided to proceed with a selected set of data layers to analyze the County’s roadways in hopes of developing a generalized “traffic stress test” through an objective, data-driven, gis-based approach.

The On-Road Biking Analysis was developed by incorporating the following gis data layers and attributes. Characteristics of the data were grouped into values, which were reclassified with an assigned score. The final score to determine the level of traffic stress of each road segment is the sum of each input. The assignment of scores and levels of stress are identified in the Classification Table following the description of the input data below.

Preparation of the Base Roadway Layer

DEVELOPMENT

A base layer of the County's road network was constructed by combining [PennDOT's RMS Segment](#) (Roadway Management System) inventory of State Roads and [PennDOT's Pennsylvania Local Roads](#) gis line data. Since several of the data points were sourced from attributes in PennDOT's State Roads, the thought was that a PennDOT segmented roadway layer could be associated with other attributes, if needed, and more easily updated in the future.

The combined "Road_Network" layer was compared against the Adams County-maintained gis centerline to make sure all roadways were included. Other manipulations of the initial road network include:

- Route 15 was removed because bicycling is prohibited.
- An attempt was made to remove alleys. This can be difficult in places like East Berlin Borough, where alleys are named like roads. The Adams County centerline was used for comparison, but is not completely accurate in the identification of all alleys.
- PennDOT's Local Roads include farm lanes and driveways to farms, larger businesses, etc. These lines were manually deleted.
- The municipality was added to each segment.
- Scoring fields were added to reclassify the input values and record the score of the segments for each of the data inputs.

Input Data

The following data sets and sources were used in the initial development of the On-Road Biking Analysis. The characteristics of the data were classified and assigned a score between 0 – 4, which is presented in the Classification Table. The sum of each segment's scores were calculated to obtain the overall score, which was considered the level of traffic stress of that segment.

FUNCTIONAL CLASSIFICATION

The Federal Highway Administration classifies roadways by how they function in the transportation system. Each class is based on the type of service it provides, considering access, mobility, and location.

- FC3 – Other Principal Arterial (ex. Route 30)
- FC4 – Minor Arterial (ex. Route 194)
- FC5 – Major Collector (ex. SR 233 Pine Grove Road)
- FC6 – Minor Collector (ex. Bon-Ox Road)
- FC7 or 0 – State Owned Local Roads (ex. Georgetown Road) and all other Local Roads

AADT

Average Annual Daily Traffic (AADT) is the typical daily traffic on a road segment, seven days a week, over a one-year period. PennDOT updates and maintains these statistics. Traffic volumes were classified into four categories, in an attempt to differentiate between higher and lower volume roads. Off-Road trails receive a score of 3.

SPEED LIMIT

RMS Segments include speed limit for state roads, the Local Roads and County Centerline do not. Those segments that did not contain a speed limit were assigned 25 mph within Boroughs or residential developments and 35 mph within Townships.

SHOULDER WIDTH

The shoulder width on state roads was initially based on values in PennDOT's data. Upon further evaluation, it was determined that a lot of these values were incorrect. The shoulders of many roadways were manually measured using aerial photography.

BICYCLE INFRASTRUCTURE

Include road segments of the county that contain bicycle infrastructure, such as bike lanes or sharrows. These segments were manually selected and given a score of 4 if there was an off-road path, like the North Gettysburg Trail along Old Harrisburg Road, or 2 on segments with sharrows.

SIDEWALKS

To establish if a roadway had a sidewalk along either one or both sides, road segments that intersected within 25 feet of a sidewalk were selected. This value was determined to account for the width of the centerline to a sidewalk. These locations were spot checked and manually corrected to remove segments that may have been selected because they were within proximity of a sidewalk, but did not have a sidewalk. In a couple locations, segments indicate they have a sidewalk, but only a portion of the segment contains a sidewalk.

It is understood that sidewalks are not necessarily meant for bicycles, like in parts of Gettysburg Borough, but 2 points were given to those roadway segments with sidewalks to distinguish borough and residential development settings, where smaller children or families may feel more comfortable riding on a sidewalk.

Classification Table

The threshold of each input was determined in order to group values and assign a score. Scores were assigned to each roadway segment based on the breakdown of each input in the table below. The sum of the inputs was calculated and added to a field to determine an overall score, which corresponds to the level of traffic stress of a road segment. Higher scores indicate a lower level of traffic stress. Several road segments cross US Route 15 without a signal or other safety measures, those segments were manually given a '0' overall score.

Score	Shoulders	Speed	Funct. Class	AADT	Bike Infrastr	Sidewalk	Stress	
0	0	50+	3	1,500+			0 - 4	Extreme
1	1' - 2'	45	4	1,001 - 1,500			5 - 7	High
2	3' - 4'	40	5	501 - 1,000	Sharrow	Y	8 - 9	Moderate
3	5' - 7'	35	6	0 - 500/ Local			10 - 14	Low
4	8' - 10'	25-30	0 & 7	Local Devpt	Off Road		15 - 19	Comfortable

Levels of Traffic Stress

COMFORTABLE

Segments that are indicated as Comfortable are those locations with off-road paths or separated/buffered/ or protected bike lanes. These locations are the safest segments and can be traveled by riders of all ages and levels of experience.

LOW

Segments are primarily located on Borough side streets with sidewalks, outside of the main thoroughfare, and residential development settings are considered to have a low level of traffic stress. These roads could be ridden comfortably by the general adult population.

MODERATE

Roadway segments with a moderate level of traffic stress are typically those that may have low traffic volumes in rural settings or residential areas with lower speeds, but do not have sidewalks, like most of Carroll Valley, Lake Meade, or Lake Heritage.

HIGH

Roadways with a high level of traffic stress may include segments with higher speeds or volumes, like Borough main streets that are state roads, or more rural roads, which do not have shoulders. These locations may only be comfortable to the most experienced and confident cyclists.

EXTREME

These segments include roadways with the highest traffic volumes and speeds, which would be uncomfortable for most travelers outside of a vehicle.

UPDATES

While the framework of the County's roadways is fairly static, some inputs of the "traffic stress test" may change as the County grows or as older road segments are repaired or upgraded to include bicycle and pedestrian infrastructure. In the last few years, there have been several positive improvements as the Gettysburg Inner Loop becomes a reality. The process outlined above seems to be valid for the County, based on available data. The Methodology may be revised as new data or advances in software become available.

MAINTENANCE (MAY NOT NEED TO BE PART OF THE PLAN, BUT DOCUMENTED FOR INTERNAL UPDATES)

- Maintenance and updates should be done to the Road_Network when new aerial photography becomes available. Adams County is typically flown every three years. However, the State has purchased additional aerial flights, which are made available to Counties. If this program continues, Adams County will receive imagery more frequently.
- Verify the Road_Network feature class against County centerlines and incorporate roadway segments from new development.
- Update the sidewalk feature class by comparing against aerial imagery. At that time, update Road_Network attributes. The majority of sidewalk additions will be associated with new development.
- Assign sidewalk, speed, and functional class scores when attributes of new roads are added.
- Method to revise RMSSEG to update AADT (select and reclassify model? DVRPC has program to make bicycle facility improvements on state roads as part of resurfacing).
- Make sure none of the scoring value columns have null values.
- Make a service for use in websites.
- Slope or elevation is not considered and could be a factor in roads considered less stressful in the western part of the County, however there aren't really alternative routes. (DVRPC added something about slope, their methodology is way more in depth). Could be incorporated in another phase?

SAFETY NEEDS ANALYSIS

A second analysis was also developed to help identify locations that may benefit from additional measures, such as flashing crosswalks, trails and connections, <etc./others?>, to increase safety near schools. This analysis assigned scores to roadway segments based on their proximity to schools and the number of bicycle and pedestrian accidents.

Input Data

The foundation of this analysis is a roadway segment's proximity to schools and the number of bicycle or pedestrian crashes on that segment. This method could distinguish road segments that have higher numbers of bicycle and pedestrian crashes and are closer to schools, where more people could be walking or biking.

SCHOOLS

The location points of the County's public and private school buildings, including post-secondary and excluding District offices, were buffered to create a multi-ring polygon around each point at quarter mile increments, up to one mile. Roadways segments that intersected these buffers were assigned a point value based on where the centroid of the segment was located.

BICYCLE AND PEDESTRIAN CRASHES

The locations of bicycle and pedestrian crashes that occurred between 2015 – 2019 (or a more recent five-year period) were buffered to 25 feet. The crash points were buffered to make sure they intersected a road segment. The Collect Events tool was run to count the number of crashes at each location.

Classification Table

The thresholds of each input were determined to group values and assign a score. Scores were assigned to each roadway segment based on the breakdown of each input in the table below. Segments that have installed bicycle facilities were given a score of '0'

Score	Proximity to Schools	Accidents	Safety Measures Needed	
0	>1 mi	0	0	Least
1	0.75 mi – 1 mi	0	1	
2	0.50 mi – 0.75 mi	1	2 - 3	
3	0.25 mi – 0.50 mi.	2 - 3	4	
4	0 – 0.25 mi.	4+	5+	Most

MAINTENANCE

Confirm that none of the school building locations have changed. If any have relocated or closed, new buffers will have to be created and the road segments rescored. (If a time period is determined for crash data) Run the model (which needs to be built) to update the segment's accident score.

Appendix G - York MTP Capital Improvements Plan

York Area Metropolitan Planning Organization (YAMPO)

CAPITAL IMPROVEMENTS PLAN (CIP)

June 2021

Introduction

The primary purpose for the Capital Improvements Plan (CIP) is to serve as a demonstration of financial constraint for future investments. The CIP ensures that YAMPO has the necessary revenue to construct the projects that will implement the goals and objectives outlined in the MTP. The CIP is a reference document for the MTP with the first four years of the plan being the Transportation Improvement Program (TIP), while the remaining 20 years is meant to show projects for illustrative purposes of what could be accomplished. The TIP is updated frequently to account for project changes in schedule, scope, and cost. Additionally, the CIP is updated regularly to reflect changes in projects, including cost estimates, inflation rates, and project timelines impacted by changes to the TIP.

In relation to the projects on the CIP, The National Highway System (NHS) is the only system that maintenance projects are shown after the first four years. The maintenance cycle is based on build anniversary dates. This system was chosen since performance measures are based on the NHS roads, which are always ranked at the top of the priority list and the cost to maintain the system is the highest. Any available funding that was leftover in each four-year period was placed into a line item to be used toward the Non-NHS network.

The Metropolitan Transportation Plan (MTP) document cannot truly select maintenance projects 5 years or more into the future with any predictability. The reason for this is the road and bridge network varies from year to year for maintenance, one winter storm or flooding event can change the condition of an asset overnight, thus changing priorities. Bridge and pavement maintenance priorities are evaluated as part of each 2-year TIP update cycle. Since YAMPO does not approve maintenance projects within the 100% state funded 409 program, these projects are shown in the CIP if the project is on the 12-year program. Any of the assets shown with funding in the CIP is a demonstration of the type of projects that are likely to be funded in the next 24 years, however are not concrete.

The CIP is comprised of the following components:

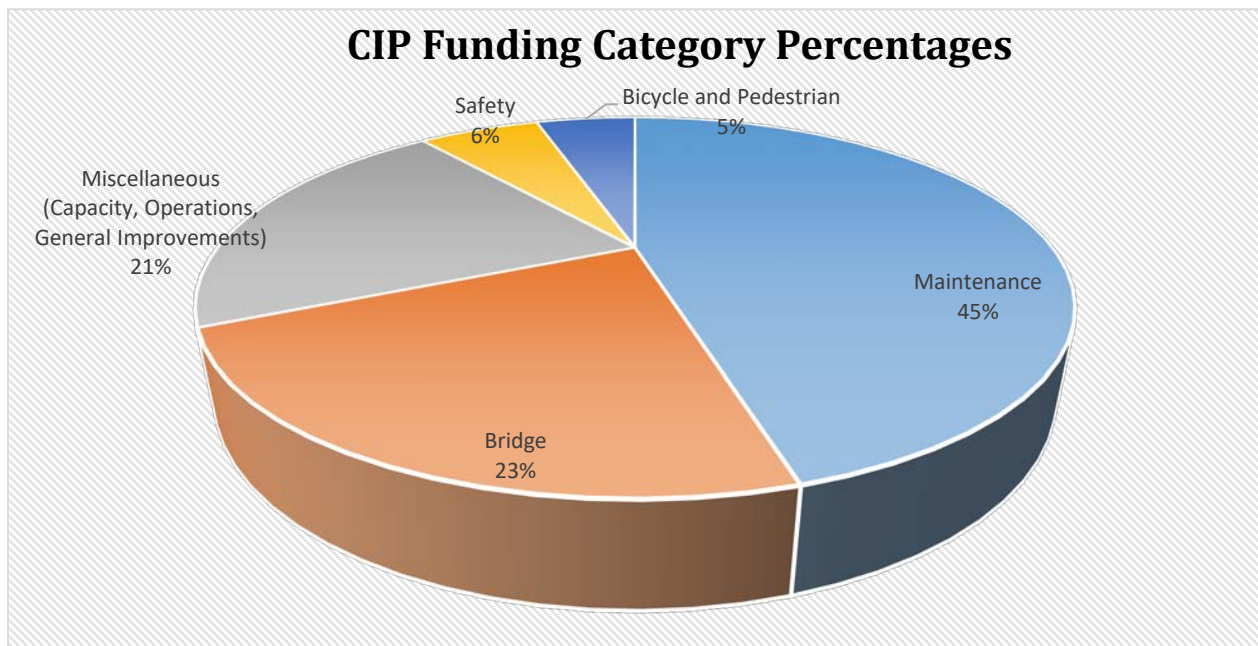
1. 2021-2024 Transportation Improvement Program (TIP): This program is updated every 2 years and modified regularly between the “Even Year” update.
2. 2025-2045 The “Out Years”: The out years include projects, which may carryover financially from the first 4-years of the TIP into the 2025-2045 or routine maintenance of the NHS. New projects are identified to show financial capacity only and the selection criteria will ultimately choose which projects are programmed onto the TIP. YAMPO does not program projects on the Interstate or 409 (Maintenance), this financial constraint section shows any Interstate project shown on PennDOT’s official Twelve-Year Program (TYP).
3. Unfunded projects- Identifies maintenance projects on the National Highway System (NHS) that are recommend to be completed based on life cycles, but are unable to be programmed due to lack of financial resources. YAMPO does not program projects on the Interstate, which is part of the NHS, but includes life cycle recommend projects on the interstate that are not included in PennDOT’s official Twelve Year Program (TYP).
4. Maintenance candidate projects – A current run of YAMPO selection criteria for maintenance and bridge (Non-NHS) locations on the system is included; the ranking includes a cross reference with the owner’s current priorities (PennDOT’s Twelve Year Program (TYP), County or Municipal) of their infrastructure.

5. Special Plans- Special plans are projects that should be added to routine maintenance or bridge remediation. , These enhancements are not a current priority based on data driven processes, but should be considered in coordination with routine maintenance. A few of the special plans are currently approved by YAMPO, while others still need approval.
6. York County Bridge Capital Improvements Plan- A sixteen (16) year plan outlining the financially constrained County-Owned bridge projects.

If the TIP were included in the MTP document, it would be outdated before the public comment period was over. For this reason, YAMPO adopts the corresponding CIP at the same time the MTP is adopted. However, the CIP is more fluid than the MTP document and always reflects the most current TIP. Below is an overview of the CIPs contents and the results of the financial capacity analysis included in the CIP:

Contents

- Has a horizon year of 2045 to match this Plan
- The time is divided into 4-year periods through FY 2044; FY 2045 being the first year of a new 4-year period
- Utilizes the revenue projections developed in this Plan
- Utilizes category expenditure rates which intend to meet the needs of the existing transportation network are identified in this Plan as follows:



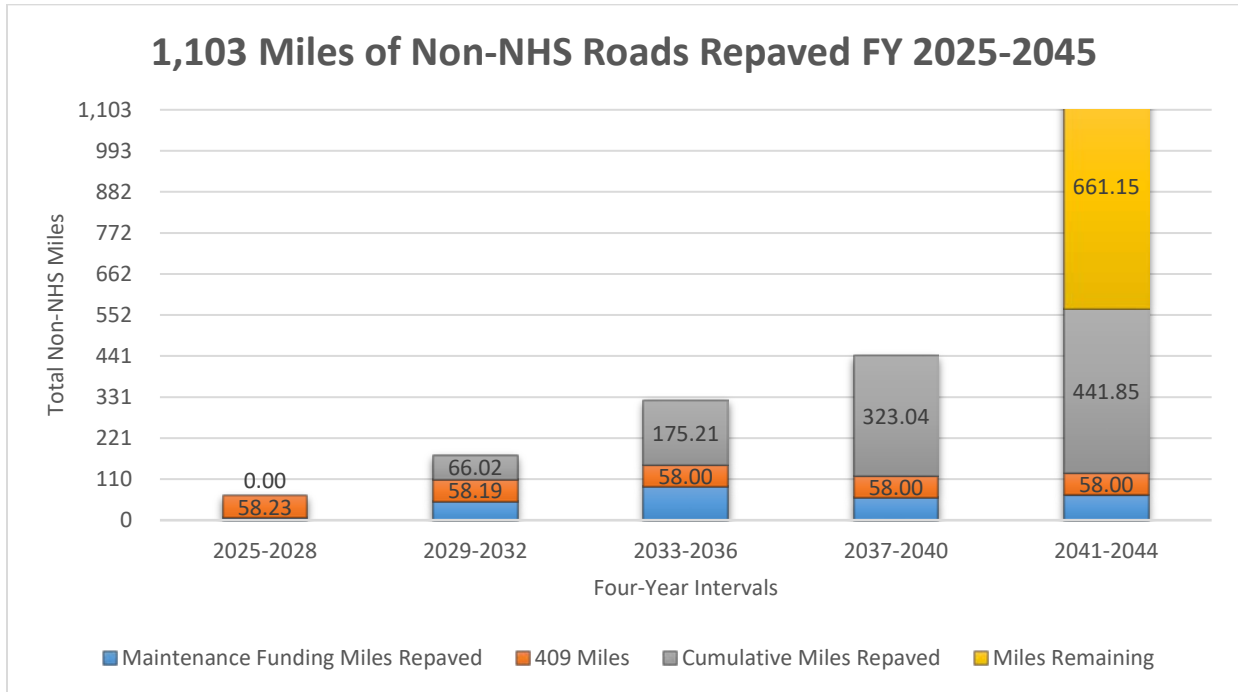
- Uses planning level life cycles of the infrastructure to determine when a project should be programmed
- Uses 2020 cost as a base
- Bridges receive work in 25, 50 and 75-year build anniversaries
- Bridge construction cost per square foot:
 - 25 Year Rehabilitation- \$250/sq. ft.

- 50 Year Rehabilitation- \$500/sq. ft.
- 75 Year Rehabilitation- \$850/sq. ft.
- Road maintenance is typically completed based on life cycle of the road material and functional class:
 - High-Level Bituminous Surface- 8-12 year resurfacing frequency
 - Low-Level Bituminous Surface- 15-20 year resurfacing frequency
 - Concrete- 20-30 year resurfacing frequency
- Road maintenance construction cost per linear mile:
 - 1 Lane- \$250,000/linear mile
 - 2 Lanes- \$500,000/linear mile
 - 3 Lanes- \$750,000/linear mile
 - 4 Lanes- \$1,000,000/linear mile
- Cost are inflated at 3% to represent a Year of Expenditure (YOE) to the appropriate year of the recommended life cycle cost.

Results of the Financial Constraint

- The CIP includes approximately 77 NHS road projects where maintenance should occur during 2025-2045 (19 on Interstate 83 and 58 Non-Interstate NHS). Three of those NHS projects are 409 projects. Furthermore, each of those projects should be repaved once while some appear more often based on life cycles of pavement type. As a result, the CIP is showing 29 unique locations (7 for Interstate 83 and 22 for Non-Interstate NHS) for the maintenance funding alone. While 100% of the Non-Interstate NHS Roads are financially constrained, only 9 out of 19 Interstate projects (47%) are currently programmed, leaving 53% of Interstate projects to be programmed and funded.
- The CIP includes 103 NHS bridge projects where rehabilitation or replacement should occur based on the age of the bridge during 2025-2045 (50 on Interstate 83 and 53 on the Non-Interstate NHS). This is planned by PennDOT and approved by the State Transportation Commission (STC) and extends twelve (12) years (FY 2033). Out of the 53 Non-Interstate NHS bridges, 22 of them could not be completely funded in the year the life cycle projects them to be funded, while 23 bridges on the Non-Interstate NHS remain unfunded through FY 2045 due to the financial constraints of the CIP. Out of the 50 Interstate 83 bridges, 10 are currently programmed (North York Widening) and on the CIP, while 40 remain unfunded. This means 43% (23 of 53) Non-Interstate NHS bridges will not be completed within the period they should be repaired due to funding constraints, while 80% of Interstate 83 bridges will need to be programmed by PennDOT on the Interstate Management TIP to be completed within their projected life cycle period.
- Based on the \$7 million dollar average for 409 funding per year, approximately 14 miles of non-NHS roads could be paved per year if solely applied to two-lane roadways.
- While YAMPO was able to fiscally constrain and meet the needs of the NHS road system, as well as some of the Non-NHS road systems, based on projections, YAMPO will be unable to meet the lifecycle upgrades for a majority of bridges, especially for 3-digit and 4-digit SRs. After funding the non-Interstate NHS system, the following 4-year totals display how much funding was leftover to work on the non-NHS system and approximately how much mileage could be accomplished with those funds.
 - The line item to work on non-NHS maintenance projects, based on \$500,000 per mile/2-lane roadway is:
 - 2025-2028: \$3,893,698 = 7.79 miles

- 2029-2032: \$45,714,220 = 91.43 miles
- 2033-2036: \$42,286,729 = 84.57 miles
- 2037-2040: \$24,726,341 = 49.45 miles
- 2041-2044: \$32,041,931 = 64.08 miles
- Total Linear Miles Paved = 297.32 miles



- The non-NHS network in York County is 1,103 miles, which means only 26.9% of the non-NHS miles would be addressed in the MTP horizon.
- Averaged estimated 409 funding, if applied to the non-NHS network, would provide approximately 58 paved miles per every 4-year period.
- Besides the aforementioned Maintenance and Bridge projects. There are two (2) safety projects, one bicycle and pedestrian project, and fifteen (15) miscellaneous projects ranging from capacity and operations projects to general improvements.

2021-2024 Transportation Improvement Program (TIP) and Public Narrative

RPTH TIP200

Project						FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						^ Milestones						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local		Total					
York			87946	Bridge Reserve	C	BRDG			185	36,570		36,570																								
York			87952	Highway Reserve	C	HRST	STP	189,475	581	18,806		208,281																								
York			87957	Congestion Mitigation Implementation	C	PT	CAQ	2,575,826				2,575,826	CAQ	2,389,432				2,389,432	CAQ	3,203,274				3,203,274	CAQ	1,541,887						1,541,887				
York			87958	Delivery/Consult Assist	P	PRA			581	800,000		800,000			581	800,000		800,000			581	600,000		600,000			581	600,000					600,000			
York			87958	Delivery/Consult Assist	C	PRA			581	400,000		400,000			581	400,000		400,000			581	250,000		250,000			581	250,000					250,000			
York			87960	TAP Line Item	C	TENH	TAU	243,000				243,000	TAU	51,696				51,696	TAU	243,000				243,000	TAU	243,000							243,000			
York			102398	Implementation of I-83 Study Reserve	C	HCON																			STU	639,142							639,142			
York			102398	Implementation of I-83 Study Reserve	C	HCON	STU	800,000				800,000							STU	206,980	581	793,020		1,000,000	NHPP	972,000							972,000			
York			106542	HSIP Line Item	C	SAMI	HSIP	2,060,000				2,060,000	HSIP	2,185,000				2,185,000	HSIP	670,000				670,000												
York			107873	York Connects Assistance	P	PRA															581	50,000		50,000												
York			114855	TSMO York Co US 30 Camera Gaps	C	SAMI	sSTP	85,747				85,747																								
York			114855	TSMO York Co US 30 Camera Gaps	C	SAMI	CAQ	85,747				85,747																								
York		CMP	95357	CMP Signal Timing	C	IMOD	CAQ	500,000				500,000	CAQ	500,000				500,000	CAQ	500,000				500,000	CAQ	500,000							500,000			
York		PT	95325	Rabbitransit Bus Replacment	fd C	PT	CAQ	292,800				292,800	CAQ	816,800				816,800							CAQ	1,658,400								1,658,400		
York		RSP	82376	SRTP Rideshare Program	P	IMOD							CAQ	295,768				295,768	CAQ	298,726				298,726	CAQ	301,713							301,713			
York		TAP	102260	Louck Mill Trail Connector	C	TENH	TAP	6,928				6,928																						3/29/18 A		
York		TAP	105013	Heritage Trl N Ext Ph 4	+C	TENH	TAP	506,526				506,526	TAP	500,000				500,000																5/20/21 E		
York		TAP	111397	King Street Cycle Track	+C	TENH							TAU	191,304				191,304																3/25/21 E		
York		TAP	111397	King Street Cycle Track	+C	TENH							TAP	487,839				487,839																3/25/21 E		
York	15	035	95098	US 15 Crossing Study	+P	HCON													STU	922,000				922,000	STU	2,078,000								2,078,000		
York	15	044	92923	Blue-Gray Highway Reconstruction	F	HCON															581	2,265,000		2,265,000			581	6,035,000						6,035,000		
York	15	044	92923	Blue-Gray Highway Reconstruction	+U	HCON													STP	2,002,600				2,002,600	STP	497,500								497,500		
York	15	044	92923	Blue-Gray Highway Reconstruction	+R	HCON													NHPP	3,884,000				3,884,000	NHPP	2,316,000								2,316,000		
York	15	044	92923	Blue-Gray Highway Reconstruction	C	HCON																					581	535,610						535,610	6/1/26 E	
York	15	044	92923	Blue-Gray Highway Reconstruction	C	HCON																					185	1,628,303						1,628,303	6/1/26 E	
York	30	040	61326	US 30/Big Mount Rd Safety Improvements	F	SAMI							HSIP	200,000				200,000																		
York	30	040	61326	US 30/Big Mount Rd Safety Improvements	C	SAMI													HSIP	1,055,000				1,055,000	HSIP	21,231							21,231	12/14/23 E		
York	30	095	88951	US30: PA74 to N George St	+C	HCON							NHPP	1,469,000				1,469,000	STP	294,500				294,500										10/20/22 E		
York	30	095	88951	US30: PA74 to N George St	+C	HCON													STU	4,543,142				4,543,142											10/20/22 E	
York	30	095	88951	US30: PA74 to N George St	+C	HCON													STP	3,993,358				3,993,358											10/20/22 E	
York	74	069	100151	Carlisle Road Bridge	+F	BRDG	STP	260,000				260,000																							2/3/22 E	
York	74	069	100151	Carlisle Road Bridge	C	BRDG			581	448,380		448,380																								2/3/22 E
York	74	069	100151	Carlisle Road Bridge	C	BRDG			185	245,250		245,250									185	1,671,200		1,671,200												
York	83	074	89917	I-83 Exit 4	C	HCON	STP	1,570,373				1,570,373																							1/31/19 A	
York	114	031	91070	Lewisbury Road Resurface	C	HRST			581	3,714,000		3,714,000																							6/10/21 E	
York	114	034	115633	Fairview Crossroads	C	HCON			e581	1,000,000		1,000,000									e581	800,000		800,000												
York	116	049	78844	York Road Bridge	P	BRDG			581	347,781		347,781																							4/11/21 E	
York	116	049	78844	York Road Bridge	F	BRDG			581	105,000		105,000																								
York	116	049	78844	York Road Bridge	+C	BRDG							STU	796,000				796,000																	8/11/22 E	
York	124		114208	E Prospect Rd Improvement	P	SAMI	HSIP	325,000				325,000																								
York	124		114208	E Prospect Rd Improvement	F	SAMI													HSIP	230,000				230,000												
York	124		114208	E Prospect Rd Improvement	U	SAMI													HSIP	330,000				330,000												
York	124		114208	E Prospect Rd Improvement	R	SAMI													HSIP	100,000				100,000												
York	124		114208	E Prospect Rd Improvement	C	SAMI																			HSIP	2,363,769								2,363,769	12/12/24 E	
York	177	007	78846	SR 177 Over Beaver Creek	P	BRDG			185	31,692		31,692																							11/9/20 A	
York	177	007	78846	SR 177 Over Beaver Creek	P	BRDG			581	43,345		43,345																							11/9/20 A	
York	177	007	78846	SR 177 Over Beaver Creek	+F	BRDG	STP	260,000				260,000																								
York	177	007	78846	SR 177 Over Beaver Creek	+U	BRDG	STP	52,000				52,000																								
York	177	007	78846	SR 177 Over Beaver Creek</																																

RPT# TIP200

Project							FFY 2021 Costs					FFY 2022 Costs					FFY 2023 Costs					FFY 2024 Costs					^ Milestones					
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total	
York	462	056	110480	PA462 and PA624 Intersection	+F	SAMI	STU	260,000				260,000																				
York	462	056	110480	PA462 and PA624 Intersection	C	SAMI															581	1,378,610		1,378,610			581	1,621,390		1,621,390	12/6/22 E	
York	851	022	106230	Bryansville Road Bridge	F	BRDG			185	228,308		228,308																				
York	851	022	106230	Bryansville Road Bridge	C	BRDG									185	800,000		800,000														2/17/22 E
York	921	013	91031	Canal Road Ext Bridge	C	BRDG															581	1,278,370		1,278,370								
York	921	013	91031	Canal Road Ext Bridge	C	BRDG															185	778,630		778,630			185	1,943,000		1,943,000		
York	1013	015	78887	SR 1013 over Conewago Crk	F	BRDG			185	36,240		36,240																				
York	1013	015	78887	SR 1013 over Conewago Crk	F	BRDG			581	70,000		70,000																				
York	1013	015	78887	SR 1013 over Conewago Crk	C	BRDG									185	622,800		622,800			581	1,499,000		1,499,000								8/25/22 E
York	1019	010	78888	Wago Road Bridge	P	BRDG	STP	110,390	581	27,597		137,987																				11/19/20 A
York	1019	010	78888	Wago Road Bridge	F	BRDG	STP	280,000	581	70,000		350,000																				
York	1019	010	78888	Wago Road Bridge	C	BRDG	STU	2,419,034				2,419,034																				1/26/23 E
York	1019	010	78888	Wago Road Bridge	C	BRDG	STP	11,766	185	607,700		619,466																				1/26/23 E
York	2002	019	91359	Springwood Road Bridge ovr Trib Mill Creek	F	BRDG			185	130,000		130,000																				
York	2002	019	91359	Springwood Road Bridge ovr Trib Mill Creek	C	BRDG									185	700,000		700,000														2/17/22 E
York	2002	022	87697	Springwood Road Bridge ovr Stony Crk	P	BRDG			581	384,592		384,592																				7/2/22 E
York	2002	022	87697	Springwood Road Bridge ovr Stony Crk	F	BRDG			581	75,000		75,000																				
York	2002	022	87697	Springwood Road Bridge ovr Stony Crk	C	BRDG															581	400,000		400,000			185	40,000		40,000	11/2/23 E	
York	2005	004	20652	Camp Betty Washington	+F	HCON	STU	310,000				310,000																				
York	2005	004	20652	Camp Betty Washington	+U	HCON	STU	54,000				54,000																				
York	2005	004	20652	Camp Betty Washington	+R	HCON	STU	160,000				160,000																				
York	2005	004	20652	Camp Betty Washington	+C	HCON																			STU	2,622,000				2,622,000	1/12/23 E	
York	2005	004	20652	Camp Betty Washington	+C	HCON																			STP	2,114,000				2,114,000	1/12/23 E	
York	2014	019	78892	Burkholder Rd Bridge over Beaver Creek	R	BRDG			185	17,900		17,900																				
York	2038	003	63121	Blue Ball Road Bridge	F	BRDG									185	215,000		215,000														
York	2038	003	63121	Blue Ball Road Bridge	U	BRDG									581	5,500		5,500														
York	2038	003	63121	Blue Ball Road Bridge	R	BRDG									581	25,000		25,000														
York	2038	003	63121	Blue Ball Road Bridge	C	BRDG																					581	761,000		761,000	2/22/24 E	
York	2048	001	78901	Old Forge Road Bridge	F	BRDG								BOF	195,232				195,232													
York	2048	001	78901	Old Forge Road Bridge	F	BRDG								STP	54,768				54,768													
York	2048	001	78901	Old Forge Road Bridge	+C	BRDG														BOF	1,102,000		1,102,000								11/2/23 E	
York	2050	002	91190	Century Farms Rd Bridge	F	BRDG									185	260,000		260,000														
York	2050	002	91190	Century Farms Rd Bridge	C	BRDG																			STP	100,000				100,000	12/7/23 E	
York	2051	001	106229	Miller Road Bridge	C	BRDG									581	268,626		268,626														9/30/21 E
York	2051	001	106229	Miller Road Bridge	C	BRDG			185	306,374		306,374			185	43,000		43,000														9/30/21 E
York	2077	001	91365	Stamper Road Box Culvert	R	BRDG			581	9,827		9,827																				
York	2079	004	91036	Red Lion Avenue Bridge	P	BRDG	STP	52,890	185	13,223		66,113																				9/10/20 A
York	2079	004	91036	Red Lion Avenue Bridge	F	BRDG	STU	357,108				357,108																				
York	2079	004	91036	Red Lion Avenue Bridge	F	BRDG	STP	72,996				72,996																				
York	2079	004	91036	Red Lion Avenue Bridge	+C	BRDG															STP	1,905,500								1,905,500	1/26/23 E	
York	2079	005	92562	Crossroads Ave Bridge	+F	BRDG	STP	231,750				231,750																				
York	2079	005	92562	Crossroads Ave Bridge	+U	BRDG	STP	52,000				52,000																				
York	2079	005	92562	Crossroads Ave Bridge	+R	BRDG	STP	26,000				26,000																				
York	2079	005	92562	Crossroads Ave Bridge	C	BRDG									581	352,800		352,800														5/12/22 E
York	2079	005	92562	Crossroads Ave Bridge	C	BRDG									185	247,200		247,200														5/12/22 E
York	3001	056	100207	George St over Tylers Run	P	BRDG			581	416,802		416,802																				11/16/21 E
York	3001	056	100207	George St over Tylers Run	+F	BRDG	STP	260,000				260,000																				
York	3001	056	100207	George St over Tylers Run	+U	BRDG	STP	105,000				105,000																				
York	3001	056	100207	George St over Tylers Run	+R	BRDG	STP	52,000				52,000																				
York	3001	056	100207	George St over Tylers Run	C	BRDG																	185	875,000		875,000						3/16/23 E
York	3035	001	100211	Allison Mill Road Brdg 1	F	BRDG			185	182,307		182,307																				
York	3035	001	100211	Allison Mill Road Brdg 1	C	BRDG									185	929,000		929,000														4/14/22 E
York	3054		114564	York County Low Cost Signal Improvements	P	SAMI	sHSIP	97,694				97,694																				

RPT# TIP200

Project							FFY 2021 Costs					FFY 2022 Costs					FFY 2023 Costs					FFY 2024 Costs					Milestones							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total			
York	3058	002	87523	Blue Hill Road Bridge	C	BRDG			185	295,426		295,426			185	171,000		171,000														8/25/22 E		
York	3058	002	87523	Blue Hill Road Bridge	C	BRDG									581	216,574		216,574														8/25/22 E		
York	3065	005	108933	N. George St.Ped & Bike Safety Improvements	+C	HRST	STP	11,933				11,933	STP	510,624				510,624	STU	793,020				793,020							12/16/21 E			
York	3065	005	108933	N. George St.Ped & Bike Safety Improvements	+C	HRST	NHPP	500,000				500,000	NHPP	7,000				7,000	STP	216,423				216,423							12/16/21 E			
York	3065	006	112069	George Street Resurface	+C	HRST	NHPP	2,214,000				2,214,000	NHPP	923,000				923,000													12/16/21 E			
York	3070	004	100136	Black Rock Road Bridge	+F	BRDG	STP	210,000				210,000																						
York	3070	004	100136	Black Rock Road Bridge	+U	BRDG	STP	83,000				83,000																						
York	3070	004	100136	Black Rock Road Bridge	+R	BRDG	STP	105,000				105,000																						
York	3070	004	100136	Black Rock Road Bridge	C	BRDG															185	550,000		550,000							2/2/23 E			
York	3073	003	78816	Westminster Ave Bridge	C	BRDG			581	26,250		26,250																			5/20/21 E			
York	3073	003	78816	Westminster Ave Bridge	C	BRDG			185	1,073,750		1,073,750																			5/20/21 E			
York	4014	008	81070	Harmony Grove Rd Br PM	P	BRDG			185	260,000		260,000																						
York	4014	008	81070	Harmony Grove Rd Br PM	F	BRDG															581	165,000		165,000										
York	4014	008	81070	Harmony Grove Rd Br PM	+C	BRDG																			BOF	149,280			149,280		12/7/23 E			
York	4015	008	78989	Colonial Road Bridge	+F	BRDG	STP	169,750				169,750	STP	90,250				90,250																
York	4015	008	78989	Colonial Road Bridge	R	BRDG			185	28,735		28,735																						
York	4015	008	78989	Colonial Road Bridge	C	BRDG									581	332,500		332,500														5/12/22 E		
York	4015	008	78989	Colonial Road Bridge	C	BRDG									185	937,000		937,000														5/12/22 E		
York	4045		100146	Campground Road Bridge	+P	BRDG	STP	225,000				225,000																						
York	4045		100146	Campground Road Bridge	+F	BRDG													STP	192,000				192,000										
York	7202		113518	Gipe Rd Bridge	P	BRDG	STP	48,000	183	9,000	3,000	60,000																						
York	7202		113518	Gipe Rd Bridge	F	BRDG	STP	16,000	183	3,000	1,000	20,000																						
York	7202		113518	Gipe Rd Bridge	C	BRDG	STP	3,600				3,600																						
York	7202		113518	Gipe Rd Bridge	C	BRDG	BOF	120,000	183	23,175	7,725	150,900																						
York	7205	BRG	21144	Baker Road Bridge	C	BRDG	STP	53,077				53,077																				6/10/21 E		
York	7205	BRG	21144	Baker Road Bridge	C	BRDG	BOF	943,963	183	186,945	62,315	1,193,223																				6/10/21 E		
York	7216	BRG	106552	Furnace Road Bridge	P	BRDG	STP	140,000	183	26,250	8,750	175,000																						
York	7216	BRG	106552	Furnace Road Bridge	F	BRDG	BOF	180,000	183	33,750	11,250	225,000																						
York	7216	BRG	106552	Furnace Road Bridge	U	BRDG	BOF	12,000	183	750	2,250	15,000																						
York	7216	BRG	106552	Furnace Road Bridge	R	BRDG	BOF	9,274	183	1,739	580	11,593																						
York	7216	BRG	106552	Furnace Road Bridge	C	BRDG													STP	171,441				171,441								2/9/23 E		
York	7216	BRG	106552	Furnace Road Bridge	C	BRDG													BOF	596,000	183	143,895	47,965	787,860								2/9/23 E		
York	7219	BRG	111023	Grantham Bridge Replacement	F	BRDG	BOF	247,200	183	46,350	15,450	309,000																						
York	7219	BRG	111023	Grantham Bridge Replacement	U	BRDG	BOF	42,436	183	7,725	2,575	52,736																						
York	7219	BRG	111023	Grantham Bridge Replacement	R	BRDG	BOF	41,200	183	7,725	2,575	51,500																						
York	7219	BRG	111023	Grantham Bridge Replacement	C	BRDG																			STP	831,000				831,000		12/12/24 E		
York	7219	BRG	111023	Grantham Bridge Replacement	C	BRDG																			BOF	914,000	183	327,187	109,063	1,350,250		12/12/24 E		
York	7229	BRG	106553	Detters Mill Road Bridge	P	BRDG	BOF	115,927	183	21,736	7,245	144,908																						
York	7229	BRG	106553	Detters Mill Road Bridge	F	BRDG													STP	196,780	183	36,896	12,299	245,975										
York	7229	BRG	106553	Detters Mill Road Bridge	U	BRDG													STP	5,517			5,517											
York	7229	BRG	106553	Detters Mill Road Bridge	U	BRDG													BOF	24,000	183	5,534	1,845	31,379										
York	7229	BRG	106553	Detters Mill Road Bridge	R	BRDG													STP	9,839	183	1,845	615	12,299										
York	7229	BRG	106553	Detters Mill Road Bridge	C	BRDG																			BOF	658,720	183	123,510	41,170	823,400		2/8/24 E		
York	7230	BRG	88961	Hull Dr Bridge CO#226	P	BRDG	BOF	25,600				25,600																				5/16/17 A		
York	7301	BRG	110280	College Avenue Bridge	+C	BRDG							sSTP	1,000,000				1,000,000	STU	3,417,142				3,417,142										
York	7301	BRG	110280	College Avenue Bridge	+C	BRDG	sSTP	1,000,000				1,000,000	BOF	1,256,768				1,256,768	STP	2,394,900				2,394,900										
Totals for: York								22,557,923		11,643,000	124,715	34,325,638		23,333,279		13,478,000		36,811,279		23,259,142		13,542,000	62,724	36,863,866		22,427,142		13,865,000	150,233	36,442,375	144,443,158			
Overall Totals:								22,557,923		11,643,000	124,715	34,325,638		23,333,279		13,478,000		36,811,279		23,259,142		13,542,000	62,724	36,863,866		22,427,142		13,865,000	150,233	36,442,375	144,443,158			

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

York

PennDOT Project Id: 20652

Project Administrator: PENNDOT

Title: Camp Betty Washington

Improvement Type: Safety Improvement

State Route: 2005

Municipality: York (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/12/23

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: State Route 2005 (Camp Betty Washington Road) from State Route 2002 (Springwood Road) to PA 124 , Springettsbury and York Townships

Project Description: This project consists of resurface and safety improvements on State Route 2005 (Camp Betty Washington Road) from State Route 2002 (Springwood Road) to PA 124 in Springettsbury and York Townships, York County. No Additional Lanes. The safety improvements that will be evaluated are laying back slopes and/or trimming trees to improve sight distance, and a signal at Chestnut Hill Road.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STU	\$310	\$0	\$0	\$0	\$0	\$0
Utility	STU	\$54	\$0	\$0	\$0	\$0	\$0
Right of Way	STU	\$160	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$2,114	\$1,000	\$0
Construction	STU	\$0	\$0	\$0	\$2,622	\$0	\$0
Federal:		\$524	\$0	\$0	\$4736	\$1000	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$524	\$0	\$0	\$4,736	\$1,000	\$0
Total FFY 2021-2032 Cost		\$6,260					

PennDOT Project Id: 21144

Project Administrator: PENNDOT

Title: Baker Road Bridge

Improvement Type: Bridge Rehabilitation

State Route: 7205

Municipality: Dover (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/10/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Baker Road over Little Conewago Creek, Dover Township,

Project Description: This projects consists of the bridge replacement on Baker Road over Little Conewago Creek in Dover Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	BOF	\$944	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$53	\$0	\$0	\$0	\$0	\$0
Construction	183	\$187	\$0	\$0	\$0	\$0	\$0
Construction	LOC	\$62	\$0	\$0	\$0	\$0	\$0
Federal:		\$997	\$0	\$0	\$0	\$0	\$0
State:		\$187	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$62	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,246	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,246					

PennDOT Project Id: 61326

Project Administrator: PennDOT

Improvement Type: Shoulder Improvement

Municipality: Jackson (TWP)

Title: US 30/Big Mount Rd Safety Improvements

State Route: 30

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/14/23

Actual Construction Bid Date:

Location: Intersection of Route 30 and Big Mount Road in Jackson Township

Project Description: The project consists of improvement to address the safety concerns. The approved concept will include realigning the intersection; improve sight distance; and includes signage and pavement markings, but does not include a signal (not warranted) or a roundabout at this time. In addition, the realignment of the intersection should be designed to accommodate a roundabout in the future if needed in Jackson Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	HSIP	\$0	\$200	\$0	\$0	\$0	\$0
Construction	HSIP	\$0	\$0	\$1,055	\$21	\$1,300	\$0
Federal:		\$0	\$200	\$1,055	\$21	\$1,300	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$200	\$1,055	\$21	\$1,300	\$0
Total FFY 2021-2032 Cost		\$2,576					

PennDOT Project Id: 63121

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: East Hopewell (TWP)

Title: Blue Ball Road Bridge

State Route: 2038

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/22/24

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2038 (Blue Ball Rd) over South Branch Muddy Creek, Fawn, East Hopewell Twps

Project Description: This project consists of a bridge replacement on SR 2038 (Blue Ball Road) over South Branch of Muddy Creek in Fawn and East Hopewell Townships, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$0	\$215	\$0	\$0	\$0	\$0
Utility	581	\$0	\$6	\$0	\$0	\$0	\$0
Right of Way	581	\$0	\$25	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$0	\$761	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$246	\$0	\$761	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$246	\$0	\$761	\$0	\$0
Total FFY 2021-2032 Cost		\$1,007					

PennDOT Project Id: 78816

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Penn (TWP)

Title: Westminster Ave Bridge

State Route: 3073

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/20/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 3073 (Westminster Avenue) over Indian Run, Penn Township

Project Description: The project consists of a bridge replacement on SR 3073 (Westminster Avenue) over Indian Run in Penn Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$0	\$1,100	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$1100	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$1,100	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,100					

PennDOT Project Id: 78844

Project Administrator: PennDOT

Title: York Road Bridge

Improvement Type: Bridge Preservation Activities

State Route: 116

Municipality: North Codorus (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/11/22

Air Quality Exempt Reason: \$19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 116 Over Trib of Codorus Creek, North Codorus Twp

Project Description: This project consists of the bridge preservation on PA 116 (York Road) over a Tributary to Codorus Creek in North Codorus Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$105	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$0	\$796	\$0	\$0	\$0	\$0
	Federal:	\$0	\$796	\$0	\$0	\$0	\$0
	State:	\$105	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$105	\$796	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$901					

PennDOT Project Id: 78846

Project Administrator: PennDOT

Title: SR 177 Over Beaver Creek

Improvement Type: Bridge Rehabilitation

State Route: 177

Municipality: Warrington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/29/21

Air Quality Exempt Reason: \$19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 177 Over Beaver Creek and Pinchot Lake, Warrington Twp

Project Description: This project consists of the bridge rehabilitation on SR 177 over Beaver Creek and Pinchot Lake in Warrington Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STP	\$260	\$0	\$0	\$0	\$0	\$0
Utility	STP	\$52	\$0	\$0	\$0	\$0	\$0
Right of Way	STP	\$16	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$979	\$0	\$0	\$0	\$0	\$0
	Federal:	\$1307	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,307	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,307					

PennDOT Project Id: 78887

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Conewago (TWP)

Title: SR 1013 over Conewago Crk

State Route: 1013

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/25/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 1013 over Conewago Crk, Newberry twp

Project Description: This project consists of the bridge rehabilitation on State Route 1013 over the Conewago Creek in Newberry Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$36	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$70	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$623	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$1,499	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$106	\$623	\$1499	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$106	\$623	\$1,499	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$2,228					

PennDOT Project Id: 78888

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: East Manchester (TWP)

Title: Wago Road Bridge

State Route: 1019

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 7/15/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 1019 Over Diversion Channel, East Manchester Twp

Project Description: This project consists of the bridge rehabilitation on State Route 1019 (Wago Road) over a Diversion Channel in East Manchester and Newberry Townships, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	\$12	\$0	\$0	\$0	\$0	\$0
Construction	STU	\$2,419	\$0	\$0	\$0	\$0	\$0
Construction	185	\$608	\$0	\$0	\$0	\$0	\$0
Federal:		\$2431	\$0	\$0	\$0	\$0	\$0
State:		\$608	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$3,039	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$3,039					

PennDOT Project Id: 78901

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Chanceford (TWP)

Title: Old Forge Road Bridge

State Route: 2048

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/2/23

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2048 (Old Forge Rd) over Branch of Muddy Creek, Chanceford Twp

Project Description: This project consists of the bridge replacement on State Route 2048 (Old Forge Road) over branch of Muddy Creek in Chanceford Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$250	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$1,102	\$0	\$0	\$0
Federal:		\$0	\$0	\$1102	\$0	\$0	\$0
State:		\$250	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$250	\$0	\$1,102	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,352					

PennDOT Project Id: 78989

Project Administrator: PennDOT

Title: Colonial Road Bridge

Improvement Type: Bridge Preservation Activities

State Route: 4015

Municipality: Dover (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/12/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 4015 over Davidsburg Run, Dover Twp

Project Description: This project consists of the bridge preservation on State Route 4015 (Colonial Road) over Davidsburg Run in Dover Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STP	\$170	\$90	\$0	\$0	\$0	\$0
Right of Way	185	\$29	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$937	\$0	\$0	\$0	\$0
Construction	581	\$0	\$333	\$0	\$0	\$0	\$0
Federal:		\$170	\$90	\$0	\$0	\$0	\$0
State:		\$29	\$1270	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$199	\$1,360	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,559					

PennDOT Project Id: 81070

Project Administrator: PennDOT

Title: Harmony Grove Rd Br PM

Improvement Type: Bridge Preservation Activities

State Route: 4014

Municipality: Dover (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/7/23

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 4014, Harmony Groove Rd. over Conewago Creek. Dover and Warrington Twps.

Project Description: This project consists of the rehabilitation/replacement on SR 4014 (Harmony Grove Road) over Conewago Creek in Dover and Warrington Townships, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	185	\$260	\$0	\$0	\$0	\$0	\$0
Final Design	581	\$0	\$0	\$165	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$149	\$2,731	\$0
Federal:		\$0	\$0	\$0	\$149	\$2731	\$0
State:		\$260	\$0	\$165	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$260	\$0	\$165	\$149	\$2,731	\$0
Total FFY 2021-2032 Cost		\$3,305					

PennDOT Project Id: 82376

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: SRTP Rideshare Program
State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: A1 - Cont. ride-shrmg & van-pool prom. at cur lvls

Actual Construction Bid Date:

Location: York MPO Area

Project Description: This item provides funding for ridesharing, vanpooling programs, and transit coordination in York County Metropolitan Planning Organization Area.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	CAQ	\$293	\$296	\$299	\$302	\$0	\$0
Federal:		\$293	\$296	\$299	\$302	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$293	\$296	\$299	\$302	\$0	\$0
Total FFY 2021-2032 Cost		\$1,190					

PennDOT Project Id: 87523

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Manheim (TWP)

Title: Blue Hill Road Bridge
State Route: 3058

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 8/25/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 3058 (Blue Hill Road) over Gunpowder Falls Creek, Manheim Township

Project Description: This project consists of the bridge replacement on SR 3058 (Blue Hill Road) over Gunpowder Falls Creek in Manheim Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$0	\$0	\$575	\$108	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$575	\$108	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$575	\$108	\$0	\$0
Total FFY 2021-2032 Cost		\$683					

PennDOT Project Id: 87598

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Franklin (TWP)

Title: Trib Bermudian Cr Br 2

State Route: 194

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/11/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: PA 194 over a Tributary to Bermudian Creek , Franklin Township

Project Description: This project consists of the bridge replacement on PA 194 over a Tributary to Bermudian Creek in Franklin Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$905	\$0	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$905	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$905	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$905					

PennDOT Project Id: 87697

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: York (TWP)

Title: Springwood Road Bridge ovr Stony Crk

State Route: 2002

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/2/23

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2002 (Springwood Road) over branch of Stony Creek, York Township

Project Description: This project consists of a bridge replacement on State Route 2002 (Springwood Road) over branch of Stony Creek in York Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$75	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$40	\$0	\$0
Construction	581	\$0	\$0	\$400	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$75	\$0	\$400	\$40	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$75	\$0	\$400	\$40	\$0	\$0
Total FFY 2021-2032 Cost		\$515					

PennDOT Project Id: 87946

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: Bridge Reserve

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: York County

Project Description: This Bridge Reserve Line Item was created to provide extra funding where needed for projects in the York area that qualify for the following fund types:

- STP (Surface Transportation Program) - This is a formula-based distribution based on the region's bridge and highway needs on federal aid routes not on the National Highway System.
- BOF - This funding is reserved for federal aid bridges not on the National Highway System.
- 185 - This is state funding for state-owned bridges.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	BOF	\$0	\$455	\$0	\$0	\$3,444	\$6,888
Construction	185	\$0	\$0	\$0	\$0	\$1,082	\$0
Federal:		\$0	\$455	\$0	\$0	\$3444	\$6888
State:		\$0	\$0	\$0	\$0	\$1082	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$455	\$0	\$0	\$4,526	\$6,888
Total FFY 2021-2032 Cost		\$11,869					

PennDOT Project Id: 87957

Project Administrator: PennDOT

Title: Congestion Mitigation Implementation

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: York County

Project Description: Congestion Mitigation and Air Quality (CMAQ) Reserve Line Item for York County. Federal CMAQ funds are eligible to use on projects that improve air quality.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	CAQ	\$2,831	\$2,389	\$3,203	\$1,542	\$16,008	\$16,006
Federal:		\$2831	\$2389	\$3203	\$1542	\$16008	\$16006
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$2,831	\$2,389	\$3,203	\$1,542	\$16,008	\$16,006
Total FFY 2021-2032 Cost		\$41,979					

PennDOT Project Id: 87958

Project Administrator: PennDOT

Title: Delivery/Consult Assist

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: X5 - Engr to assess effects of actn or alts to the actn

Actual Construction Bid Date:

Location: York County

Project Description: Delivery/Consultant Assistance Reserve Line Item for York County. These funds are used for consultant services to aid the district in expediting delivery of projects.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$800	\$800	\$600	\$600	\$0	\$0
Construction	581	\$400	\$400	\$250	\$250	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$1200	\$1200	\$850	\$850	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$1,200	\$1,200	\$850	\$850	\$0	\$0
Total FFY 2021-2032 Cost		\$4,100					

PennDOT Project Id: 87960

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: TAP Line Item

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: X12 - Trns ehnc acts (except rehab, opr. of hist. trans)

Actual Construction Bid Date:

Location: York County

Project Description: Transportation Alternatives Program Reserve for York County. Transportation alternatives projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, create trails projects that serve a transportation purpose, while promoting safety and mobility.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	TAU	\$243	\$52	\$243	\$243	\$972	\$970
	Federal:	\$243	\$52	\$243	\$243	\$972	\$970
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$243	\$52	\$243	\$243	\$972	\$970
Total FFY 2021-2032 Cost		\$2,723					

PennDOT Project Id: 88951

Project Administrator: PennDOT
Improvement Type: Restoration
Municipality: West Manchester (TWP)

Title: US30: PA74 to N George St

State Route: 30

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/4/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: US 30 from US 30 over Willis Run to PA 181, Manchester Township West Manchester Township, York City, York County

Project Description: This project consists of highway Rrstoration on Lincoln Highway (US 30) from Lincoln Highway over Willis Run to George Street (PA 181) in Manchester Township, West Manchester Township, York City, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$1,469	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$4,559	\$0	\$0	\$0	\$0
Construction	STU	\$357	\$4,543	\$0	\$0	\$0	\$0
	Federal:	\$357	\$10571	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$357	\$10,571	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$10,928					

PennDOT Project Id: 90321

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Codorus (TWP)

Title: Pierceville Run Tributary-C

State Route: 216

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/28/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: PA 216 (Sticks Road) over tributary to Pierceville Run, Codorus Township

Project Description: This project consists of a bridge replacement on PA 216 (Sticks Road) over tributary to Pierceville Run in Codorus Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$804	\$0	\$0	\$0	\$0	\$0
Construction	581	\$20	\$0	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$824	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$824	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$824					

PennDOT Project Id: 91031

Project Administrator: PennDOT

Title: Canal Road Ext Bridge

Improvement Type: Bridge Replacement

State Route: 921

Municipality: Conewago (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: PA 921 (Canal Road) over Little Conewago Creek, Manchester and Conewago Townships

Project Description: This project consists of a bridge replacement on PA 921 (Canal Road) over Little Conewago Creek in Manchester and Conewago Townships, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$1,641	\$0	\$0	\$0	\$0	\$0
Construction	581	\$2,359	\$0	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$4000	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$4,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$4,000					

PennDOT Project Id: 91036

Project Administrator: PennDOT

Title: Red Lion Avenue Bridge

Improvement Type: Bridge Replacement

State Route: 2079

Municipality: Felton (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/9/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2079 (Red Lion Avenue) over Muddy Creek North Branch, Felton Borough

Project Description: This project consists of a bridge replacement on State Route 2079 (Red Lion Avenue) over Muddy Creek North Branch in Felton Borough, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	STP	\$1,906	\$0	\$0	\$0	\$0	\$0
Federal:		\$1906	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,906	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,906					

PennDOT Project Id: 91070

Project Administrator: PennDOT

Title: Lewisbury Road Resurface

Improvement Type: Resurface

State Route: 114

Municipality: Fairview (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/10/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: PA 114 (Lewisbury Road) from PA 382 to SR 1001 (Poplar Road), Fairview Twp

Project Description: This project consists of the resurface on PA 114 (Lewisbury Road) from PA 382 to SR 1001 (Poplar Road) in Fairview Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$0	\$3,365	\$349	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$3365	\$349	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$3,365	\$349	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$3,714					

PennDOT Project Id: 91190

Project Administrator: PennDOT

Title: Century Farms Rd Bridge

Improvement Type: Bridge Replacement

State Route: 2050

Municipality: Chanceford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/7/23

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2050 (Century Farms Road) over Muddy Creek, Chanceford Township

Project Description: This project consists of a bridge replacement on State Route 2050 (Century Farms Road) over Muddy Creek in Chanceford Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$260	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$0	\$2,300	\$0	\$0
	Federal:	\$0	\$0	\$0	\$2300	\$0	\$0
	State:	\$260	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$260	\$0	\$0	\$2,300	\$0	\$0
Total FFY 2021-2032 Cost		\$2,560					

PennDOT Project Id: 91359

Project Administrator: PennDOT

Title: Springwood Road Bridge ovr Trib Mill Creek

Improvement Type: Bridge Replacement

State Route: 2002

Municipality: York (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/24/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2002 (Springwood Road) over Tributary to Mill Creek, York Township

Project Description: This project consists of a bridge replacement on State Route 2002 (Springwood Road) over Tributary to Mill Creek in York Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	185	\$130	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$700	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$130	\$700	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$130	\$700	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$830					

PennDOT Project Id: 92562

Project Administrator: PennDOT

Title: Crossroads Ave Bridge

Improvement Type: Bridge Replacement

State Route: 2079

Municipality: Felton (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/12/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2079 (Crossroads Ave) over tributary to Muddy Creek, Felton Boro

Project Description: This project consists of a bridge replacement on State Route 2079 (Crossroads Avenue) bridge over tributary to Muddy Creek in Felton Borough, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STP	\$232	\$0	\$0	\$0	\$0	\$0
Utility	STP	\$52	\$0	\$0	\$0	\$0	\$0
Right of Way	STP	\$26	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$247	\$0	\$0	\$0	\$0
Construction	581	\$0	\$353	\$0	\$0	\$0	\$0
Federal:		\$310	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$600	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$310	\$600	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$910					

PennDOT Project Id: 92923

Project Administrator: PennDOT

Title: Blue-Gray Highway Reconstruction

Improvement Type: Reconstruct

State Route: 15

Municipality: Carroll (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 6/1/26

Actual Construction Bid Date:

Location: US-15 from Range End/Golf Course Road north into Cumberland County. Carroll Twp, Dillsburg Borough and Upper Allen Twp.

Project Description: This project consists of US Route 15 reconstruction from Range End Road/Golf Course Road north into Cumberland County. Work also includes the replacement of bridge over Yellow Breeches Creek in Carroll Township, Dillsburg Borough in York County and Upper Allen Township, Cumberland County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$0	\$0	\$2,265	\$6,035	\$0	\$0
Utility	STP	\$0	\$0	\$2,297	\$203	\$0	\$0
Right of Way	NHPP	\$0	\$0	\$3,884	\$2,316	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$7,088	\$5,128
Construction	STP	\$0	\$0	\$0	\$0	\$19,792	\$0
Construction	STU	\$0	\$0	\$0	\$0	\$6,750	\$12,910
Construction	185	\$0	\$0	\$0	\$1,628	\$1,278	\$0
Construction	581	\$0	\$0	\$0	\$536	\$7,284	\$9,583
Federal:		\$0	\$0	\$6181	\$2519	\$33630	\$18038
State:		\$0	\$0	\$2265	\$8199	\$8562	\$9583
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$8,446	\$10,718	\$42,192	\$27,621
Total FFY 2021-2032 Cost		\$88,977					

PennDOT Project Id: 95098

Project Administrator: PennDOT

Title: US 15 Crossing Study

Improvement Type: Transportation Study

State Route: 15

Municipality: Franklin (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/1/25

Air Quality Exempt Reason: X1 - Actvty's not leading to constr. (plan & tech study)

Actual Construction Bid Date:

Location: US 15 in Franklin Township, York County

Project Description: This project consists of the implementation of US Route 15 crossing study for US Route 15 in Franklin Township, York County. This project will coordinate with MPMS 106669 on the Adams TIP.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STU	\$0	\$0	\$922	\$2,078	\$0	\$0
Final Design	STU	\$0	\$0	\$0	\$0	\$2,500	\$0
Utility	NHPP	\$0	\$0	\$0	\$0	\$100	\$0
Right of Way	NHPP	\$0	\$0	\$0	\$0	\$500	\$0
Construction	STU	\$0	\$0	\$0	\$0	\$4,700	\$0
Federal:		\$0	\$0	\$922	\$2078	\$7800	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$922	\$2,078	\$7,800	\$0
Total FFY 2021-2032 Cost		\$10,800					

PennDOT Project Id: 95325

Project Administrator: PennDOT

Title: Rabbitransit Bus Replacment

Improvement Type: Transit System Improvement

State Route: 0

Municipality: York (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: M10 - Purch new buses & cars for rplcmnt or mnr expan.

Actual Construction Bid Date:

Location: Rabbitransit, York County

Project Description: Purchase bus replacements for Rabbitransit in York County.

- 2019: 2 vans, 5 buses.
- 2020: 5 vans, 1 bus.
- 2021: 1 bus.
- 2022: 1 bus.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	CAQ	\$293	\$817	\$0	\$1,658	\$0	\$0
	Federal:	\$293	\$817	\$0	\$1658	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$293	\$817	\$0	\$1,658	\$0	\$0
Total FFY 2021-2032 Cost		\$2,768					

PennDOT Project Id: 95357

Project Administrator: PennDOT

Title: CMP Signal Timing

Improvement Type: Existing Signal Improvement

State Route: 0

Municipality: York (CITY)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: 15 corridors and 10 intersections, Various SR's in York County

Project Description: The project is geared to help local municipalities with traffic signal improvements through upgrades to existing signal equipment, optimizing traffic signal timing, and improved traffic signal maintenance and coordination. Improvements will be based on the annual Congestion Management Process (CMP) Report.
 Penn Township-Baltimore St./Grandview Plaza Drvwy./Meadow La., Baltimore Street/ Grandview Rd., Baltimore St./Wirt Ave., Blooming Grove Rd./Grandview Rd., Grandview Rd./Black Rock Rd.
 Dover Township- East Berlin Rd./South Salem Church Rd.,
 Manchester Township- Church Rd./Stillmeadow Rd., Church Rd./Greenbriar Rd. (2 Ints.), North George St./Emig Rd., North George St./Aberdeen Rd./Fire Dept Drvwy., N. George St./Lightner Rd./I-83, Exit 22, SB Ramps (C & D), Susquehanna Tr./Gwen Dr./Lightner Rd., Susquehanna Tr./Heidelberg Ave., Susquehanna Tr./Stillmeadow Rd.
 Newberry Township- Old Trail Road/I-83, Exit 32 NB Ramps (C & D)/Pines Rd., Old Trail Road/I-83, Exit 32 SB On and Off Ramps
 West Manchester Township- West Market St./Baker Rd./Trinity Rd., Lincoln Hwy./South Salem Church Rd./Hanover Rd., West Market St./Hokes Mill Rd./Commercial Drvy.
 Dillsburg Borough-Baltimore St./E. Baltimore St./Harrisburg St./E. Harrisburg St.
 New Salem Borough-Main St./George St.
 Wrightsville Borough-Hellam St./Cool Creek Rd./9th St.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	CAQ	\$500	\$500	\$500	\$500	\$0	\$0
	Federal:	\$500	\$500	\$500	\$500	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$500	\$500	\$500	\$500	\$0	\$0
Total FFY 2021-2032 Cost		\$2,000					

PennDOT Project Id: 100136

Project Administrator: PennDOT

Title: Black Rock Road Bridge

Improvement Type: Bridge Replacement

State Route: 3070

Municipality: West Manheim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/2/23

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: State Route 3070 (Black Rock Road) over Tributary of West Branch Codorus Creek in West Manheim Township

Project Description: This project consists of a bridge replacement on State Route 3070 (Black Rock Road) over Tributary of West Branch Codorus Creek in West Manheim Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STP	\$210	\$0	\$0	\$0	\$0	\$0
Utility	STP	\$83	\$0	\$0	\$0	\$0	\$0
Right of Way	STP	\$105	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$550	\$0	\$0	\$0
Federal:		\$398	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$550	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$398	\$0	\$550	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$948					

PennDOT Project Id: 100146

Project Administrator: PennDOT

Title: Campground Road Bridge

Improvement Type: Bridge Improvement

State Route: 4045

Municipality: Carroll (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/12/24

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: State Route 4045 (Campground Road) over Dogwood Run in Carroll Township,

Project Description: This project may consist of a bridge repair/replacement on State Route 4045 (Campground Road) over Dogwood Run in Carroll Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$225	\$0	\$0	\$0	\$0	\$0
Final Design	STP	\$0	\$0	\$192	\$0	\$0	\$0
Construction	185	\$0	\$0	\$0	\$1,345	\$0	\$0
Federal:		\$225	\$0	\$192	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$1345	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$225	\$0	\$192	\$1,345	\$0	\$0
Total FFY 2021-2032 Cost		\$1,762					

PennDOT Project Id: 100151

Project Administrator: PennDOT

Title: Carlisle Road Bridge

Improvement Type: Bridge Preservation Activities

State Route: 74

Municipality: Warrington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/3/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: PA 74 (Carlisle Road) over Conewago Creek in Dover and Warrington Township,

Project Description: This project consists of the bridge preservation on PA 74 (Carlisle Road) over Conewago Creek in Dover and Warrington Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STP	\$260	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$1,875	\$490	\$0	\$0
Federal:		\$260	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$1875	\$490	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$260	\$0	\$1,875	\$490	\$0	\$0
Total FFY 2021-2032 Cost		\$2,625					

PennDOT Project Id: 100207

Project Administrator: PennDOT

Title: George St over Tylers Run

Improvement Type: Bridge Replacement

State Route: 3001

Municipality: York (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/16/23

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: State Route 3001 (George Street) over Tyler's Run in York Township,

Project Description: This project consists of the bridge replacement on State Route 3001 (George Street) over Tyler's Run in York Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STP	\$260	\$0	\$0	\$0	\$0	\$0
Utility	STP	\$105	\$0	\$0	\$0	\$0	\$0
Right of Way	STP	\$52	\$0	\$0	\$0	\$0	\$0
Construction	185	\$0	\$0	\$875	\$0	\$0	\$0
Federal:		\$417	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$875	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$417	\$0	\$875	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,292					

PennDOT Project Id: 100211

Project Administrator: PennDOT

Title: Allison Mill Road Brdg 1

Improvement Type: Bridge Replacement

State Route: 3035

Municipality: Manheim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 4/14/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: State Route 3035 (Allison Mill Road) over Long Run in Manheim Township,

Project Description: This project consists of the bridge replacement on State Route 3035 (Allison Mill Road) over Long Run in Manheim Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$0	\$0	\$929	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$929	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$929	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$929					

PennDOT Project Id: 102398

Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality:

Title: Implementation of I-83 Study Reserve

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: SDX - Resulting prjct which is likely to be exempt

Actual Construction Bid Date:

Location: To be determined, York County

Project Description: The projects that result will be from the I-83: Exits 24 to 28 Study (MPMS 100235) in East Manchester Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$0	\$0	\$0	\$972	\$0	\$0
Construction	STU	\$800	\$0	\$207	\$639	\$4,700	\$5,889
Construction	581	\$0	\$0	\$793	\$0	\$0	\$0
Federal:		\$800	\$0	\$207	\$1611	\$4700	\$5889
State:		\$0	\$0	\$793	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$800	\$0	\$1,000	\$1,611	\$4,700	\$5,889
Total FFY 2021-2032 Cost		\$14,000					

PennDOT Project Id: 105013

Project Administrator: PennDOT
Improvement Type: Bicycle Facilities/Services
Municipality: York (CITY)

Title: Heritage Trl N Ext Ph 4

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/28/21

Air Quality Exempt Reason: X12 - Trns enhnc acts (except rehab, opr. of hist. trans)

Actual Construction Bid Date:

Location: West Philadelphia Street to North George Street (SR3065) at Hamilton Avenue, York City

Project Description: This project consists of the enhancement to the 2030 Bicycle Network on West Philadelphia Street to North George Street (SR3065) at Hamilton Avenue in the York City, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	TAP	\$507	\$500	\$0	\$0	\$0	\$0
Federal:		\$507	\$500	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$507	\$500	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,007					

PennDOT Project Id: 106229

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Peach Bottom (TWP)

Title: Miller Road Bridge

State Route: 2051

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/10/21

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 2051 (Miller Road) over Neill Run, Peach Bottom Township

Project Description: This project consists of the bridge replacement on State Route 2051 (Miller Road) over Neill Run in Peach Bottom Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$306	\$43	\$0	\$0	\$0	\$0
Construction	581	\$269	\$0	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$575	\$43	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$575	\$43	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$618					

PennDOT Project Id: 106230

Project Administrator: PennDOT

Title: Bryansville Road Bridge

Improvement Type: Bridge Replacement

State Route: 851

Municipality: Peach Bottom (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/17/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 851 (Bryansville Road) over Scott Creek, Peach Bottom Township

Project Description: This project consists of the bridge replacement on State Route 851 (Bryansville Road) over Scott Creek in Peach Bottom Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	185	\$0	\$800	\$0	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$800	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$0	\$800	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$800					

PennDOT Project Id: 106542

Project Administrator: PennDOT

Title: HSIP Line Item

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: York County

Project Description: York Metropolitan Planning Organization's federal Highway Safety Improvement Program (HSIP) Reserve Line Item. These funds will be used for eligible projects on an approved list provided by the District.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	HSIP	\$2,060	\$2,185	\$670	\$0	\$8,240	\$9,541
Federal:		\$2060	\$2185	\$670	\$0	\$8240	\$9541
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		2021	2022	2023	2024	2025 - 2028	2029 - 2032
		\$2,060	\$2,185	\$670	\$0	\$8,240	\$9,541
Total FFY 2021-2032 Cost		\$22,696					

PennDOT Project Id: 106552

Project Administrator: PennDOT

Title: Furnace Road Bridge

Improvement Type: Bridge Improvement

State Route: 7216

Municipality: Lower Windsor (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/9/23

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Furnace Road over Cabin Creek, Lower Windsor Township

Project Description: This project consists of bridge improvements on Furnace Road over Cabin Creek in Lower Windsor Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	BOF	\$180	\$0	\$0	\$0	\$0	\$0
Final Design	183	\$34	\$0	\$0	\$0	\$0	\$0
Final Design	LOC	\$11	\$0	\$0	\$0	\$0	\$0
Utility	BOF	\$12	\$0	\$0	\$0	\$0	\$0
Utility	183	\$1	\$0	\$0	\$0	\$0	\$0
Utility	LOC	\$2	\$0	\$0	\$0	\$0	\$0
Right of Way	BOF	\$9	\$0	\$0	\$0	\$0	\$0
Right of Way	183	\$2	\$0	\$0	\$0	\$0	\$0
Right of Way	LOC	\$1	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$596	\$0	\$0	\$0
Construction	STP	\$0	\$0	\$171	\$0	\$0	\$0
Construction	183	\$0	\$0	\$144	\$0	\$0	\$0
Construction	LOC	\$0	\$0	\$48	\$0	\$0	\$0
Federal:		\$201	\$0	\$767	\$0	\$0	\$0
State:		\$37	\$0	\$144	\$0	\$0	\$0
Local/Other:		\$14	\$0	\$48	\$0	\$0	\$0
Period Totals:		\$252	\$0	\$959	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$1,211					

PennDOT Project Id: 106553

Project Administrator: PennDOT

Title: Detters Mill Road Bridge

Improvement Type: Bridge Replacement

State Route: 7229

Municipality: Warrington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 2/8/24

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Detters Mill Road over Tributary to Conewago Creek, Warrington Township

Project Description: This project consists of the bridge repair/replacement on Detters Mill Road over Tributary to Conewago Creek in Warrington Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	BOF	\$116	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	183	\$22	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	LOC	\$7	\$0	\$0	\$0	\$0	\$0
Final Design	STP	\$0	\$0	\$197	\$0	\$0	\$0
Final Design	183	\$0	\$0	\$37	\$0	\$0	\$0
Final Design	LOC	\$0	\$0	\$12	\$0	\$0	\$0
Utility	BOF	\$0	\$0	\$24	\$0	\$0	\$0
Utility	STP	\$0	\$0	\$6	\$0	\$0	\$0
Utility	183	\$0	\$0	\$6	\$0	\$0	\$0
Utility	LOC	\$0	\$0	\$2	\$0	\$0	\$0
Right of Way	STP	\$0	\$0	\$10	\$0	\$0	\$0
Right of Way	183	\$0	\$0	\$2	\$0	\$0	\$0
Right of Way	LOC	\$0	\$0	\$1	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$659	\$0	\$0
Construction	183	\$0	\$0	\$0	\$124	\$0	\$0
Construction	LOC	\$0	\$0	\$0	\$41	\$0	\$0
Federal:		\$116	\$0	\$237	\$659	\$0	\$0
State:		\$22	\$0	\$45	\$124	\$0	\$0
Local/Other:		\$7	\$0	\$15	\$41	\$0	\$0
Period Totals:		\$145	\$0	\$297	\$824	\$0	\$0
Total FFY 2021-2032 Cost		\$1,266					

PennDOT Project Id: 107873

Project Administrator: PennDOT

Title: York Connects Assistance

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: X1 - Actvty not leading to constr. (plan & tech study)

Actual Construction Bid Date:

Location: York

Project Description: This item provides funds for PennDOT Connects assistance for York County with the facilitation of communication between municipalities, PennDOT, and the York County MPO.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	581	\$0	\$0	\$50	\$0	\$0	\$0
Federal:		\$0	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$50	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$0	\$50	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$50					

PennDOT Project Id: 108743

Project Administrator: PennDOT

Title: Baltimore Pike

Improvement Type: Pavement Preservation

State Route: 194

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/7/21

Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation

Actual Construction Bid Date:

Location: PA-194 from Creek Rd to Franklintown, Franklin & Washington Townships

Project Description: This project consists of the resurfacing on SR 194 from Creek Road to Franklintown in Franklin and Washington Townships, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	581	\$1,974	\$2,273	\$0	\$0	\$0	\$0
	Federal:	\$0	\$0	\$0	\$0	\$0	\$0
	State:	\$1974	\$2273	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,974	\$2,273	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$4,247					

PennDOT Project Id: 108933

Project Administrator: PennDOT

Title: N. George St.Ped & Bike Safety Improvements

Improvement Type: Pedestrian Facilities

State Route: 3065

Municipality: York (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/25/21

Air Quality Exempt Reason: A2 - Bicycle and pedestrian facilities

Actual Construction Bid Date:

Location: George Street from North St. to Dewey Avenue; , York City; North York Borough

Project Description: This project consists of the resurfacing from 200' south of North Street and the limits of North George Street Resurface (MPMS 112069) to the project limits of the George Street Improvements project (MPMS 86887) near the intersection of Rathton Road. Work will also include the reassign lane configuration in the southbound direction to provide left turn lanes for northbound and southbound traffic at various spots in the City of York, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$500	\$7	\$0	\$0	\$0	\$0
Construction	STP	\$523	\$0	\$216	\$0	\$0	\$0
Construction	STU	\$0	\$0	\$793	\$0	\$0	\$0
	Federal:	\$1023	\$7	\$1009	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,023	\$7	\$1,009	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$2,039					

PennDOT Project Id: 110280

Project Administrator: PennDOT

Title: College Avenue Bridge

Improvement Type: Bridge Replacement

State Route: 7301

Municipality: York (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: West College Avenue over Codorus Creek, York City

Project Description: This project consists of a bridge replacement on West College Avenue over Codorus Creek in York City, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	BOF	\$0	\$1,257	\$0	\$0	\$0	\$0
Construction	STP	\$1,000	\$1,000	\$2,395	\$0	\$0	\$0
Construction	STU	\$0	\$0	\$3,417	\$0	\$0	\$0
	Federal:	\$1000	\$2257	\$5812	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$1,000	\$2,257	\$5,812	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$9,069					

PennDOT Project Id: 110480

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: Wrightsville (BORO)

Title: PA462 and PA624 Intersection

State Route: 462

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/6/22

Actual Construction Bid Date:

Location: Intersection of SR 462 and SR 624 (Hellam Street), Wrightsville Borough

Project Description: This project consists of intersection improvements at SR 462 and SR 624 (Hellam Street) in Wrightsville Borough, York County. This project will be evaluated for signal improvements, reconfiguration and a potential roundabout.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	STU	\$260	\$0	\$0	\$0	\$0	\$0
Construction	581	\$0	\$0	\$1,379	\$1,621	\$0	\$0
Federal:		\$260	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$1379	\$1621	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$260	\$0	\$1,379	\$1,621	\$0	\$0
Total FFY 2021-2032 Cost		\$3,260					

PennDOT Project Id: 111023

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Monaghan (TWP)

Title: Grantham Bridge Replacement

State Route: 7219

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 12/12/24

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: North Grantham Road over Yellow Breeches Creek, Monaghan Township

Project Description: This project consists of a bridge replacement on North Grantham Road over Yellow Breeches Creek in Monaghan Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	BOF	\$247	\$0	\$0	\$0	\$0	\$0
Final Design	183	\$46	\$0	\$0	\$0	\$0	\$0
Final Design	LOC	\$15	\$0	\$0	\$0	\$0	\$0
Utility	BOF	\$42	\$0	\$0	\$0	\$0	\$0
Utility	183	\$8	\$0	\$0	\$0	\$0	\$0
Utility	LOC	\$3	\$0	\$0	\$0	\$0	\$0
Right of Way	BOF	\$41	\$0	\$0	\$0	\$0	\$0
Right of Way	183	\$8	\$0	\$0	\$0	\$0	\$0
Right of Way	LOC	\$3	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$0	\$0	\$0	\$914	\$713	\$0
Construction	STP	\$0	\$0	\$0	\$831	\$0	\$0
Construction	183	\$0	\$0	\$0	\$327	\$134	\$0
Construction	LOC	\$0	\$0	\$0	\$109	\$45	\$0
Federal:		\$330	\$0	\$0	\$1745	\$713	\$0
State:		\$62	\$0	\$0	\$327	\$134	\$0
Local/Other:		\$21	\$0	\$0	\$109	\$45	\$0
Period Totals:		\$413	\$0	\$0	\$2,181	\$892	\$0
Total FFY 2021-2032 Cost		\$3,486					

PennDOT Project Id: 111397

Project Administrator: PennDOT

Improvement Type: Bicycle Facilities/Services

Municipality: York (CITY)

Title: King Street Cycle Track

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/14/21

Air Quality Exempt Reason: A2 - Bicycle and pedestrian facilities

Actual Construction Bid Date:

Location: King St between Penn St and Tremont St, York City

Project Description: This project consists of the construction on a two-way cycle track on King Street between Penn Street and Tremont Street in York City, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	TAP	\$0	\$488	\$0	\$0	\$0	\$0
Construction	TAU	\$0	\$191	\$0	\$0	\$0	\$0
Federal:		\$0	\$679	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$679	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$679					

PennDOT Project Id: 112069

Project Administrator: PennDOT

Improvement Type: Pedestrian Facilities

Municipality: York (CITY)

Title: George Street Resurface

State Route: 3065

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/25/21

Air Quality Exempt Reason: A2 - Bicycle and pedestrian facilities

Actual Construction Bid Date:

Location: Paving project for George Street from North Street to just north of Rathton Road in York City., ,

Project Description: This project consists of the resurfacing from 200' south of North Street and the limits of (MPMS 108933- N. George St.Ped & Bike Safety Improvements) to Dewey Avenue (North York Borough). Work will also include of an installed separated, protected shared-use path on the eastern-side of the North George Street Bridge over the Codorus Creek and address ADA issues throughout the corridor and lane reconfiguration to address the installation of the shared-use path in the City of York, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$2,214	\$923	\$0	\$0	\$0	\$0
Federal:		\$2214	\$923	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,214	\$923	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$3,137					

PennDOT Project Id: 113518

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Chanceford (TWP)

Title: Gipe Rd Bridge

State Route: 7202

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: Gipe Road over Otter Creek in Chanceford Township, York County

Project Description: This project consists of the rehabilitation/replacement of a bridge on Gipe Road over Otter Creek in Chanceford Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	STP	\$48	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	183	\$9	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	LOC	\$3	\$0	\$0	\$0	\$0	\$0
Final Design	STP	\$16	\$0	\$0	\$0	\$0	\$0
Final Design	183	\$3	\$0	\$0	\$0	\$0	\$0
Final Design	LOC	\$1	\$0	\$0	\$0	\$0	\$0
Construction	BOF	\$120	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$4	\$0	\$0	\$0	\$0	\$0
Construction	183	\$23	\$0	\$0	\$0	\$0	\$0
Construction	LOC	\$8	\$0	\$0	\$0	\$0	\$0
Federal:		\$188	\$0	\$0	\$0	\$0	\$0
State:		\$35	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$12	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$235	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$235					

PennDOT Project Id: 114208

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality: Windsor (TWP)

Title: E Prospect Rd Improvement

State Route: 124

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 12/12/24

Actual Construction Bid Date:

Location: Intersection of East Prospect Rd (PA 124) and Freysville Rd (SR 2001) in Windsor Township, York County

Project Description: This project may consist of work at the intersection at East Prospect Rd (PA 124) and Freysville Rd (SR 2001) in Windsor Township, York County. The project will be evaluated for signal improvements, reconfiguration and a potential roundabout.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	HSIP	\$325	\$0	\$0	\$0	\$0	\$0
Final Design	HSIP	\$0	\$0	\$230	\$0	\$0	\$0
Utility	HSIP	\$0	\$0	\$330	\$0	\$0	\$0
Right of Way	HSIP	\$0	\$0	\$100	\$0	\$0	\$0
Construction	HSIP	\$0	\$0	\$0	\$2,364	\$0	\$0
Federal:		\$325	\$0	\$660	\$2364	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$325	\$0	\$660	\$2,364	\$0	\$0
Total FFY 2021-2032 Cost		\$3,349					

PennDOT Project Id: 114226

Project Administrator: PennDOT

Improvement Type: RR Warning Devices

Municipality: West Manchester (TWP)

Title: Hokes Mill Road Crossing

State Route: 182

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S8 - Railroad/highway crossing warning devices

Actual Construction Bid Date:

Location: SR 182(Hokes Mill Road) north of Lemon Street, West Manchester Township

Project Description: This project consists of the installation of railroad warning device on SR 182(Hokes Mill Road) north of Lemon Street in West Manchester Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	RRX	\$0	\$225	\$200	\$0	\$0	\$0
	Federal:	\$0	\$225	\$200	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$0	\$225	\$200	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$425					

PennDOT Project Id: 114564

Project Administrator: PennDOT

Title: York County Low Cost Signal Improvements

Improvement Type: Safety Improvement

State Route: 3054

Municipality: York (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S6 - Safety improvement program

Actual Construction Bid Date:

Location: Multiple intersections in York County along SR 3054 (Richland Ave), SR 462 (Market St), SR 3036 (S. George St), SR 3065 (N. George St, SR 30 (Arsenal Rd), and SR 181 (N. George St)

Project Description: The project consists of proposed countermeasures 8" signal heads be replaced with 12" signal heads, backplates with reflectorized strips be added to all signal heads, and pedestrian countdown signals and ADA compliant pedestrian pushbuttons be installed in York County along SR 3054 (Richland Ave), SR 462 (Market St), SR 3036 (S. George St), SR 3065 (N. George St, SR 30 (Arsenal Rd), and SR 181 (N. George St) from the RSA study areas and contribute to a reduction in pedestrian crashes. 8" signal heads be replaced with 12" signal heads, backplates with reflectorized strips be added to all signal heads, and pedestrian countdown signals and ADA compliant pedestrian pushbuttons be installed.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Preliminary Engineering	HSIP	\$98	\$0	\$0	\$0	\$0	\$0
Final Design	HSIP	\$65	\$0	\$0	\$0	\$0	\$0
Construction	HSIP	\$0	\$651	\$0	\$0	\$0	\$0
	Federal:	\$163	\$651	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$163	\$651	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$814					

PennDOT Project Id: 114855

Project Administrator: PennDOT

Title: TSMO York Co US 30 Camera Gaps

Improvement Type: Traffic System Management

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Air Quality Exempt Reason: S7 - Traf contl devc & oper assist - nonsignalization

Actual Construction Bid Date:

Location: US 30 (York County) Wrights Ferry Bridge DMS; Accomac Rd DMS; Shoe House Rd; PA 234 DMS; and PA 116 traffic signal., I-83 North mile marker 40, Various Municipalities

Project Description: This project consists of installing 5 new camera locations on US 30 and retrofitting a dynamic message sign on I-83 in York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	CAQ	\$86	\$0	\$0	\$0	\$0	\$0
Construction	STP	\$86	\$0	\$0	\$0	\$0	\$0
	Federal:	\$172	\$0	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	Period Totals:	\$172	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$172					

Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	SSE	Supportive Services Enterprise
ACT3	Act 3 Public Transportation Grant	STE	Surface Transportation Enhancement
ACT4A	Act 4A Supplemental Operating Grant	STN	STP - Nonurbanized
ACT83	Transit Bond	STP	Surface Transportation Prog-Flexible
ADMUO	Administration Use Only - Do Not Use	STR	Surface Transportation Rural
AIP	FAA Airport Improvement Program	STU	Surface Transportation Urban
APD	Appalachia Development	SXF	Special Federal Funds (Demo)
APL	Appalachia Local Access	TAP	Transportation Alternatives (TAP) Flexible
BDP	Bridge Discretionary Program	TAU	Tap > 200,000 Population
BGENT	FAA Block Grant Entitlement	TCS	Transpo & Community System Pres.
BND	Bridge Bonding	TIGER	Trans Investment Generating Economic Recovery
BOF	Bridge Off System	TIGGR	Transit Investment for Greenhouse Gas and Energy R
CAQ	Congestion Mitigation/Air Quality	TPK	Turnpike
CB	Capital Budget Nonhighway	TTE	Transit Transportation Enhancements
DAR	Defense Access Roads	073	Green Light-Go
DBE	Disadvantages Business Enterprise	137	Municipal Bridge Improvements and Bundling
D4R	Discretionary Interstate Maintenance	138	Rural Commercial Routes
EB	Equity Bonus	140	Intelligent Transportation System
ECONR	Economic Recovery	144	302-87-3 Transportation Assistance
FAABG	FAA Block Grant	160	Community Transport.-Equip Grant
FAAD	FAA Discretionary	163	Community Transport.- Equip Grant
FAI	Interstate Construction	164	PTAF
FB	Ferry Boat/Ferry Terminal Facilities	175	FTA- Capital Improvements
FFL	Federal Flood	179	Local Bridge Construction (Act 26 Counties)
FHA	Public Lands Highways	183	Local Bridge Construction
FLAP	Federal Lands Access Program	184	Restoration - Hwy Transfer
FLH	Forest Highways	185	State Bridge Construction
FRA	Federal Railroad Administration	208	FTA- Discretionary Capital
FRB	Ferry Boat	244	ARLE Projects
FTAD	FTA Discretionary Funds	278	Safety Admin
GEN	PA General Fund	338	PT - 1513 Mass Transit Operating
HCB	Historic Covered Bridge	339	PT - 1514 Asst Imprvmt / Capitl Budg
HPR	Highway Planning/Research	340	PT - 1517 Capital Improvement
HRRR	High Risk Rural Roads	341	PT - 1516 Progrms of Statewide Signif
HSIP	Highway Safety Improvement Program	342	Transit Administration and Oversight
H4L	Highway for Life - 10% Limiting Amount	361	FTA- Capital Improvements
INFRA	INFRA Discretionary Award	383	DGS Delegated Facilities projects
ITS	Intelligent Transportation System	403	Act 89 - Aviation Grants
IVB	Innovative Bridge	404	Act 89 - Rail Freight Grants
LOC	Local Government Funds	405	Act 89 - Passenger Rail Grants
LRFA	Local Rail Freight Assistance	406	Act 89 - Port and Waterways Grants
MSFF	Marcellus Shale Fee Fund	407	Act 89 - Bicycle & Pedestrian Facilities Grants
NFP	National HWY Freight Program	408	Act 89 - Multimodal Admin and Oversight
NHPP	National Highway Performance Program	409	ACT 89 - Roadway Maintenance
OTH	Other Local Government Agencies	411	Act 89 - Statewide Program Grants - Non HWY
OTH-F	Other Federal Govt Agencies	5208	ITS
OTH-S	Other Pa State Government Agencies	5303	FTA Metropolitan Planning Program
PIB	State Infrastructure Bank - 100% state	5307	FTA Urban Area Formula Grants
PL	Planning	5308	FTA Clean Fuels Formula Grants
PRIV	Private Party	5309	FTA New Starts Capital Program
PTAF	Act 26 PA Transportation Assist Fund	5310	FTA Elderly & Handicapped Program
REC	Recreational Trails	5311	FTA Rural Area Formula Grants
RES	Funds Restoration	5312	FTA Low or No Emission Vehicle Deployment (LoNo)
RFAP	Rail Freight Assistance Program	5313	FTA State Planning and Research
RRX	Highway Safety	5316	Job Access & Reverse Commute
SBY	Scenic Byways	5317	New Freedom Program
SECT9	FTA Federal Formula - Section 9	5320	Alternative Transp. in Parks & P. Land
SIB	State Infrastructure Bank	5329	FTA State Safety Oversight Program
SPOPR	Supplemental Operating Assistance	5337	State of Good Repair Grant Program
SPR	State Planning/Research	5339	FTA Alternatives Analysis
SRTSF	Federal Safe Routes to Schools	5340	Growing States
SR2S	State Safe Route to School	571	Airport Development

HBFHWATIP

Interstate Management TIP and Public Narrative

RPT# TIP200

Project Information							FFY 2021 Costs					FFY 2022 Costs					FFY 2023 Costs					FFY 2024 Costs					^ Milestones							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total			
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	F	IMAN			s581	2,000,000		2,000,000			s581	4,000,000		4,000,000																
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	U	IMAN			s581	100,000		100,000																						
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	R	IMAN	sNHPP	1,000,000				1,000,000																						
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	C	IMAN													NFP	61,099,000				61,099,000									7/13/23 E	
York	83	084	106531	I-83 Newberrytown South Resurf	P	IMAN			581	50,000		50,000																						
York	83	084	106531	I-83 Newberrytown South Resurf	+C	IMAN	NHPP	4,000,000				4,000,000	NHPP	4,000,000					4,000,000	NHPP	3,200,000				3,200,000								3/25/21 E	
York	83	090	112540	Mill Creek Relocation	F	IMAN			s581	425,000		425,000																						
York	83	090	112540	Mill Creek Relocation	U	IMAN			s581	70,000		70,000																						
York	83	090	112540	Mill Creek Relocation	R	IMAN			s581	2,000,000		2,000,000			s581	2,500,000		2,500,000			s581	2,500,000		2,500,000										
York	83	090	112540	Mill Creek Relocation	C	IMAN							sNHPP	3,920,000				3,920,000															1/26/23 E	
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	F	IMAN			s581	2,500,000		2,500,000																						
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	U	IMAN			s581	1,000,000		1,000,000																						
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	R	IMAN			s581	2,000,000		2,000,000			s581	2,000,000		2,000,000																
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	C	IMAN							sNHPP	15,000,000				15,000,000	sNHPP	15,000,000				15,000,000	sNHPP	15,000,000				15,000,000			1/26/23 E	
York	83	092	112549	North York Widening #1 (Exit 19)	F	ICON			s581	6,000,000		6,000,000									s581	1,000,000		1,000,000										
York	83	092	112549	North York Widening #1 (Exit 19)	U	ICON																												
York	83	092	112549	North York Widening #1 (Exit 19)	R	ICON																												
York	462	052	111664	Market Street Bridge over Mill Creek	C	IMAN	sNHPP	5,040,000				5,040,000																					4/22/21 E	
York	1033	008	112548	Sherman Street & Eberts Lane	F	IMAN			s581	500,000		500,000			s581	500,000		500,000																
York	1033	008	112548	Sherman Street & Eberts Lane	U	IMAN			s581	190,000		190,000																						
York	1033	008	112548	Sherman Street & Eberts Lane	R	IMAN			s581	760,000		760,000																						
York	1033	008	112548	Sherman Street & Eberts Lane	C	IMAN							sNHPP	7,336,488				7,336,488	sNHPP	3,303,512				3,303,512									8/25/22 E	
Totals for: York								10,040,000		11,595,000		21,635,000			30,256,488		15,000,000		45,256,488		82,602,512		6,800,000		89,402,512		15,000,000		5,099,540		20,099,540	176,393,540		
Overall Totals:								10,040,000		11,595,000		21,635,000			30,256,488		15,000,000		45,256,488		82,602,512		6,800,000		89,402,512		15,000,000		5,099,540		20,099,540	176,393,540		

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL funds

* Includes Conversion Amount

 Obligations have occurred

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let

York

PennDOT Project Id: 92924

Project Administrator: PennDOT

Title: North York Widening #3 (Exit 21 & 22)

Improvement Type: Reconstruct

State Route: 83

Municipality: Manchester (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/13/23

Actual Construction Bid Date:

Location: I-83 Exit 21 and Exit 22 Interchanges, Springettsbury, Spring Garden and Manchester Townships and North York Borough, York County

Project Description: Bridge Replacements, Reconstructing, Widening and Interchange Improvements on I-83 Exit 21 and Exit 22 Interchanges in Springettsbury, Spring Garden and Manchester Townships and North York Borough, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$2,000	\$4,000	\$0	\$0	\$0	\$0
Utility	581	\$100	\$0	\$0	\$0	\$0	\$0
Right of Way	NHPP	\$1,000	\$0	\$0	\$0	\$0	\$0
Construction	NFP	\$0	\$0	\$61,099	\$0	\$0	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$27,901	\$0
Federal:		\$1000	\$0	\$61099	\$0	\$27901	\$0
State:		\$2100	\$4000	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$3,100	\$4,000	\$61,099	\$0	\$27,901	\$0
Total FFY 2021-2032 Cost		\$96,100					

PennDOT Project Id: 111664

Project Administrator: PennDOT

Title: Market Street Bridge over Mill Creek

Improvement Type: Bridge Replacement

State Route: 462

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/1/20

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 462 (Market Street) over Mill Creek in Springettsbury Township, York County

Project Description: Bridge replacement on Market Street (SR 462) over Mill Creek in Springettsbury Township, York County

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Construction	NHPP	\$5,040	\$0	\$0	\$0	\$0	\$0
Federal:		\$5040	\$0	\$0	\$0	\$0	\$0
State:		\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$5,040	\$0	\$0	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$5,040					

PennDOT Project Id: 112540

Project Administrator: PennDOT

Title: Mill Creek Relocation

Improvement Type: Environmental Mitigation

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/23/22

Air Quality Exempt Reason: X9 - Plantings, landscaping, etc.

Actual Construction Bid Date:

Location: Along I-83 from Eberts Lane to I-83 over Mill Creek, Springettsbury Township

Project Description: Mill Creek Stream relocation along I-83 from Eberts Lane to I-83 over Mill Creek in Springettsbury Township.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$425	\$0	\$0	\$0	\$0	\$0
Utility	581	\$70	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$2,000	\$2,500	\$2,500	\$0	\$0	\$0
Construction	NHPP	\$0	\$3,920	\$0	\$0	\$0	\$0
Federal:		\$0	\$3920	\$0	\$0	\$0	\$0
State:		\$2495	\$2500	\$2500	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$2,495	\$6,420	\$2,500	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$11,415					

PennDOT Project Id: 112548

Project Administrator: PennDOT

Title: Sherman Street & Eberts Lane

Improvement Type: Bridge Replacement

State Route: 1033

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/13/22

Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Actual Construction Bid Date:

Location: SR 1033 over relocated Mill Creek and Eberts Lane over Mill Creek, Springettsbury and Spring Garden Township, York County

Project Description: New Bridge and Bridge Replacement on SR 1033 over relocated Mill Creek and Eberts Lane over Mill Creek in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$500	\$500	\$0	\$0	\$0	\$0
Utility	581	\$190	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$760	\$0	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$7,336	\$3,304	\$0	\$0	\$0
Federal:		\$0	\$7336	\$3304	\$0	\$0	\$0
State:		\$1450	\$500	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$1,450	\$7,836	\$3,304	\$0	\$0	\$0
Total FFY 2021-2032 Cost		\$12,590					

PennDOT Project Id: 112549

Project Administrator: PennDOT

Title: North York Widening #1 (Exit 19)

Improvement Type: Reconstruct

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 7/25/24

Actual Construction Bid Date:

Location: I-83 from 1/2 mile North of Exit 18 to I-83 over Eberts Lane, Springettsbury and Spring Garden Township, York County

Project Description: Reconstruction, Widening and Bridge Replacements and Exit 19 Interchange Improvements from I-83 from 1/2 mile North of Exit 18 to I-83 over Eberts Lane in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$0	\$6,000	\$1,000	\$0	\$0	\$0
Utility	581	\$0	\$0	\$3,300	\$0	\$0	\$0
Right of Way	581	\$0	\$0	\$0	\$5,100	\$1,500	\$0
Construction	NHPP	\$0	\$0	\$0	\$0	\$45,000	\$42,200
Federal:		\$0	\$0	\$0	\$0	\$45,000	\$42,200
State:		\$0	\$6,000	\$4,300	\$5,100	\$1,500	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$0	\$6,000	\$4,300	\$5,100	\$46,500	\$42,200
Total FFY 2021-2032 Cost		\$104,100					

PennDOT Project Id: 112550

Project Administrator: PennDOT

Title: North York Widening #2 (Codus Creek Bridge)

Improvement Type: Widen

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Estimated Construction Bid Date: 6/23/22

Actual Construction Bid Date:

Location: I-83 from Mill Creek to I-83 over the Codorus Creek, Springettsbury and Spring Garden Township, York County

Project Description: Bridge Replacement, Reconstruction and Widening on I-83 from Mill Creek to I-83 over the Codorus Creek in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)							
Phase	Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
Final Design	581	\$2,500	\$0	\$0	\$0	\$0	\$0
Utility	581	\$1,000	\$0	\$0	\$0	\$0	\$0
Right of Way	581	\$2,000	\$2,000	\$0	\$0	\$0	\$0
Construction	NHPP	\$0	\$15,000	\$15,000	\$15,000	\$35,850	\$0
Federal:		\$0	\$15,000	\$15,000	\$15,000	\$35,850	\$0
State:		\$5,500	\$2,000	\$0	\$0	\$0	\$0
Local/Other:		\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:		\$5,500	\$17,000	\$15,000	\$15,000	\$35,850	\$0
Total FFY 2021-2032 Cost		\$88,350					

Transit TIP and Public Narrative

RPT# TIP206D

Project Information			FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						Totals
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
110665	Fixed Route Buses	CPTA	5339	396,000				396,000	5339	396,000				396,000	5339	396,000				396,000	5339	396,000				396,000	1,584,000
110666	Operating Assistance	CPTA	5307	3,211,000	338	7,086,000		10,297,000	5307	3,211,000	338	7,086,000		10,297,000	5307	3,211,000	338	7,086,000		10,297,000	5307	3,211,000	338	7,086,000		10,297,000	41,188,000
112313	CPTA Replacement Buses	CPTA	OTH-F	292,800	OTH-S	73,200		366,000	OTH-F	816,800	OTH-S	204,200		1,021,000	OTH-F	1,658,400	OTH-S	414,600		2,073,000							3,460,000
114479	Hanover Operating Assist	CPTA	5307	1,004,000				1,004,000	5307	1,004,000				1,004,000	5307	1,004,000				1,004,000	5307	1,004,000				1,004,000	4,016,000
Totals for: Central Pennsylvania Transportation Authority				4,903,800		7,159,200		12,063,000		5,427,800		7,290,200		12,718,000		6,269,400		7,500,600		13,770,000		4,611,000		7,086,000		11,697,000	50,248,000
Overall Totals:				4,903,800		7,159,200		12,063,000		5,427,800		7,290,200		12,718,000		6,269,400		7,500,600		13,770,000		4,611,000		7,086,000		11,697,000	50,248,000

Central Pennsylvania Transportation Authority

PennDOT Project Id: 110665

Title: Fixed Route Buses

Air Quality Status: Exempt from Regional Conformity Analysis

County: York

Air Quality Exempt Reason: M10 - Purch new buses & cars for rplcmnt or mnr expan.

Narrative: In accordance with the Transit Asset Management Plan targets, CPTA will be replacing Fixed Route Buses in FFY 2021-2024.

Project Costs(In Thousands)						
Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
5339	\$396	\$396	\$396	\$396	\$0	\$0
Federal:	\$396	\$396	\$396	\$396	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	\$396	\$396	\$396	\$396	\$0	\$0
Total FY 2021-2032 Cost	\$1,584					

PennDOT Project Id: 110666

Title: Operating Assistance

Air Quality Status: Exempt from Regional Conformity Analysis

County: York

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

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

Project Costs(In Thousands)						
Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
5307	\$3,211	\$3,211	\$3,211	\$3,211	\$0	\$0
338	\$7,086	\$7,086	\$7,086	\$7,086	\$0	\$0
Federal:	\$3211	\$3211	\$3211	\$3211	\$0	\$0
State:	\$7086	\$7086	\$7086	\$7086	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	\$10,297	\$10,297	\$10,297	\$10,297	\$0	\$0
Total FY 2021-2032 Cost	\$41,188					

PennDOT Project Id: 112313

Title: CPTA Replacement Buses

Air Quality Status: Exempt from Regional Conformity Analysis

County: York

Air Quality Exempt Reason: M10 - Purch new buses & cars for rplcmnt or mnr expan.

Narrative: In accordance with the Transit Asset Management Plan targets, CPTA will be replacing up to (3) three CNG replacement buses - 30' and 35'.

This is a CMAQ flex funded project from the York MPO highway/bridge TIP to the transit TIP. The OTH-F is programmed on the transit TIP for informational purposes until the CPTA is prepared to flex the CMAQ highway/bridge funds to the transit TIP in FFY 2021 and 2022.

Project Costs(In Thousands)						
Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
OTH-F	\$293	\$817	\$1,658	\$0	\$0	\$0
OTH-S	\$73	\$204	\$415	\$0	\$0	\$0
Federal:	\$293	\$817	\$1658	\$0	\$0	\$0
State:	\$73	\$204	\$415	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	\$366	\$1,021	\$2,073	\$0	\$0	\$0
Total FY 2021-2032 Cost	\$3,460					

PennDOT Project Id: 114479

Title: Hanover Operating Assist

Air Quality Status: Exempt from Regional Conformity Analysis

County: York

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Narrative: This project provides funds for Hanover operating assistance.

Project Costs(In Thousands)						
Fund	2021	2022	2023	2024	2025 - 2028	2029 - 2032
5307	\$1,004	\$1,004	\$1,004	\$1,004	\$0	\$0
Federal:	\$1004	\$1004	\$1004	\$1004	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	2021	2022	2023	2024	2025 - 2028	2029 - 2032
	\$1,004	\$1,004	\$1,004	\$1,004	\$0	\$0
Total FY 2021-2032 Cost	\$4,016					

Capital Improvements Plan (CIP): 2025-2045 “The Out Years”

Explanation of CIP Charts

The following tables outline the “Out Years” (FY 2025-2045) of the projected funding and expenditures anticipated during this time. The first funding table displays all Highway and Bridge, both Flexible and Not Flexible, sources used to program all projects with the exception of Transit projects. The Interstate Funding table does not provide a formula-driven total, but rather the total amount of Interstate projects programmed by PennDOT for the four-year period. YAMPO does not make the decisions for the funding or projects found on the Interstate Management (IM) TIP. The 409 Funding is the projected funding being allocated to PennDOT Maintenance specific to York County, and is only used for resurfacing road assets, primarily Non-NHS routes, but at times a select few of NHS routes are resurfaced using the Department forces with this funding. The final funding table is specific YAMPO Transit Funding. This source of funding includes both State and Federal Funding. It is noted that YAMPO does not see the total funding, but is allocated a portion of this funding with other MPO’s, however for the purposes of this CIP, the total amount is shown relative to the Transit projects listed below and Operations assistance for rabbittransit.

Under the Maintenance and Bridge Projects lists, any project that is already programmed under the Interstate Management TIP or the 409 TIP is shown to demonstrate all of projects occurring within York County within any given year up to the horizon year. Furthermore, the Grand Totals table includes these projects and their projected expense in conjunction with the YAMPO Highway and Bridge projects. While the PennDOT Financial Guidance provides a funding allocation through FY 2032 for the Highway and Bridge funding sources to be financially constrained, this CIP utilizes this source and the funding from the Interstate and 409 projects to determine a grand total for the All Funding and All Projects grand total.

Any Project Over \$15 Million and all NHS Projects

Highway and Bridge Formula Funding Source	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045	Total amount	% of Total	% of Total
Not Flexible	\$33,639,000	\$ 33,618,000	\$ 33,608,000	\$ 33,608,000	\$ 33,608,000	\$ 8,402,000	\$ 176,483,000		24%
Off-system Bridges (BOF)	\$6,888,000	\$ 6,888,000	\$ 6,888,000	\$ 6,888,000	\$ 6,888,000	\$1,722,000	\$ 36,162,000	5.0%	
Safety (HSIP)	\$9,540,000	\$ 9,540,000	\$ 9,540,000	\$ 9,540,000	\$ 9,540,000	\$ 2,385,000	\$ 50,085,000	6.9%	
State Bridge (183/185)	\$16,239,000	\$ 16,218,000	\$ 16,208,000	\$ 16,208,000	\$ 16,208,000	\$ 4,052,000	\$ 85,133,000	11.8%	
Transportation Alternatives (TAP/TAU)	\$972,000	\$ 972,000	\$ 972,000	\$ 972,000	\$ 972,000	\$ 243,000	\$ 5,103,000	0.7%	
Flexible	\$106,047,568	\$ 103,467,568	\$ 103,460,568	\$ 103,460,568	\$ 103,460,568	\$ 25,865,142	\$ 545,761,982		76%
Congestion Mitigation/Air Quality (CMAQ)	\$16,008,000	\$ 16,008,000	\$ 16,008,000	\$ 16,008,000	\$ 16,008,000	\$ 4,002,000	\$ 84,042,000	11.6%	
National Highway System (NHPP)	\$7,688,000	\$ 5,128,000	\$ 5,128,000	\$ 5,128,000	\$ 5,128,000	\$ 1,282,000	\$ 29,482,000	4.1%	
State Highway	\$39,203,000	\$ 39,183,000	\$ 39,176,000	\$ 39,176,000	\$ 39,176,000	\$ 9,794,000	\$ 205,708,000	28.5%	
STP	\$21,792,000	\$ 21,792,000	\$ 21,792,000	\$ 21,792,000	\$ 21,792,000	\$ 5,448,000	\$ 114,408,000	15.8%	
STU	\$18,800,000	\$ 18,800,000	\$ 18,800,000	\$ 18,800,000	\$ 18,800,000	\$ 4,700,000	\$ 98,700,000	13.7%	
STU Allocations from HATS	\$2,556,568	\$ 2,556,568	\$ 2,556,568	\$ 2,556,568	\$ 2,556,568	\$ 639,142	\$ 13,421,982	1.9%	
Total	\$139,686,568	\$ 137,085,568	\$ 137,068,568	\$ 137,068,568	\$ 137,068,568	\$ 34,267,142	\$ 722,244,982	100.0%	100%

Funding						
Project Specific Funding Source	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
Interstate Management (IM)	118,392,276	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Funding							
Project Specific Funding Source	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045	
409 Maintenance	\$ 28,546,000	\$ 30,326,000	\$ 29,254,800	\$ 29,375,600	\$ 29,375,600	\$ 7,343,900	

Funding								
		Transit (100% of Transit Funding)	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
		State Transit Funding (Regional)	\$48,568,000	\$48,568,000	\$48,568,000	\$48,568,000	\$48,568,000	\$12,142,000
		Federal Transit Funding	\$19,408,000	\$19,408,000	\$19,408,000	\$19,408,000	\$19,408,000	\$4,852,000
		Total	\$67,976,000	\$67,976,000	\$67,976,000	\$67,976,000	\$67,976,000	\$16,994,000
Transit								
SR	MPMS	Project Name	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
	112313	Rabbittransit Bus Replacement	5,706,243	\$ 9,513,204	\$ 9,850,705	\$ 7,822,418	\$ 8,065,814	
		TDP implementation Line Item (rabbittransit)						
		Operations	62,269,757	\$58,462,796	\$58,125,295	\$60,153,582	\$59,910,186	
		Total	5,706,243	\$9,513,204	\$9,850,705	\$7,822,418	\$8,065,814	\$0
		<i>MTP Goal</i>	\$ 67,976,000	\$ 67,976,000	\$ 67,976,000	\$ 67,976,000	\$ 67,976,000	\$ 16,994,000
		Transit Line Item (Remaining)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 16,994,000

Miscellaneous (Capacity, Operations, General Improvements) (21% of Funding)								
SR	MPMS	Project Name	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
83	102398	Implementation of I-83 Study (Exit 24-28)	\$5,294,029	\$ 5,294,029				
238		I-83 Exit 24 SB Off Ramp Widening (SB Right Turn)	\$2,200,000					
238		Church Rd and Susquehanna Trail (WB Right Turn)	\$1,749,000					
	95397	CMP Signal Timing	\$418,000					
194		Eisenhower and Broadway- Hanover		\$ 3,500,000				
	SP	Memory Lane and Industrial Highway			\$ 2,900,000			
616		SR 616 and George St- New Salem	\$3,750,000					
921		Bull and Canal Road- Dover	\$2,900,000					
181		Emig Road and N. George St	\$4,000,000	\$ 4,000,000				
30		US 30 ICM (connection to PA 462- East)	\$1,500,000	\$ 1,500,000	\$ 1,500,000			
83		I-83 Exit 26 (Canal Road SR 921)			\$ 17,000,000	\$ 17,000,000		
616	SP	Green Valley Road Intersection		\$ 3,000,000				
462/624	110480	462/624/Second Street Intersection	\$1,638,610					
		Eisenhower Extension Project	\$3,500,000	\$ 3,500,000				
	82376	SRTP Rideshare Program (Commuter Services)	\$1,237,327	\$ 1,287,567	\$ 1,339,847	\$ 1,394,250	\$1,450,863	\$1,450,863
		Total	\$28,186,966	\$ 22,081,596	\$ 22,739,847	\$ 18,394,250	\$ 1,450,863	\$ 1,450,863
		<i>MTP Goal</i>	\$29,334,179	\$28,787,969.28	\$28,784,399.28	\$28,784,399.28	\$28,784,399.28	\$7,196,099.82
		Miscellaneous Line Item (Remaining)	\$1,147,214	\$ 6,706,373	\$ 6,044,552	\$ 10,390,149	\$ 27,333,537	\$ 5,745,237

Maintenance (46% of Funding)								
SR	MPMS	Project Name	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
15		Adams County line to Range End Road (Seg 10-81)			\$7,245,493			
15	92923	Range End Road to Cumberland Cnty (Seg 90-161)	\$41,492,057	\$7,612,196			\$8,543,890	
24	90946	Edgewood/Mt Zion Rd from Rt 124 to Deining Rd (430-510)(409)(non-NHS)	\$1,826,204	\$2,423,796				
30		Adams County line to Meadow Lane (Seg 10-30)	\$1,276,693				\$1,989,046	
30	100227	Meadow Lane to Rambler Rd (Seg 40-100) (409)		\$3,607,367			\$5,624,834	
30		Rambler Rd to Rt 116 (Seg 110-180)	\$3,193,987			\$4,976,127		
30		Rt 116 to Rt 462 (Seg 184-201)		\$2,175,230				
30		Rt 462 to Rt 74 (Seg 210-270)				\$2,910,258		
30	83402	Rt 74 to I-83 (Seg 270-341)(409)		\$6,156,000		\$7,431,310		
30		I-83 to North Hills Road (Seg 350-370)	\$2,643,813		\$6,897,972			
30		North Hills Road to Hellam Exit (Seg 380-451)		\$6,083,131				\$9,477,319
30		Hellam Exit to Lancaster County line (Seg 460-550)				\$8,727,512		
74		Main St (Dallastown) - Pleasant Ave to Tyler Run Road (SR 3056) (Seg 500-581)		\$3,474,414				
74		S. Queen St - Tyler Run Road & Tri Hill Rd (Seg 590-600)	\$694,467		\$879,730		\$1,114,415	
74		S Queen St - Tri Hill Road to E. Cottage PL (Seg 600-620)				\$1,371,255		
74		S Queen St - E Cottage Pl to Market St SR 462 (Seg 630-640)	\$402,672		\$510,093		\$646,171	
74		E Market St/Carlisle Ave - North Queen St to Bannister St (Seg 645 to 660)	\$390,103				\$607,767	
74		Carlisle Ave - Bannister St to Broughers Ln (Seg 670-691)	\$1,931,461				\$3,066,865	
74		Carlisle Rd - Broughers Ln to George St (Dover) (Seg 700-820)				\$4,808,056		
83	92924	North York Widening #3 (Exit 21 & 22) (IM TIP)	\$27,201,000					
83	112550	North York Widening #2 (Codorus Creek Bridge)						
83	112549	North York Widening #1 (Exit 19)	\$10,105,448					
83	112287	Locust Ln to PA 921 (Seg 224-261) (SR 8019 Exit 24 ramps included)	\$8,140,816					
83	106531	I-83 Newberrytown Resurfacing South (Seg 260-311) (SR 8021 exit 28 Ramps included)						
94		Baltimore St. - Maryland State Line to Granger St (Seg 10-120)		\$4,469,544		\$5,661,885		
94		Baltimore St/Carlisle St - Granger St to Elm Ave (Seg 130-160)	\$842,743				\$1,312,966	
94		Carlisle St. - Elm Ave to Wilson Ave (Seg 170, 180, 190)	\$1,261,960		\$1,646,572		\$2,085,828	
94		Carlisle St. - Wilson Ave to Adams Cnty Line (181,191)	\$507,133				\$790,096	
181		N George St from 30 to 83 (Seg 10-21)		\$934,373		\$1,183,636		
216	96235	Susquehanna Tr - Glen Rock Rd to Seaks Run Rd(Seg 420)(409)(Non-NHS)	\$250,000					
216	99930	Blooming Grove/Sticks Rd - Glenville Rd to Pierceville Rd (Seg 220-240)(409)(Non-NHS)	\$500,000					
238	96232	Church Rd - Farmtrail Rd to George St (Manchester Twp) (Seg 114-150)(409)(Non-NHS)	\$750,000	\$511,000				
297	108736	Susquehanna Tr - Zimmys Drive to Conewago Creek (Seg 20-60)(409)(Non-NHS)	\$900,000					
462		Market St (Seg 100/101) North Harrison St to North Hills Rd			\$625,948			
851	91073	Bridgeview Rd - Main St (Shrewsbury) - Stewartstown Boro(Seg 230-330)(409)(Non-NHS)		\$4,700,000				
851	99946	Gracetown Rd - Rocks Rd to Bryanstown Rd (Seg 560-590)(409)(Non-NHS)	\$900,000					
1002		Ross Ave - Old York Rd to Miramar St(Seg 10)				\$32,556		
2003		North Hills Rd - E Market St to E Phila St (Seg 10-11)		\$182,880				\$284,920

SR	MPMS	Project Name	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
2003		North Hills Rd - E Phila St to 30 (Seg 20)		\$362,307		\$413,356		
2005	20652	Camp Betty Washington - Springwood Rd to SR124 (Seg 10-70)(Non-NHS)	\$4,736,000					
2031	113330	Windsor Rd - Main St (Windsor) to Cape Horn Rd (Seg 30-120)(409)(Non-NHS)	\$783,960					
2064	99949	Country Club Rd - W Broadway to Winterstown Rd (Seg 10-30)(409)(Non-NHS)	\$850,000					
2069	97968	New Park Rd - Main St (Fawn Twp) to Muddy Creek Forks Rd (Seg 10-110)(409)(Non-NHS)	\$3,500,000					
2074	99953	Plank Rd - Main St (Shrewsbury) & Barren Rd (SR24) (10-120)(409)(Non-NHS)	\$2,900,000					
3001	100219	Susquehanna Tr/Main St - MD Line to Shrewsbury boro/twp line (Seg 10-110)(409)(Non-NHS)	\$3,000,000					
3017	99955	Reynold Mill Rd - Valley Rd to S George St(Seg 10-80)(409)(Non-NHS)	\$2,100,000					
3025		North Harrison St (City of York)(Seg 12)	\$90,006			\$140,227		
3044	99958	Indian Rock Dam Rd - Days Mill Rd to Hokes Mill Rd(Seg 10-50)(409)(Non-NHS)	\$1,500,000					
3046	90933	W College Ave - Trinity Rd to Hoke St(Seg 10-70)(409)(Non-NHS)		\$1,500,000				
3065		Arsenal Road (SR 30) to Dewey Ave (Seg 10-30)		\$846,771				
3072	99960	Old Hanover Rd - Youngs Rd to Iron Ridge Rd(Seg 30-80)(409)(Non-NHS)	\$1,600,000					
3075		Country Club Rd/Rathon to I-83 Exit 15- Leaders Heights (Seg 20-55)	\$2,335,865		\$2,959,004		\$5,227,732	
4012	90948	Creek Road - Baltimore Pike to Hull Dr (Seg 10-40)(409)(Non-NHS)		\$875,000				
4014	100010	Harmony Grove Rd - Conewago Rd to Carlisle Rd (80-150)(409)(Non-NHS)	\$1,900,000					
4020	99931	Old Forge Rd - Cumberland Cnty to Lewisberry Rd(10-60)(409)(Non-NHS)	\$1,500,000					
4025	99932	Old Stage Rd - Cedars Rd to Old Forge Rd (Seg 10-30)(409)(Non-NHS)	\$750,000					
4027	99937	Spangler Mill Rd - Lewisberry Rd & Cumberland Cnty(Seg10-40)(409)(Non-NHS)	\$650,000					
4045	99940	Campground Rd - Mountain Rd & SR74(York Rd)(Seg 10-40)(409)(Non-NHS)	\$1,100,000					
8003	113331	I-83 Ramp Exit 8 Glen Rock (409)	\$1,000,000					
		TIP SELECTION PROCESS TO IDENTIFY HIGHEST RANKING LOCATIONS For NON NHS	\$3,893,698	\$45,714,220	\$42,286,729	\$24,726,341	\$32,041,931	\$6,000,646
		Total	\$139,400,086	\$92,156,361	\$63,051,541	\$63,051,541	\$63,051,541	\$9,762,239
		Total 409-Funded Projects	\$29,697,000	\$29,097,000	\$0	\$0	\$0	\$0
		Interstate Funding Source	\$45,447,264	\$0	\$0	\$0	\$0	\$0
		<i>MTP Goal</i>	\$64,255,821	\$63,059,361	\$63,051,541	\$63,051,541	\$63,051,541	\$15,762,885
		Maintenance Line Item (Remaining)	\$0	\$0	\$0	\$0	\$0	\$0

*Pink denotes a maintenance project should take place in within this time period, however IM project funding up to PennDOT

Safety (6% of Funding)								
SR	MPMS	Project Name	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
15	95098	US 15 Crossing		\$7,800,000				
30	61326	US 30/Big Mount Rd Improvements	\$1,300,000					
		Total	\$1,300,000	\$7,800,000	\$0	\$0	\$0	\$0
		<i>MTP Goal</i>	\$8,381,194	\$8,225,134	\$8,224,114	\$8,224,114	\$8,224,114	\$2,056,029
		Safety Line Item (Remaining)	\$7,081,194	\$425,134	\$8,224,114	\$8,224,114	\$8,224,114	\$2,056,029

*Safety Projects are not selected during the MTP process, which is the reason none are shown.

Bicycle and Pedestrian Improvements (3% of Funding)								
SR	MPMS	Project Name	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
		TAP Line Item	\$972,000	\$972,000	\$972,000	\$972,000	\$972,000	\$243,000
		Bikeshare Project	\$200,000					
Total			\$1,172,000	\$972,000	\$972,000	\$972,000	\$972,000	\$243,000
<i>MTP Goal</i>			\$4,190,597	\$4,112,567	\$4,112,057	\$4,112,057	\$4,112,057	\$1,028,014
Enhancements Line Item (Remaining)			\$3,018,597	\$3,140,567	\$4,112,057	\$4,112,057	\$4,112,057	\$1,028,014

*Bicycle and Pedestrian Improvement Projects are not selected during the MTP process, which is the reason none are shown.

Bridges (23% of Funding)								
SR	MPMS	Project Name	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
15		US-15 over Trib of N Branch Bermudian Creek (37342)					\$1,399,472	
15	21140	US-15 over Trib of Yellow Breeches Creek (37345)	\$700,000					
15	92923	US-15 over Yellow Breeches; RR; Chestnut Grove Rd T-880 (37346)		\$20,000,000				
30	100014	US 30 Trib to Beaver Cr (37351) (TYP)					\$1,143,859	
30	100038	US 30 Trib Beaver Cr 2 (37352) (TYP)					\$758,907	
30		US-30 over Tributary of Beaver Creek (37353)			\$637,153			
30		PA-462 EB over 30 (37356)				\$9,368,750		
30		PA-462 WB over 30 (37357)	\$4,347,555					
30		US-30 over York Rail (37358)			\$4,224,704			
30		US-30 over RR/Private Access (37359)				\$6,997,582		
30		US-30 over RR/Private Access (37360)					\$8,112,172	
30		US-30 over Greenwood Rd; T-825 (37361)					\$1,870,999	\$4,335,301
30		US-30 over Taxville Rd; T-813 (37362)					\$11,546,295	
30		US-30 over Greenwood Rd; T-825 (37363)					\$6,206,300	
30		US-30 over Carlile Ave; PA-74 (37364)			\$385,419	\$13,738,123		
30		US-30 over Willis Run (37365)				\$1,318,274		
30		US-30 over Tributary of Willis Run (37366)					\$932,944	
30		US-30 over Codorus Creek (37367)		\$12,578,959				
30		US-30 over Tributary of Mill Creek (37369)						\$901,844
30		US-30 over Memory Lane; SR-2005 (37372)	\$10,537,559					
30		US-30 over Mt Zion Rd; PA-24 (37374)	\$9,702,325	\$7,890,747				
30		US-30 over Pleasant Acres Rd; T-764 (37376)		\$2,880,460				
30		US-30 over Pleasant Acres Rd; T-764 (37377)			\$3,649,010			
30		US-30 over Kreutz Creek Rd; SR-1014 (37380)		\$4,917,150				
30		US-30 over Kreutz Creek Rd; SR-1014 (37382)		\$1,556,741	\$2,388,689			
74		Queen St over I-83 (37388)			\$20,240,796			
74		Carlisle Rd over Tributary of Fox Run (37391)				\$103,041	\$954,295	
74		Main St (Dover) over Tributary of Fox Run (37392)		\$1,705,624				
83	112549	I-83 over Tributary of Mill Creek (37434)	\$961,761					
83	112549	I-83 over SR 462 (Market St) (37436)	\$15,458,224					
83	112549	I-83 over Norfolk Southern RR (37438)	\$15,846,064					
83	112549	I-83 over Tributary of Mill Creek (37439)	\$1,806,439					
83	112549	I-83 over Tributary of Mill Creek (37440)	\$1,354,829					
83	112550	I-83 over Mill Creek (37442)	\$6,000,000					
83	112550	I-83 over Norfolk Southern RR (37443)	\$10,000,000					
83	112550	I-83 over SR 3029 (Loucks Mill Rd) (37444)	\$10,000,000					
83	112550	I-83 over York Rail & Codorus Creek (37445)	\$10,000,000					
83	112550	I-83 over wet weather stream (37446)	\$1,000,000					

SR	MPMS	Project Name	2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
3065		N George St over Codorus Creek (37914)	\$3,578,933					
7219	111023	Grantham Bridge Replacement	\$2,181,250					
		Total	\$104,555,228	\$51,529,681	\$31,525,771	\$31,525,771	\$31,525,771	\$5,237,144
		Interstate Management Funding	\$72,427,317	\$0	\$0	\$0	\$0	\$0
		Funding Part of Blue-Gray Highway Project	\$0	\$20,000,000	\$0	\$0	\$0	\$0
		<i>MTP Goal</i>	\$32,127,911	\$31,529,681	\$31,525,771	\$31,525,771	\$31,525,771	\$7,881,443
		Bridge Line Item (Remaining)	\$0	\$0	\$0	\$0	\$0	\$2,644,298

*Pink denotes a bridge project should take place in within this time period, however it was unable to be programmed due to funding limitations.

Grand Totals								
			2025-2028	2029-2032	2033-2036	2037-2040	2041-2044	2045
		All Projects	\$ 280,320,522	\$ 184,052,842	\$ 127,167,864	\$ 120,793,980	\$ 104,093,988	\$ 16,450,246
		All Funding	\$ 287,258,149	\$ 186,182,568	\$ 137,068,568	\$ 137,068,568	\$ 137,068,568	\$ 34,267,142
		Remaining Funding	6,937,627	2,129,726	9,900,704	16,274,588	32,974,580	17,816,896

FY 2025-2045 Unfunded NHS Bridge and Road Maintenance Projects:

Unfunded NHS Projects					
Non-Interstate, NHS Bridges					
State Route	Project Name	Bridge Key	Year Projected-Construction	Planned year cost	Projected cost in 2045
15	US-15 over Trib of N Branch Bermudian Creek (37342)	37342	2025-2028	\$774,851	\$1,399,458
15	US-15 over Trib of N Branch Bermudian Creek (37343)	37343	2037-2040	\$1,968,013	\$2,493,079
15	US-15 over N Branch Bermudian Creek (37344)	37344	2037-2040	\$2,583,017	\$3,272,166
30	US 30 over Norfolk Southern RR	37368	2033-2036	\$7,814,920	\$12,175,645
30	US-30 over Tributary of Mill Creek (37370)	37370	2025-2028	\$629,027	\$1,136,085
30	US-30 over Tributary of Kreutz Creek (37371)	37371	2025-2028	\$696,724	\$1,258,352
30	US-30 over Tributary of Kreutz Creek (37373)	37373	2025-2028	\$673,445	\$1,216,310
30	US-30 over Tributary of Kreutz Creek (37375)	37375	2025-2028	\$1,153,455	\$2,083,254
30	US-30 over Tributary of Kreutz Creek (37379)	37379	2025-2028	\$840,613	\$1,518,231
30	US-30 over Kreutz Creek (37381)	37381	2025-2028	\$1,299,129	\$2,346,357
30	US-30 over Accomac Rd; SR-1037 (37383)	37383	2025-2028	\$3,328,346	\$6,011,327
30	US-30 over Accomac Rd; SR-1037 (37384)	37384	2025-2028	\$3,408,226	\$6,155,598
74	Carlisle Rd over Tributary of Fox Run (37391)	37391	2029-2032	\$1,756,792	\$2,579,849
114	Lewisberry Rd over I-83 (NHS Bridge) (37473)	37473	2037-2040	\$6,521,727	\$7,787,595
114	Lewisberry Road Bridge 1 (NHS Bridge) (37474)	37474	2025-2028	\$823,780	\$1,487,829
181	N George St over Tributary of Codorus Creek (37501)	37501	2029-2032	\$6,586,036	\$10,568,612
462	Market St. over Mill Creek	37592	2033-2036	\$8,803,839	\$13,917,675
1003	Old York Road over TRIB TO YELLOW BREECHES	37647	2025-2028	\$768,599	\$1,388,168
3065	N George St over Willis Run (37915)	37915	2033-2036	\$994,116	\$1,297,122
8013	Exit 19 SB on-ramps over Mill Creek from 462 EB (38296)	38296	2033-2036	\$6,101,585.29	\$8,699,640.31
8013	Exit 19 SB off-ramps over Mill Creek to Belmont St (38297)	38297	2033-2036	\$3,995,991.68	\$5,697,484.93
8013	Exit 19 SB on-ramps over Mill Creek from Belmont St (38298)	38298	2033-2036	\$3,331,869.43	\$4,750,579.44
8013	Exit 19 SB off ramp over Mill Creek to 462 WB (38299)	38299	2033-2036	\$4,184,038.34	\$5,965,601.87
8045	Exit 15 NB off ramp over I-83 (43588)	43588	2029-2032	\$8,426,034	\$13,521,258
			Total	\$ 77,464,173	\$ 118,727,034

NHS Interstate Bridges					
State Route	Project Name	Bridge Key	Year Projected-Construction	Planned year cost	Projected cost in 2045
83	I-83 over Tributary of Deer Creek (37404)	37404	2037-2040	\$516,548	\$616,758
83	I-83 over Tributary of Deer Creek (37405)	37405	2037-2040	\$572,971	\$684,127
83	I-83 over Tolna Rd (37406)	37406	2033-2036	\$19,462,304	\$27,749,353
83	I-83 over PA-851 (37407)	37407	2033-2036	\$12,487,374	\$17,804,498
83	I-83 over Deer Creek (37408)	37408	2037-2040	\$585,993	\$699,675
83	I-83 over Mt Airy Rd; SR 2097 (37409)	37409	2033-2036	\$5,737,442	\$8,180,445
83	I-83 over Tributary of Codorus Creek (37410)	37410	2033-2036	\$2,262,835	\$3,226,349
83	I-83 over Seaks Run Rd; PA-216 (37411)	37411	2033-2036	\$3,824,961	\$5,453,630
83	I-83 over Tributary of Codorus Creek (37412)	37412	2033-2036	\$1,583,984	\$2,258,444
83	I-83 over Tributary of Codorus Creek (37413)	37413	2033-2036	\$1,159,703	\$1,653,504
83	I-83 over Dunkard Valley Rd; PA-214 (37414)	37414	2033-2036	\$11,474,884	\$16,360,890
83	I-83 over Tributary of East Branch Codorus Creek (37415)	37415	2033-2036	\$2,699,973	\$3,849,621
83	I-83 over Tributary of East Branch Codorus Creek (37416)	37416	2033-2036	\$1,511,985	\$2,155,788
83	I-83 over Hess Farm Rd; SR-2068 (37417)	37417	2033-2036	\$4,049,959	\$5,774,432
83	I-83 over Lake Redman Creek (37418)	37418	2033-2036	\$7,531,799	\$10,738,839
83	I-83 over Lake Redman (37419)	37419	2033-2036	\$1,295,987	\$1,847,818
83	I-83 over Tributary of East Branch Codorus Creek (37420)	37420	2033-2036	\$1,079,989	\$1,539,849
83	I-83 over Tyler Run (37426)	37426	2029-2032	\$370,698	\$594,859
83	I-83 over Tributary of Mill Creek (37427)	37427	2033-2036	\$1,652,692	\$2,356,408
83	I-83 over Tributary of Mill Creek (37428)	37428	2033-2036	\$911,099	\$1,299,045
83	I-83 over Springwood Rd (37431)	37431	2033-2036	\$14,533,891	\$20,722,422
83	I-83 over Tributary of Mill Creek (37434)	37434	2033-2036	\$1,218,331	\$1,737,096
83	I-83 over Tributary of Mill Creek (37439)	37439	2033-2036	\$2,288,343	\$3,262,719
83	I-83 over Tributary of Mill Creek (37440)	37440	2033-2036	\$1,716,257	\$2,447,039
83	I-83 over US 30 (37448)	37448	2037-2040	\$7,458,100	\$8,904,971
83	I-83 over Tributary of Codorus Creek (37449)	37449	2029-2032	\$2,516,479	\$4,038,194
83	I-83 over George St (37450)	37450	2033-2036	\$13,180,404	\$18,792,620
83	I-83 over Little Conewago Creek	37454	2033-2036	\$12,732,187	\$18,153,552
83	I-83 over Tributary of Little Conewago Creek (37455)	37455	2029-2032	\$2,233,253	\$3,583,701
83	I-83 over PA TPK Ramps (37456)	37456	2029-2032	\$2,427,449	\$3,895,327
83	I-83 over Conewago Creek (37457)	37457	2037-2040	\$ 43,212,004	\$51,595,133
83	I-83 over Fishing Creek (37459)	37459	2025-2028	\$4,531,778	\$8,184,844
83	I-83 over Tributary of Fishing Creek (37460)	37460	2025-2028	\$1,195,929	\$2,159,968
83	I-83 over Tributary of Yellow Breeches Creek (37464)	37464	2025-2028	\$1,510,593	\$2,728,281
83	I-83 over PA TPK Ramps (37456)	37465	2037-2040	\$1,883,529	\$2,108,423
83	I-83 over PA TPK I-76 (37466)	37466	2037-2040	\$4,170,961	\$4,668,974
83	I-83 over Limekiln Rd (37467)	37467	2033-2036	\$ 7,863,062	\$11,211,154
83	I-83 over Yellow Breeches Creek (37468)	37468	2033-2036	\$ 22,737,730	\$32,419,455
83	I-83 over Dew Drop Rd; T-721 (43577)	43577	2029-2032	\$3,800,793	\$6,099,133
83	I-83 over Exit 15 NB on ramp (43578)	43578	2029-2032	\$6,598,600	\$10,588,774
83	Exit 15 NB off ramp over I-83 (43588)	43588	2029-2032	\$6,598,600	\$7,657,477
			Total	\$245,181,452	\$339,803,590

NHS Interstate Road Segments					
Interstate Roadways	Project name	Segments	Year Projected-Construction	Cost	Projected cost in 2045
83	Maryland State line to Exit 4 Shrewsbury	Seg 2-31	2033-3036	\$5,146,265	\$7,337,544.66
83	Seg 34 to Exit 8 Glen Rock Rt 214 (Seg 91)	34-91	2025-2029; 2037-2040	\$13,579,126	\$19,361,118.28
83	Exit 8 Glen Rock (Rt 214) - Exit 15 Leader Hgts Rd (Seg 94-145)	94-145	2033-2036	\$7,562,767	\$10,782,993.19
83	Exit 15 Leader Hgts Rd to Exit 18 Mt Rose Ave (Seg 150-175)	150-175	2029-2032	\$4,565,109	\$6,508,932.41
83	North of Exit 18 to Eberts Lane	180-194	2037-2040	\$3,517,307	\$5,014,976.32
83	Eberts Lane to Exit 21A	194-201	2037-2040	\$1,927,362	\$2,748,032.74
83	Exit 21A to Locust Lane	204-224	2037-2040	\$4,886,400	\$6,967,029.12
83	Locust Ln to PA 921 (Seg 224-261) (SR 8019 Exit 24 ramps included)	224-261	2040-2044	\$7,559,543	\$10,778,396.79
83	I-83 Newberrytown Resurfacing South (Seg 260-311) (SR 8021 exit 28 Ramps included)	260-311	2033-2036	\$10,228,123	\$14,583,258.10
83	to Ext 35 Lewisberry (Seg 314-351)	314-351	2029-2032; 2045	\$17,135,734	\$24,432,129.81
83	Ext 35 Lewisbury to Exit 39A Turnpike (Seg 354-380)	354-380	2033-2036	\$6,627,669	\$9,449,730.46
83	Exit 39A Turnpike to Cumberland Cty line (Seg 390)	390	2033-2036; 2040-2044	\$3,859,024	\$5,502,196.42
			Total	\$86,594,430	\$123,466,338
*No Year Built or Year Resurfaced Data available for N002, N102, and N127 (Market St, Philadelphia St., and N. George St.)					

Maintenance Candidate Projects

Bridge Projects:

Rank	SR	MPMS	Bridge Key	Bridge Name	Feature Intersected	Estimated Cost	TYP	Local Owner Approved
1	0074		37395	PA 74; SR 0074	TRIB DOE RUN			
2	3006		37833	BALTIMORE ST.	TROUT RUN			
3	2071	81039	37787	SR 2071	TOMS RUN	\$1,000,000	Yes	
5	7301		38266	PENNSYLVANIA AVE	WILLIS RUN	\$2,600,000		Local
16	0238		37556	PA 238; Church rd.	I-83; SR 0083			
18	2024	100161	37722	SR 2024 paper mill	N BR OF MUDDY CREEK	\$650,000	Yes	
19	7216		38158	FORGE HILL ROAD	CABIN CREEK			TIP
20	7230		38233	LAKE RD	BIG CONEWAGO CREEK			Remove
21	7223		38202	BEAVER CREEK ROAD	BEAVER CREEK	\$1,700,000		Local
22	7226		38220	T542; HREBIK ROAD	DEER CREEK			
24	0116	100179	37475	PA 116; York st.	TRIB CODORUS CREEK	\$1,564,000	Yes	
25	0182		37508	PA 182; SR 0182	S BR CODORUS CREEK			
26	0921	73966	37640	PA 921; SR 0921	FOX RUN	\$1,328,000	Yes	
27	0024		37350	PA 24; SR 0024	MILL RACE TO CODORUS CR			
28	0194	87519	37521	PA 194; SR 0194	TRIB TO BERMUDIAN CREEK	\$170,000	Yes	
29	1021	100077	37680	SR 1021	TRIB LITTLE CONEWAGO CR	\$1,105,000	Yes	
30	0624	81040	37626	PA 624; s.front st	KREUTZ CREEK	\$4,300,000	Yes	
31	0262		37560	PA 262; SR 0262	TRIB FISHING CREEK			
32	0216		37550	PA 216; SR 0216	CODORUS CREEK			
33	2069		37782	SR 2069	MUDDY CREEK			
34	3035	92584	37857	SR 3035, allison	LONG RUN	\$552,000	Yes	
40	7226		38214	BALTIMORE STREET	S. BR.CODORUS CREEK	\$500,000		Local
41	7227		42232	EBERTS LANE	MILL CREEK			
42	2054		37765	SR 2054	CARTERS CREEK			
44	7205		38102	ROHLERS CHURCH RD.	TRIB CONEWAGO CREEK	\$600,000		Local
45	7205		38095	SCHOOL HOUSE ROAD	DAVIDSBURG RUN			
46	7226		38215	WALKER ROAD	TROUT RUN; N.CEN.RR			
47	7226		38211	FAIR SCHOOL RD	CENTERVILLE CREEK			
48	7206		38106	S.CHURCH STREET	SOUTH BRANCH RAMBO RUN X			
49	7230	88961	38247	HULL DRIVE	BERMUDIAN CREEK		Yes	
50	2044	100176	37748	SR 2044	TRIB OF S BR OF MUDDY CR	\$751,030	Yes	
51	3051		37891	SR 3051	TRIB OF CODORUS CREEK			

Rank	SR	MPMS	Bridge Key	Bridge Name	Feature Intersected	Estimated Cost	TYP	Local Owner Approved
54	7215		38152	EICHELBERGER RD	ORSON RUN			
56	7205		38094	FOX RUN ROAD	FOX RUN	\$1,600,000		Local
57	7211		38130	GITTS RUN ROAD	OIL CREEK			
58	7227		38222	PLEASANT ACRES RD.	NORFOLK SOUTHERN RR			Remove
60	7228		38227	TWIN ARCH RD	SOUTH BRANCH CODORUS CR.			
61	7208		38118	T968 ; SHEEPFORD R	YELLOW BREECHES CREEK			Remove
62	7216	106552	38159	T759; FURNACE ROAD	CABIN CREEK	\$1,385,894	Yes	
63	7233		38263	MEADOW ROAD	KREUTZ CREEK			Remove
64	2005		37696	SR 2005	TRIB OF MILL CREEK			
65	7227		38224	INDUSTRIAL HIGHWAY	THREE MILE RUN	\$3,300,000		Local
66	1012		37663	SR 1012	CODORUS CREEK			
67	0392		37575	PA 392; SR 0392	FISHING CREEK			
67	0392		37576	PA 392; SR 0392	TRIB FISHING CREEK			
69	0074		37403	PA 74; SR 0074	DOGWOOD RUN			
70	3072		37922	SR 3072	OIL CREEK			
71	0921	91031	37643	PA 921; SR 0921	LITTLE CONEWAGO CREEK	\$4,000,000	Yes	
72	7301	110280	38264	WEST COLLEGE AVE	CODORUS CREEK		Yes	
N/A			38125	MUDDY CREEK RD				Remove
N/A			38178	GARRISTON ROAD		\$636,000		Local
N/A			38265	ATLANTIC AVENUE		\$2,200,000		Local
						\$29,941,924		

Federal Aid Maintenance Projects:

*Estimated at \$250,000 per Lane Mile

Out of the over 3,000 road segments in York County, these projects represent all of the Non-NHS system since the NHS road segments were pulled out in the CIP and Unfunded Projects sections.

Rank	SR Number	SEG_BGN	SEG_END	Estimated Cost	TYP
965	24	50	80	\$426,515	
1088	24	110	320	\$2,485,748	
798	24	340	340	\$168,371	
794	24	420	630	\$3,879,877	
840	74	10	320	\$3,877,604	
1052	74	350	350	\$166,667	
1040	74	370	370	\$85,085	
1003	74	460	490	\$551,610	
977	74	830	910	\$1,215,009	
886	74	1070	1130	\$728,788	
968	114	60	60	\$64,157	x
796	116	10	80	\$750,331	
813	116	100	334	\$2,215,057	
749	124	10	20	\$65,341	
752	177	220	220	\$96,875	
753	181	80	150	\$670,076	
870	181	250	250	\$99,053	
845	182	120	120	\$92,330	
737	182	140	160	\$500,852	
817	194	20	20	\$137,500	
841	194	40	90	\$752,841	
528	194	220	230	\$168,892	X
566	194	280	280	\$69,129	x
692	214	20	20	\$142,614	X
699	214	250	250	\$147,443	
269	238	70	70	\$162,405	
263	238	140	150	\$148,343	
249	262	190	190	\$9,991	
409	274	40	40	\$37,500	
366	277	10	10	\$19,981	
289	289	90	90	\$14,962	
278	289	110	110	\$25,710	
633	290	10	10	\$25,000	
332	290	30	30	\$12,500	
664	290	120	130	\$54,972	
807	290	160	160	\$168,324	
595	290	180	180	\$115,862	
550	297	20	20	\$101,752	
484	297	120	120	\$147,017	
601	462	20	60	\$588,400	

Rank	SR Number	SEG_BGN	SEG_END	Estimated Cost	TYP
1064	462	240	240	\$50,521	x
824	462	320	320	\$94,839	x
381	616	10	40	\$522,538	
275	616	260	330	\$58,333	
1112	851	150	150	\$132,718	
86	851	220	340	\$1,373,438	
1083	921	60	60	\$106,534	
1027	921	80	80	\$91,903	
589	921	100	120	\$319,223	
1024	921	190	190	\$54,782	
1086	1001	10	10	\$139,773	
86	1003	100	100	\$76,705	
1036	1007	10	10	\$79,782	
432	1008	50	60	\$262,879	
974	1008	120	130	\$294,081	
1061	1008	150	150	\$122,159	
1116	1012	10	10	\$168,324	
558	1012	30	42	\$246,780	
158	1015	20	30	\$260,559	
997	1016	30	40	\$211,269	
415	1019	10	40	\$452,699	
408	1019	90	90	\$75,379	
580	1023	20	40	\$364,583	
811	1027	10	10	\$171,638	
476	1031	10	60	\$661,884	
976	1033	10	20	\$258,759	
961	1033	72	72	\$37,689	
877	1035	20	20	\$132,481	
1100	1037	20	30	\$296,354	
189	2002	12	60	\$571,780	
426	2005	70	131	\$528,030	x
493	2007	30	30	\$79,830	
483	2007	50	50	\$71,638	
402	2007	80	80	\$104,593	
531	2011	50	70	\$429,498	
771	2012	30	30	\$54,640	
519	2019	81	81	\$142,140	
579	2022	10	20	\$269,460	
437	2024	10	60	\$760,464	
200	2028	80	80	\$133,759	
660	2030	10	40	\$499,858	
488	2031	30	30	\$110,322	
486	2031	90	90	\$133,570	
967	2031	120	120	\$145,407	
900	2032	10	10	\$123,958	

Rank	SR Number	SEG_BGN	SEG_END	Estimated Cost	TYP
849	2034	10	20	\$279,025	
540	2038	90	100	\$265,057	
313	2039	30	70	\$506,155	
434	2044	60	60	\$106,818	
499	2050	10	80	\$1,031,913	
465	2050	110	110	\$134,091	
655	2058	10	50	\$568,277	
631	2061	10	10	\$126,420	
647	2067	10	90	\$1,085,606	
487	2071	60	70	\$332,907	
1099	2072	10	10	\$102,273	
661	2073	10	70	\$752,604	
936	2078	50	50	\$43,134	
667	2079	120	180	\$809,280	
717	2091	10	10	\$116,241	
940	2091	30	40	\$212,595	
702	2093	10	50	\$702,273	
314	2099	10	10	\$109,422	
337	2099	30	30	\$131,061	
908	2103	10	60	\$716,903	
903	3001	10	10	\$132,765	
844	3001	30	30	\$143,939	
856	3001	60	60	\$118,561	
41	3003	10	30	\$304,072	
1047	3004	10	60	\$642,235	
428	3008	10	10	\$126,752	x
379	3011	10	40	\$533,002	
382	3016	10	50	\$579,924	
317	3020	70	70	\$83,144	
371	3020	120	120	\$43,087	
310	3023	10	40	\$451,610	
1047	3029	10	30	\$339,110	
428	3031	10	40	\$504,214	
379	3042	90	90	\$117,708	
382	3042	130	170	\$475,379	
317	3045	120	120	\$24,763	
371	3046	100	104	\$218,987	
310	3047	140	180	\$648,343	
1047	3049	10	20	\$231,866	
428	3050	10	40	\$541,430	
379	3051	20	20	\$123,153	
382	3053	30	50	\$303,930	
581	3054	10	10	\$48,580	
700	3054	30	70	\$599,574	
346	3058	140	170	\$421,070	

Rank	SR Number	SEG_BGN	SEG_END	Estimated Cost	TYP
1044	3061	10	10	\$112,784	
993	3062	10	10	\$172,254	
419	3068	10	10	\$99,432	
496	3068	40	40	\$101,799	
939	3070	10	20	\$288,163	
962	3072	10	50	\$597,917	
880	3072	130	150	\$322,538	
653	3074	50	60	\$296,023	
933	3080	50	60	\$306,439	
884	3084	20	20	\$62,500	
489	3086	10	10	\$133,049	
571	3088	60	60	\$107,623	
553	3092	10	10	\$49,858	
776	3096	20	20	\$116,809	
581	3096	60	90	\$502,273	
700	3098	10	10	\$91,241	
1015	4001	40	40	\$31,818	
1044	4001	70	70	\$63,589	
419	4001	90	90	\$61,790	
496	4001	121	121	\$117,566	
653	4001	140	170	\$391,004	
933	4001	210	210	\$124,195	
884	4002	260	260	\$67,519	
489	4005	14	60	\$621,165	
815	4007	10	14	\$82,718	
979	4011	10	10	\$122,301	
775	4012	20	50	\$540,767	
617	4016	20	40	\$338,873	
542	4018	10	30	\$273,343	
21	4027	10	30	\$333,002	
716	4033	10	40	\$455,208	
775	4039	10	60	\$641,951	
662	4044	10	10	\$88,400	
963	4046	10	10	\$65,483	

*Note: Two requests for road maintenance were made during the 2021 TIP process. This included Susquehanna Trail (SR 4009) and Pleasant View Road (T-948). Both are in consideration for funding.

Special Plans

Special Plans

The locations listed in the table below identify improvements to the transportation system that should be considered during development of asset management projects. Asset management is the routine resurfacing of roads or major work or replacement of a bridge. This work usually takes place in a 15-25 year cycle for road resurfacing and 60 to 100 years for bridge work. Some of these locations have already been evaluated and approved by YAMPO and will be incorporated into the next routine maintenance in this area. Some improvements need further evaluated before YAMPO commits to funding. Finally, there are concepts identified by other stakeholders that will need to be coordinated with during routine maintenance projects; however, these were not approved for funding or cannot be funded by YAMPO since they are more than transportation projects (i.e. economic development, stormwater issues, etc.).

The goal to identify these locations at this time is to incorporate appropriate planning into the project. Often, a road or bridge only raises to the top when something critical happens and the condition drastically changes in a short period. Therefore, knowing what other improvements should be done prior to that critical point is key to having improvements incorporated into the maintenance project.

The list below is sorted by the year the last resurfacing projects was completed. This is to provide context about which projects may be completed first. In addition, this will help prioritize additional outreach or preparation that should be completed on the project.

SR	Road Name	Last Year Paved	Improvements to consider	YAMPO approved	Miscellaneous Notes
15/DO15	Blue-Gray Highway/Golf Course Road	15- 2020 Golf Course- Unknown at this time	Bypass to SR 74 between Golf Course Road and Glenwood Road. New road connecting to US 15 from the intersection of SR 74 and SR 194.		Would take place during the next US 15 Resurfacing or Golf Course Road Resurfacing. As part of the US 15 policy, it would redirect traffic, both truck and passenger vehicle traffic from Dillsburg Borough.
15/DO13	Blue-Gray Highway and Gettysburg Pike @intersection of Spring Lane/Ore Bank Rd	15- 2020 Gettysburg Pike- unknown at this time	Evaluation of long term improvements@ US 15 intersections north of Golf Course Road to Cumberland County Line		This evaluation for long term improvements would take place in conjunction with the Blue-Gray Highway Reconstruction.
3001	Susquehanna Trail South	2011/2018	SB Left Turn to eventually keep improving the intersection until a roundabout should be installed.	Yes	Evaluation study already completed and presented to YAMPO. Intersection improvement, should consider with 216 maintenance as well.
0216	Seaks Run Road	1998	WB Channelized Right Turn Lane	Yes	Evaluation study already completed and presented to YAMPO. Intersection Improvement, should consider with 3001 maintenance as well
83	Exit 8	Br. Key 37411	Interchange upgrade		The bridge is 63 years old, so full replacement will be forthcoming over the next 20 years

		(built 1958)			
30	Arsenal Rd/Fairlane Dr		WB left turn lane to be included in next route 30 project that could address the median and lengthen the turn lane	Yes	Chick Fil A already paid for a study for this project
74	York Road/Spring Lane	Bridge built 1917 (Br Key:37403)	Turn lane length for campground		
462	462 onto Freysville Rd	2001	Right turn lane from bridge to intersection by Rutter's		
2005	Memory Ln/Industrial Hwy	1991	Culvert Replacement with intersection improvement		Coordinate Alternative Analysis option with culvert replacement. YAMPO approved Cost/Benefit Analysis on...
616	Green Valley Rd Intersection	2007	Resurfacing with intersection improvement		Coordinate Alternative Analysis option with culvert replacement. YAMPO approved Cost/Benefit Analysis on...

15- US 15 Resurfacing or Golf Course Rd Resurfacing- 2020- during the next resurfacing, tie in the bypass to 74 project between golf course and glenwood roads, from the 74/194 intersection to 15, which is part of the Route 15 policy to reduce truck traffic through Dillsburg,

Project Information						FFY 2027 Costs					FFY 2028 Costs					FFY 2029 Costs					FFY 2030 Costs					^ Milestones						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.		Federal	St.	State	Local	Total	
Adams			87792	Bridge Reserve	C	BRDG									185	774,000		774,000														
Adams			87793	Highway Reserve	C	HRST	NHPP	966,000				966,000	NHPP	701,000				701,000	NHPP	701,000				701,000	NHPP	701,000				701,000		
Adams			87811	HSIP Line Item	C	SAMI																			HSIP	901,000				901,000		
Adams		BR	18086	Country Club Road Bridge	C	BRDG																			BOF	590,339	183	110,689	36,869	737,897	1/1/2030 E	
Adams		RWY	58137	Eisenhower Drive Extension	C	HCON			s581	2,500,000		2,500,000																			1/2/2025 E	
Adams		RWY	58137	Eisenhower Drive Extension	C	HCON			581	3,481,000		3,481,000	STP	1,001,000	581	3,479,000		4,480,000	STP	1,782,000	581	3,478,000		5,260,000	STP	1,782,000	581	3,476,000		5,258,000	1/2/2025 E	
Adams	30	152	116267	SR 30 Safety Imp	C	SAMI							HSIP	901,000				901,000	HSIP	901,000				901,000							1/1/2025 E	
Adams	234	027	116268	SR 0234 and SR 1007/T-529 Imp	C	SAMI	HSIP	590,402				590,402																			1/1/2026 E	
Adams	394	010	90698	Conewago Creek Bridge	+C	BRDG	STP	1,782,000				1,782,000	STP	781,000				781,000													1/1/2027 E	
Adams	1015	019	116269	SR 1015 and T-495 Imp	C	SAMI	HSIP	310,598				310,598																			1/1/2027 E	
Adams	1017	006	78642	Conewago Creek Brdg2	+C	BRDG																			BRIP	1,304,000				1,304,000	1/1/2027 E	
Adams	1017	006	78642	Conewago Creek Brdg2	+C	BRDG	BRIP	1,304,000				1,304,000	BRIP	1,304,000				1,304,000	BRIP	1,304,000				1,304,000	BOF	681,000				681,000	1/1/2027 E	
Adams	2009	017	80962	SR 2009 BR ov Plum Crk	F	BRDG			185	308,000		308,000																				
Adams	2009	017	80962	SR 2009 BR ov Plum Crk	+C	BRDG							BOF	1,361,000				1,361,000													1/1/2028 E	
Adams	2014		117184	SR 2014 Bridge	P	BRDG			185	232,000		232,000																				
Adams	2014		117184	SR 2014 Bridge	F	BRDG															185	154,000		154,000								
Adams	2015		99751	Brickcrafters Road Bridge	P	BRDG			185	205,000		205,000																				
Adams	2015		99751	Brickcrafters Road Bridge	F	BRDG															185	185,000		185,000								
Adams	3005	013	90752	Trib to Marsh Creek	F	BRDG			185	59,000		59,000			185	60,000		60,000														
Adams	3005	013	90752	Trib to Marsh Creek	C	BRDG									185	200,000		200,000			185	509,000		509,000			185	286,311		286,311	1/1/2028 E	
Adams	3008		117174	Cunningham Rd ovr Trib Marsh Creek	P	BRDG			185	232,000		232,000																				
Adams	3008		117174	Cunningham Rd ovr Trib Marsh Creek	F	BRDG															185	185,000		185,000								
Adams	3008		117174	Cunningham Rd ovr Trib Marsh Creek	C	BRDG																					185	634,000		634,000	1/1/2030 E	
Adams	4008	033	90782	Conwago Creek Bridge 4008	+F	BRDG	BOF	203,000				203,000																				
Adams	4008	033	90782	Conwago Creek Bridge 4008	+C	BRDG													BOF	1,361,000				1,361,000							1/1/2029 E	
Totals for: Adams								5,156,000		7,017,000		12,173,000		6,049,000		4,513,000		10,562,000		6,049,000		4,511,000		10,560,000		5,959,339		4,507,000	36,869	10,503,208	43,798,208	
Overall Totals:								5,156,000		7,017,000		12,173,000		6,049,000		4,513,000		10,562,000		6,049,000		4,511,000		10,560,000		5,959,339		4,507,000	36,869	10,503,208	43,798,208	

d Discretionary

e Economic Development

f Flex

fd Flexed

s Spike

+ Indicates phase qualifies for TOLL

* Includes Conversion Amount



Obligations have

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW,

Adams

Project Information										First Four Years					Second Four Years					Third Four Years					Totals	^Milestones			
County	District	S.R.	Sectio	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones	
Adams	8			87792	Bridge Reserve	C	BRDG	2031	BOF	52,000				52,000													52,000		
Adams	8			87792	Bridge Reserve	C	BRDG	2031	BRIP	16,000				16,000			185	774,000		774,000	BOF	294,000	185	2,071,042		2,365,042	3,155,042		
Adams	8			87793	Highway Reserve	C	HRST	2031							NHPP	3,069,000				3,069,000	NHPP	1,331,000				1,331,000	4,400,000		
Adams	8			87793	Highway Reserve	C	HRST	2031													STP	5,000,000					5,000,000	5,000,000	
Adams	8			87807	Delivery / Consult Assist	P	PRA	2024			581	800,000		800,000													800,000		
Adams	8			87807	Delivery / Consult Assist	C	PRA	2024			581	400,000		400,000													400,000		
Adams	8			87811	HSIP Line Item	C	SAMI	2031							HSIP	901,000				901,000	HSIP	3,606,000				3,606,000	4,507,000		
Adams	8		BR	18086	Country Club Road Bridge	P	BRDG	2024	BOF	280,000	183	52,500	17,500	350,000													350,000		
Adams	8		BR	18086	Country Club Road Bridge	F	BRDG	2025	BOF	200,000	183	37,500	12,500	250,000													250,000		
Adams	8		BR	18086	Country Club Road Bridge	R	BRDG	2026	BOF	16,000	183	3,000	1,000	20,000													20,000		
Adams	8		BR	18086	Country Club Road Bridge	C	BRDG	2030							BOF	590,339	183	110,689	36,869	737,897							737,897	1/1/2030 E	
Adams	8		RSP	82372	SRTP Rideshare Program	P	PT	2026	STP	279,337				279,337													279,337		
Adams	8		RWY	58137	Eisenhower Drive Extension	F	HCON	2025			581	3,590,250		3,590,250													3,590,250		
Adams	8		RWY	58137	Eisenhower Drive Extension	F	HCON	2025			185	585,093		585,093													585,093		
Adams	8		RWY	58137	Eisenhower Drive Extension	R	HCON	2026			185	1,605,505		1,605,505													1,605,505		
Adams	8		RWY	58137	Eisenhower Drive Extension	R	HCON	2026			581	5,619,000		5,619,000													5,619,000		
Adams	8		RWY	58137	Eisenhower Drive Extension	C	HCON	2031	STP	3,250,076	581	2,500,000		5,750,076	STP	4,565,000	581	2,500,000		7,065,000	STP	1,281,864	581	9,216,000		10,497,864	23,312,940	1/2/2025 E	
Adams	8		RWY	58137	Eisenhower Drive Extension	C	HCON	2031									581	13,914,000		13,914,000							13,914,000	1/2/2025 E	
Adams	8	15	039	58136	US-15/US-30 Interchange	+C	HCON	2031													NHPP	1,313,000				1,313,000	1,313,000	1/1/2030 E	
Adams	8	15	041	99727	US 15 Bridge PM#2	C	BRDG	2031													NHPP	161,000				161,000	161,000	1/1/2034 E	
Adams	8	15	057	114856	TSMO Adams County Devices	C	SAMI	2024	NHPP	609,701				609,701													609,701	9/29/2022 E	
Adams	8	15	059	116595	US 15 Preservation NorthBound	+C	HRST	2025	STP	1,448,913				1,448,913													1,448,913	12/14/2023 E	
Adams	8	15	059	116595	US 15 Preservation NorthBound	+C	HRST	2025	NHPP	9,059,299				9,059,299													9,059,299	12/14/2023 E	
Adams	8	30	0	99830	York Road over Brush Run	P	BRDG	2031															185	150,000		150,000	150,000		
Adams	8	30	142	99781	Chambersburg Road Bridge	P	BRDG	2031															185	441,000		441,000	441,000		
Adams	8	30	143	99784	York Road Bridge	P	BRDG	2031															185	274,000		274,000	274,000		
Adams	8	30	152	116267	SR 30 Safety Imp	F	SAMI	2023	HSIP	270,002				270,002													270,002		
Adams	8	30	152	116267	SR 30 Safety Imp	U	SAMI	2024	HSIP	1,424,804				1,424,804													1,424,804		
Adams	8	30	152	116267	SR 30 Safety Imp	R	SAMI	2025	HSIP	265,000				265,000													265,000		
Adams	8	30	152	116267	SR 30 Safety Imp	C	SAMI	2029	HSIP	1,026,000				1,026,000	HSIP	1,802,000				1,802,000							2,828,000	1/1/2025 E	
Adams	8	30	152	116267	SR 30 Safety Imp	C	SAMI	2029	NHPP	300,000				300,000													300,000	1/1/2025 E	
Adams	8	34	046	87433	Carlisle Road Bridge 4	C	BRDG	2024			581	830,000		830,000													830,000	1/11/2024 E	
Adams	8	34	066	117593	SR 34 and Goldenville Rd Intersection	P	HCON	2023	HSIP	100,000				100,000													100,000		
Adams	8	34	066	117593	SR 34 and Goldenville Rd Intersection	F	HCON	2025	HSIP	50,000				50,000													50,000		
Adams	8	34	066	117593	SR 34 and Goldenville Rd Intersection	C	HCON	2026	HSIP	562,754				562,754													562,754	1/1/2026 E	
Adams	8	94	029	78672	PA 94 and Berlin Road	+P	HCON	2031													STP	394,136				394,136	394,136		
Adams	8	94	032	115745	Carlisle Pike Resurface 2	+C	HRST	2026	NHPP	3,874,000				3,874,000													3,874,000	1/1/2025 E	
Adams	8	97	0	90686	Piney Creek Bridge - 1	C	BRDG	2031															581	355,000		355,000	355,000	1/1/2034 E	
Adams	8	97	010	90692	Piney Creek Bridge 2	C	BRDG	2024			185	147,250		147,250													147,250	5/18/2023 E	
Adams	8	97	010	90692	Piney Creek Bridge 2	C	BRDG	2024			581	736,750		736,750													736,750	5/18/2023 E	
Adams	8	97	012	99786	Piney Creek Bridge - 2	P	BRDG	2031															581	208,000		208,000	208,000		
Adams	8	116	0	99776	West Middle Street Bridge	P	BRDG	2031															581	150,000		150,000	150,000		
Adams	8	116	043	106665	PA 116 over Trib Marsh Crk	F	BRDG	2023			185	206,000		206,000													206,000		
Adams	8	116	043	106665	PA 116 over Trib Marsh Crk	+C	BRDG	2025	BRIP	1,984,000				1,984,000													1,984,000	5/9/2024 E	
Adams	8	116	044	106666	PA 116/Trib Willoughby Run	C	BRDG	2025			185	1,287,635		1,287,635													1,287,635	1/26/2023 E	
Adams	8	116	047	99812	Plum Creek Bridge	+P	BRDG	2031															581	250,000		250,000	250,000		
Adams	8	134	006	99815	Taneytown Road Bridge	+P	BRDG	2031															581	208,000		208,000	208,000		
Adams	8	194	0	99660	Hanover Pike Bridge PM	P	BRDG	2031															581	150,000		150,000	150,000		
Adams	8	194	0	99675	Hanover Pike Bridge PM	P	BRDG	2031															581	150,000		150,000	150,000		
Adams	8	234	0	99679	Narrows Road Bridge PM	P	BRDG	2031															185	150,000		150,000	150,000		
Adams	8	234	027	116268	SR 0234 and SR 1007/T-529 Imp	F	SAMI	2023	HSIP	138,574				138,574													138,574		
Adams	8	234	027	116268	SR 0234 and SR 1007/T-529 Imp	U	SAMI	2023	HSIP	70,000				70,000													70,000		
Adams	8	234	027	116268	SR 0234 and SR 1007/T-529 Imp	R	SAMI	2023	HSIP	60,000				60,000													60,000		
Adams	8	234	027	116268	SR 0234 and SR 1007/T-529 Imp	C	SAMI	2027	HSIP	901,000				901,000	HSIP	590,402				590,402							1,491,402	1/1/2026 E	
Adams	8	234	029	116594	PA 234 and Peepytown Rd Intersection	+P	HCON	2023	STP	100,000				100,000													100,000		
Adams	8	234	029	116594	PA 234 and Peepytown Rd Intersection	+F	HCON	2025	STP	75,000				75,000													75,000		
Adams	8	234	029	116594	PA 234 and Peepytown Rd Intersection	+R	HCON	2025	STP	20,000				20,000													20,000		
Adams	8	234	029	116594	PA 234 and Peepytown Rd Intersection	+C	HCON	2026	STP	450,000				450,000													450,000	1/1/2026 E	

* Includes Conversion Amount

+ Indicates phase qualifies for TOLL

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW,

Adams

Project Information										First Four Years					Second Four Years					Third Four Years					Totals	^Milestones			
County	Distric	S.R.	Sectio	Project	Project Title	Phase	Area	Year		Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.			State	Local	Total
Adams	8	394	010	90698	Conewago Creek Bridge	+P	BRDG	2031		STP	390,000				390,000							STP	300,000				300,000	690,000	
Adams	8	394	010	90698	Conewago Creek Bridge	+F	BRDG	2025		BRIP	280,000				280,000													280,000	
Adams	8	394	010	90698	Conewago Creek Bridge	+C	BRDG	2028								STP	2,563,000					2,563,000						2,563,000	1/1/2027 E
Adams	8	1005	0	90699	Latimore Creek Bridge	+P	BRDG	2031																581	150,000		150,000	150,000	
Adams	8	1005	0	90699	Latimore Creek Bridge	+C	BRDG	2031														BOF	1,053,000				1,053,000	1,053,000	1/1/2034 E
Adams	8	1005	0	99662	Lake Meade Road Bridge PM	+P	BRDG	2031														STP	150,000				150,000	150,000	
Adams	8	1009	012	87431	Wierman Mill Bridge	C	BRDG	2024				581	530,000		530,000												530,000	1/11/2024 E	
Adams	8	1009	012	87431	Wierman Mill Bridge	C	BRDG	2024				185	70,000		70,000												70,000	1/11/2024 E	
Adams	8	1015	016	78640	Conewago Creek Bridge	+C	BRDG	2024		STP	1,652,674				1,652,674												1,652,674	9/15/2022 E	
Adams	8	1015	019	116269	SR 1015 and T-495 Imp	F	SAMI	2023		HSIP	35,000				35,000												35,000		
Adams	8	1015	019	116269	SR 1015 and T-495 Imp	U	SAMI	2023		HSIP	23,620				23,620												23,620		
Adams	8	1015	019	116269	SR 1015 and T-495 Imp	R	SAMI	2024		HSIP	90,000				90,000												90,000		
Adams	8	1015	019	116269	SR 1015 and T-495 Imp	C	SAMI	2027								HSIP	310,598					310,598					310,598	1/1/2027 E	
Adams	8	1017	006	78642	Conewago Creek Brdg2	+P	BRDG	2024		BOF	453,000				453,000												453,000		
Adams	8	1017	006	78642	Conewago Creek Brdg2	+F	BRDG	2026		BRIP	397,000				397,000												397,000		
Adams	8	1017	006	78642	Conewago Creek Brdg2	+C	BRDG	2030								BOF	681,000					681,000					681,000	1/1/2027 E	
Adams	8	1017	006	78642	Conewago Creek Brdg2	+C	BRDG	2030								BRIP	5,216,000					5,216,000					5,216,000	1/1/2027 E	
Adams	8	1019	012	90702	Pine Run Road bridge	P	BRDG	2031																581	139,000		139,000	139,000	
Adams	8	1020	0	90727	Trib to Latimore Creek	P	BRDG	2031																581	78,000		78,000	78,000	
Adams	8	1020	013	90707	Bermudian Creek Bridge	P	BRDG	2031																185	127,000		127,000	127,000	
Adams	8	1022	0	99666	Woodside Road Bridge PM	P	BRDG	2031																185	100,000		100,000	100,000	
Adams	8	2006	005	99743	Centenial Road Bridge PM	P	BRDG	2031																185	120,000		120,000	120,000	
Adams	8	2007	0	99749	Edgegrove Road Bridge PM	P	BRDG	2031																581	100,000		100,000	100,000	
Adams	8	2009	017	80962	SR 2009 BR ov Plum Crk	+P	BRDG	2025		BRIP	328,000				328,000												328,000		
Adams	8	2009	017	80962	SR 2009 BR ov Plum Crk	F	BRDG	2027										185	308,000			308,000					308,000		
Adams	8	2009	017	80962	SR 2009 BR ov Plum Crk	+C	BRDG	2028								BOF	1,361,000					1,361,000					1,361,000	1/1/2028 E	
Adams	8	2014	0	90743	Piney Creek Bridge	P	BRDG	2031																581	150,000		150,000	150,000	
Adams	8	2014	0	117184	SR 2014 Bridge	P	BRDG	2027										185	232,000			232,000					232,000		
Adams	8	2014	0	117184	SR 2014 Bridge	F	BRDG	2029										185	154,000			154,000					154,000		
Adams	8	2014	0	117184	SR 2014 Bridge	C	BRDG	2031																185	671,958		671,958	671,958	1/1/2034 E
Adams	8	2014	021	90740	Alloway Creek Bridge	+F	BRDG	2023		BOF	206,000				206,000												206,000		
Adams	8	2014	021	90740	Alloway Creek Bridge	+C	BRDG	2026		BOF	1,358,276				1,358,276												1,358,276	1/1/2026 E	
Adams	8	2014	021	90740	Alloway Creek Bridge	+C	BRDG	2026		BRIP	368,419				368,419												368,419	1/1/2026 E	
Adams	8	2015	0	99751	Brickcrafters Road Bridge	P	BRDG	2027										185	205,000			205,000					205,000		
Adams	8	2015	0	99751	Brickcrafters Road Bridge	F	BRDG	2029										185	185,000			185,000					185,000		
Adams	8	2015	0	99751	Brickcrafters Road Bridge	C	BRDG	2031																581	672,000		672,000	672,000	1/1/2034 E
Adams	8	2016	0	99752	Sells Station Road Bridge	P	BRDG	2031																581	150,000		150,000	150,000	
Adams	8	2016	0	99752	Sells Station Road Bridge	C	BRDG	2031																581	185,000		185,000	185,000	1/1/2034 E
Adams	8	2020	0	99761	Sach's Road Bridge PM	P	BRDG	2031																581	150,000		150,000	150,000	
Adams	8	2027	008	99756	Bollinger Road Bridge PM	P	BRDG	2031																581	104,000		104,000	104,000	
Adams	8	2027	008	99756	Bollinger Road Bridge PM	C	BRDG	2031																581	161,000		161,000	161,000	1/1/2034 E
Adams	8	3001	0	99821	Carlisle Street Bridge	P	BRDG	2031																581	150,000		150,000	150,000	
Adams	8	3001	052	87432	State Street Bridge	P	BRDG	2031																581	100,000		100,000	100,000	
Adams	8	3001	052	87432	State Street Bridge	C	BRDG	2031																581	654,000		654,000	654,000	1/1/2034 E
Adams	8	3002	016	99832	Rock Creek Bridge	+C	BRDG	2025		BRIP	1,304,000				1,304,000												1,304,000	9/28/2023 E	
Adams	8	3002	016	99832	Rock Creek Bridge	+C	BRDG	2025		BOF	1,904,215				1,904,215												1,904,215	9/28/2023 E	
Adams	8	3005	0	99836	Pumping Station Road Brdg	+P	BRDG	2031															BOF	150,000			150,000	150,000	
Adams	8	3005	0	99836	Pumping Station Road Brdg	C	BRDG	2031															BOF	1,228,000			1,228,000	1,228,000	1/1/2034 E
Adams	8	3005	013	90752	Trib to Marsh Creek	+P	BRDG	2025		BOF	160,000				160,000												160,000		
Adams	8	3005	013	90752	Trib to Marsh Creek	F	BRDG	2028										185	119,000			119,000					119,000		
Adams	8	3005	013	90752	Trib to Marsh Creek	C	BRDG	2030										185	995,311			995,311					995,311	1/1/2028 E	
Adams	8	3008	0	117174	Cunningham Rd ovr Trib Marsh Creek	P	BRDG	2027											185	232,000			232,000				232,000		
Adams	8	3008	0	117174	Cunningham Rd ovr Trib Marsh Creek	F	BRDG	2029											185	185,000			185,000				185,000		
Adams	8	3008	0	117174	Cunningham Rd ovr Trib Marsh Creek	C	BRDG	2030											185	634,000			634,000				634,000	1/1/2030 E	
Adams	8	3009	020	99862	Harbaugh Valley Road Brdg	P	BRDG	2031																581	104,000		104,000	104,000	
Adams	8	4001	0	92564	Old Carlisle Road Bridge	P	BRDG	2031																581	150,000		150,000	150,000	
Adams	8	4008	033	90782	Conwago Creek Bridge 4008	+P	BRDG	2025		BOF	241,000				241,000												241,000		
Adams	8	4008	033	90782	Conwago Creek Bridge 4008	+F	BRDG	2027								BOF	203,000					203,000					203,000		

* Includes Conversion Amount

+ Indicates phase qualifies for TOLL

^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW,

Appendix I-1: Actual vs. Target Expenditures Data and Charts

Target TIP Expenditures	FFY (\$000s)																					Total	Avg./Year		
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019			2020	2021
Base																									
Federal Highway/Bridge																\$6,645	\$3,513	\$3,513	\$4,383	\$4,480	\$4,559	\$4,668	\$3,477	\$35,238	\$4,405
Federal Highway	\$2,783	\$3,633	\$3,536	\$4,684	\$2,948	\$2,827	\$3,263	\$2,597	\$4,286	\$3,108	\$3,334	\$5,687	\$3,523	\$3,327	\$5,433									\$54,969	\$3,665
Federal Bridge	\$3,402	\$1,058	\$1,068	\$949	\$1,489	\$2,914	\$1,590	\$2,069	\$3,774	\$3,102	\$2,480	\$2,804	\$2,840	\$3,102	\$1,612									\$34,253	\$2,284
State Highway	\$1,464	\$1,315	\$682	\$2,359	\$206	\$1,049	\$1,458	\$1,474	\$293	\$2,283	\$1,763	\$1,906	\$967	\$965	\$638	\$3,814	\$3,605	\$4,875	\$4,811	\$5,102	\$3,046	\$3,395	\$2,301	\$49,771	\$2,164
State Bridge	\$345	\$408	\$338	\$389	\$1,230	\$257	\$486	\$542	\$796	\$1,525	\$2,372	\$1,843	\$2,039	\$1,942	\$786	\$2,433	\$1,670	\$1,730	\$1,452	\$1,533	\$1,458	\$1,456	\$1,008	\$28,038	\$1,219
Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	\$400	\$645	\$459	\$804	\$809	\$867	\$755	\$881	\$729	\$943	\$885	\$651	\$592	\$633	\$648	\$603	\$681	\$0	\$11,985	\$521
Safety (HSIP)									\$440	\$445	\$486	\$811	\$504	\$509	\$514	\$514	\$1,005	\$1,005	\$961	\$978	\$993	\$1,012	\$879	\$11,056	\$737
TAP/TAU																\$199	\$0	\$334	\$0	\$42	\$0	\$0	\$0	\$575	\$72
TE			\$131	\$126	\$327	\$0	\$163	\$327	\$212	\$218	\$185	\$274	\$223	\$191	\$199									\$2,576	\$198
Rail/Highway Safety			\$53	\$42	\$82	\$88	\$72	\$109	\$93	\$184	\$107	\$135	\$101	\$199	\$88	\$88								\$1,441	\$103
Act 44										\$2,711	\$3,041	\$3,041	\$1,094	\$1,094	\$1,473	\$0								\$12,454	\$1,779
Additional																									
ISTEA/TEA-21 Funds	\$860	\$581	\$0	\$114	\$602																			\$2,157	\$431
Discretionary/Earmark						\$460	\$0	\$403	\$1,854	\$1,560	\$5,735	\$1,500	\$0	\$0	\$0	\$960	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$14,472	\$804
APD	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FAI	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0								\$0	\$0
TE	\$0	\$0																						\$0	\$0
Transit Flex	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Econ. Devel./TIIF	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$700	\$0	\$0	\$0	\$0	\$0	\$3,700	\$168
ARRA												\$6,785	\$0											\$6,785	\$3,393
Disaster							\$0	\$0	\$0	\$0														\$0	\$0
Spike	\$0	\$0	\$0	\$0	\$859	\$0	\$0	\$2,075	\$2,220	\$6,490	\$6,000	\$0	\$0	\$4,267	\$1,463	\$0	\$0	\$0	\$3,410	\$0	\$2,000	\$2,000	\$401	\$31,185	\$1,356
Rail/Highway Safety	\$77	\$192															\$417	\$287	\$0	\$0	\$0	\$0	\$0	\$973	\$108
Act 44 Discretionary												\$5,119	\$0	\$1,875	\$725	\$2,920	\$0							\$10,639	\$1,773
Total	\$8,931	\$7,187	\$5,808	\$8,663	\$7,743	\$7,995	\$7,677	\$10,055	\$14,772	\$22,435	\$38,274	\$18,756	\$14,047	\$17,050	\$16,069	\$15,538	\$15,861	\$13,036	\$15,650	\$12,783	\$12,659	\$13,212	\$8,066	\$312,267	\$13,577

Notes:

- 1) 1999 - 2006 Targets mirror TIP for state funds and the Federal Funds Obligation Levels for federal funds (between 90-95%).
- 2) 2007 - 2020 Targets are adopted TIP figures.
- 3) 2004 Target data recreated from adopted 2003-2006 TIP.

Federal Transportation Bills

1991-1997	Intermodal Surface Transportation Efficiency Act of 1991
1998-2003	Transportation Equity Act for the 21st Century
2005-2009	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
2012-2013	Moving Ahead for Progress in the 21st Century Act
2016-2021	Fixing America's Surface Transportation Act
2022 - ???	Infrastructure Investment and Jobs Act

Transportation Bill Funding Amounts

	Federal	State
ISTEA	\$155 B	Act 44 of 2007 --
TEA-21	\$218 B	Act 89 of 2013 --
SAFETEA-LU	\$284 B	
MAP-21	\$105 B	
FAST Act	\$305 B	
IIJA	-- B	
Total	\$1,067 B	

Actual TIP Expenditures	FFY (\$000s)																						Total	Avg./Year	
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020			2021
Base																									
Federal Highway/Bridge																\$9,882	\$4,706	\$1,093	\$2,204	\$5,707	\$651	\$7,134	\$3,855	\$35,232	\$4,404
Federal Highway	\$1,185	\$7,841	\$4,068	\$3,030	\$2,169	\$3,595	\$57	\$5,680	\$3,604	\$3,912	(\$25)	\$9,239	\$8,943	\$1,967	\$8,451									\$63,716	\$4,248
Federal Bridge	\$1,078	\$0	\$1,633	\$0	\$964	\$634	\$4,223	\$3,390	\$3,285	\$676	\$3,697	\$1,954	(\$137)	\$992	\$1,385									\$23,774	\$1,585
State Highway	\$1,267	\$1,984	\$363	\$191	\$307	\$1,868	\$92	\$624	\$376	\$8,054	\$1,840	\$2,240	(\$833)	\$2,006	\$2,158	\$1,788	\$6,528	\$3,418	\$4,095	\$5,117	\$4,578	\$3,481	\$1,464	\$53,006	\$2,305
State Bridge	\$416	\$160	\$460	\$317	\$176	\$416	\$1,622	\$1,294	\$999	\$359	\$5,750	\$1,151	\$108	\$2,924	\$698	\$702	\$3,795	\$2,005	\$1,570	\$395	\$406	\$1,785	\$1,120	\$28,628	\$1,245
Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	(\$29)	\$121	\$0	\$995	\$350	\$1,315	\$420	\$0	\$428	\$200	\$130	\$122	\$574	\$960	\$57	\$2,235	\$0	\$7,878	\$343
Safety (HSIP)									\$610	\$0	\$0	\$125	\$230	\$152	\$193	\$265	\$477	\$667	\$434	\$1,693	\$1,740	\$159	\$584	\$7,329	\$489
TAP/TAU																(\$174)	(\$21)	\$0	\$0	\$599	\$41	\$0	\$0	\$445	\$56
TE			\$0	\$0	\$83	\$240	\$861	\$889	\$0	\$453	\$199	\$36	\$88	\$770	\$382									\$4,001	\$308
Rail/Highway Safety			\$77	\$0	\$88	\$8	(\$15)	\$137	(\$4)	\$0	\$150	(\$24)	\$198	(\$18)	\$0	(\$14)								\$583	\$42
Act 44										\$3,049	\$3,284	\$2,383	\$2,344	\$2,669	\$196	(\$525)								\$13,400	\$1,914
Additional																									
ISTEA/TEA-21 Funds	\$780	\$15	\$84	\$114	\$2,461																			\$3,454	\$691
Discretionary/Earmark						\$623	\$0	\$0	\$0	\$300	\$0	\$1,380	(\$59)	\$117	\$1,124	\$2,872	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,357	\$353
APD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FAI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0								\$0	\$0
TE	\$0	\$0																						\$0	\$0
Transit Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Econ. Dev./TIIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$700	\$30
ARRA											\$6,785	\$0	\$0	\$0	\$0	\$0								\$6,785	\$1,131
Disaster						\$0	\$0	\$0	\$0															\$0	\$0
Spike	\$0	\$0	\$0	\$0	\$1,200	\$0	\$1,425	\$1,575	\$655	\$6,825	\$5,665	\$0	\$0	\$1,800	\$0	\$0	\$0	\$430	\$0	\$0	\$2,000	\$0	\$21,575	\$938	
Rail/Highway Safety	\$12	\$103															\$265	\$252	(\$26)	\$0	\$21	\$0	(\$35)	\$592	\$66
Act 44 Discretionary										\$0	\$0	\$0	\$0	\$0	\$2,633	\$0								\$2,633	\$376
Total	\$4,738	\$10,103	\$6,685	\$3,652	\$7,448	\$7,384	\$8,236	\$13,710	\$9,525	\$24,623	\$27,695	\$19,799	\$11,302	\$13,379	\$17,648	\$14,996	\$15,880	\$8,257	\$9,281	\$14,471	\$7,494	\$16,794	\$6,988	\$280,088	\$12,178

% of TIP Expenditure Target Spent 89.70%

Notes:

- FAI** Federal Interstate funds
- APD** Appalachia Development Highway funds
- CMAQ** Congestion Mitigation and Air Quality funds
- TE** Transportation Enhancement funds
- TAP/TAU** Transportation Alternatives funds
- ARRA** American Recovery and Reinvestment Act funds

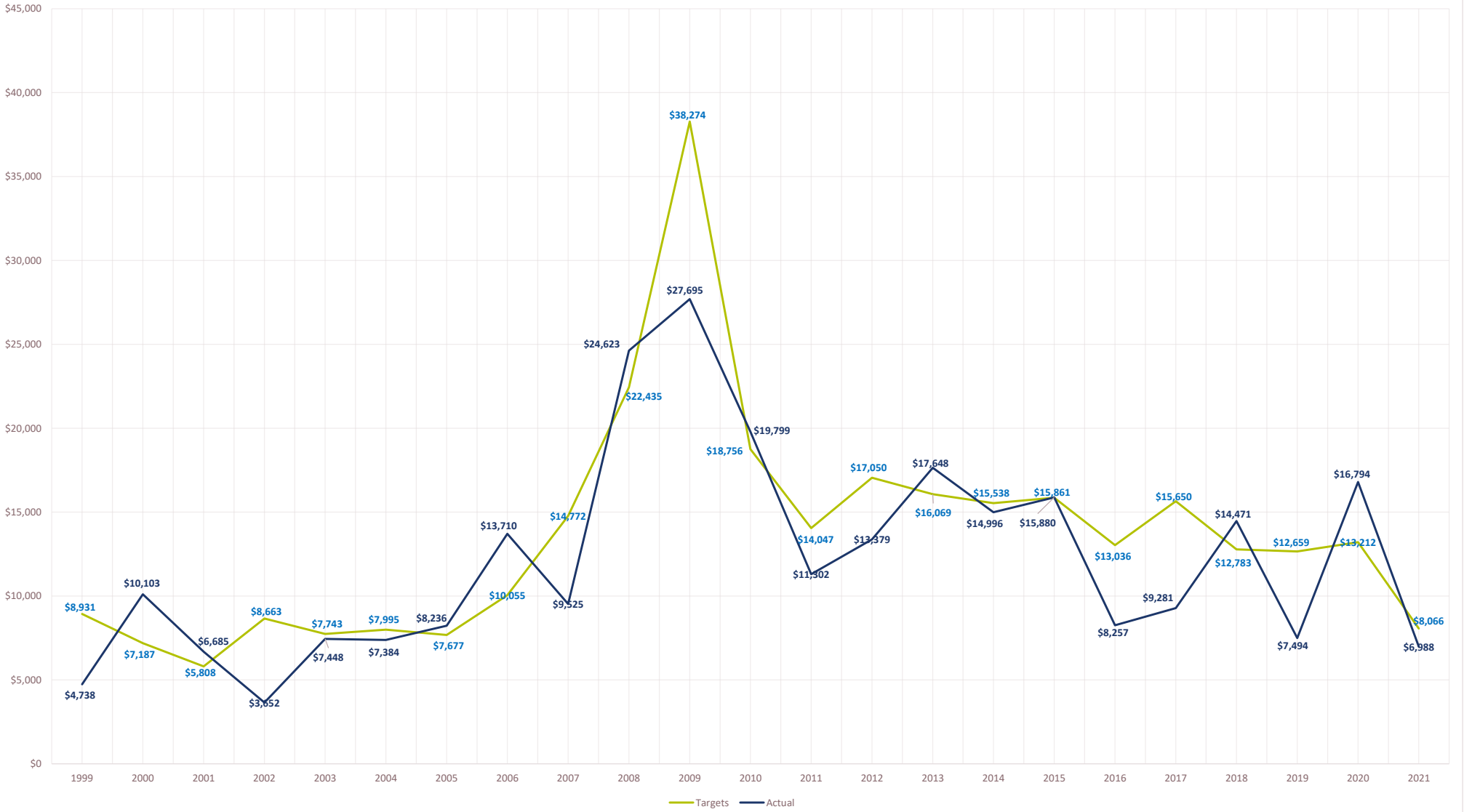
Federal Transportation Bills

- 1991-1997** Intermodal Surface Transportation Efficiency Act of 1991
- 1998-2003** Transportation Equity Act for the 21st Century
- 2005-2009** Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- 2012-2013** Moving Ahead for Progress in the 21st Century Act
- 2016-2021** Fixing America's Surface Transportation Act
- 2022 - ???** Infrastructure Investment and Jobs Act

Transportation Bill Funding Amounts

	Federal	State
ISTEA	\$155 B	Act 44 of 2007 --
TEA-21	\$218 B	Act 89 of 2013 --
SAFETEA-LU	\$284 B	
MAP-21	\$105 B	
FAST Act	\$305 B	
IJA	-- B	
Total	\$1,067 B	

Adams County MPO
Actual vs. Target TIP Expenditures (\$000s)
1999 - 2021



L RTP Funding Scenarios - 2035 through 2050 (16 years)

1) Source: 1999 - 2021 (ACTPO's existence)

	Actual	Target
Total L RTP Years	16	16
Average Funds per Year	\$12,178	\$13,577
2050 Funding Allocation	\$194,844	\$217,229

2) Source: 2005-2021 (SAFETEA-LU and up funding levels)

	Actual	Target
Total L RTP Years	16	16
Average Funds per Year	\$14,122	\$15,644
2050 Funding Allocation	\$225,956	\$250,296

3) Source: 2008-2021 (Act 44 and up funding levels)

	Actual	Target
Total L RTP Years	16	16
Average Funds per Year	\$14,901	\$16,674
2050 Funding Allocation	\$238,408	\$266,784

4) Source: 2014-2021 (Act 89 and up funding levels)

	Actual	Target
Total L RTP Years	16	16
Average Funds per Year	\$11,770	\$13,351
2050 Funding Allocation	\$188,322	\$213,610

5) Source: 2023 - 2034 TYP (pre-IIJA) + 3% YO E

2023-2026 TIP	\$56,495
Average Funds per Year	\$10,148
2050 Funding Allocation	\$284,157

6) Source: 2023 - 2026 TIP + 3% YO E

2023-2026 TIP	\$56,495
Average Funds per Year	\$13,014
2050 Funding Allocation	\$364,384

7) Source: 2023 - 2034 TYP (post-IIJA) + 3% YO E

Total L RTP Years	16
Average Funds per Year	\$15,060
2050 Funding Allocation	\$421,683

Federal Transportation Bills

- 1991-1997 IST EA
- 1998-2003 TEA_21
- 2005-2009 SAFETEA-LU
- 2012-2013 MAP-21
- 2016-2021 FAST Act
- 2022-2026 Infrastructure Investment and Jobs Act

State Transportation Bills

- Act 44 of 2007
- Act 89 of 2013

2023-2026 Transportation Improvement Program (TIP) - 4 years

Fiscally Constrained: \$56,495

2023-2034 Twelve Year Plan (TYP) - 12 years

Fiscally Constrained: \$78,049

Funding Scenarios

- 1) 1999 - 2021 Actual or Target Averages (ACTPO's existence)
- 2) 2005 - 2021 Actual or Target Averages (SAFETEA-LU and up funding levels)
- 3) 2008 - 2021 Actual or Target Averages (Act 44 and up funding levels)
- 4) 2014 - 2021 Actual or Target Averages (Act 89 and up funding levels)
- 5) 2023 - 2034 TYP (pre-IIJA) Based Projections (3% YO E)
- 6) 2023 - 2026 TIP Based Projections (3% YO E)
- 7) 2023 - 2034 TYP (post-IIJA) Based Projections (3% YO E)

Recommended Funding Scenario Ranges

Low - 2023 - 2034 TYP (pre-IIJA) Based Projections (3% YO E)

Mid - 1999 - 2021 Target Averages (ACTPO's existence)

High - 2023 - 2034 TYP (post-IIJA) Based Projections (3% YO E)

2050 L RTP Funding Allocation Range

Low - \$284,157

Mid - \$217,229

High - \$421,683

Projected Funding over 28 years (TIP + TYP + Projected L RTP Allocation)
\$351,773

Appendix I-3: Projected LRTP Funding Allocations by Category

REPAIR		
Element	Target %	LRTP Allocation
Pavement	39.89%	\$45,758
Bridges	37.92%	\$43,502
Safety	16.01%	\$18,368
Signals	4.49%	\$5,156
Signs	1.69%	\$1,933
Total	100%	\$114,717

EXPAND		
Element	Target %	LRTP Allocation
Connectivity	35.39%	\$12,742
Bike/Ped	29.78%	\$10,720
Safety	19.38%	\$6,978
Transit	15.45%	\$5,562
Total	100%	\$36,001

MODERNIZE		
Element	Target %	LRTP Allocation
Safety	44.94%	\$29,893
Alt. Fuels	22.19%	\$14,760
ITS	12.92%	\$8,594
Freight	10.39%	\$6,913
A/V	5.34%	\$3,550
Ride Hailing	4.21%	\$2,802
Total	100%	\$66,511

LRTP Allocation Grand Total	\$217,229
------------------------------------	------------------

Filtered

ASSET MANAGEMENT ALLOCATION BREAKDOWN		
CATEGORIES	% Allocation	Total LRTP Allocation
Pavement	50%	\$45,758
Bridges	48%	\$43,502
Signs	2%	\$1,933
Total	100%	\$91,193

SAFETY ALLOCATION BREAKDOWN		
CATEGORY	% Allocation	Total LRTP Allocation
Safety	100%	\$55,238
Total	100%	\$55,238

MOBILITY, ACCESS, & RELIABILITY ALLOCATION BREAKDOWN		
CATEGORIES	% Allocation	Total LRTP Allocation
Connectivity	40%	\$12,742
Active Transportation	34%	\$10,720
Transit	26%	\$8,364
Total	100%	\$31,826

MODERNIZATION & OPERATION ALLOCATION BREAKDOWN		
CATEGORIES	% Allocation	Total LRTP Allocation
Alternative Fuels	38%	\$14,760
ITS	22%	\$8,594
Freight/Rail	18%	\$6,913
Signals	13%	\$5,156
Connected/Autonomous Vehicles	9%	\$3,550
Total	100%	\$38,972

LRTP Allocation Grand Total	\$217,229
------------------------------------	------------------

ADAMS COUNTY PAVEMENT RANKING SYSTEM

Category 1: Overall Condition (30 Points)

Status of Structure	Points
Poor	30
Fair	15
Good	0

Category 2: Overall Pavement Index Score (25 Points)

Points Formula
$(100 - \text{OPI Score}) / 100 \times 25$

Category 3: Average Daily Traffic Volumes (15 Points)

Average Daily Traffic Volume	Points
15,000 and higher	15
10,000 – 14,999	12
5,000 – 9,999	9
1,000 – 4,999	6
500 – 999	3
499 and lower	1

Category 4: Truck Percentage (15 Points)

Truck Percentage	Points
21 and higher	15
16 – 20	10
11 – 15	7
6 – 10	4
Less than 5	1

Category 5: Roadway Functional Classification (5 Points)

Roadway Functional Classification	Points
Other Freeway/Expressway	5
Principal Arterial	4
Minor Arterial	3
Major Collector	2
Minor Collector	1
Local	0

Category 6: PennDOT Business Plan Network (5 Points)

Business Plan Network	Point
2 – National Highway System (NHS) Non-Interstate	5
3 – Non-NHS with AADT \geq 2,000	3
4 – Non-NHS with AADT <2,000	1

Category 7: PAMS Output Status (5 Points)

PAMS Output Status	Points
Yes - Identified on PAMS Unlimited Scenario Run	5
No	0

Category 8: Out-of-Cycle Status (5 Points)

Out-of-Cycle (OOC) Status	Points
Yes	5
No	0

Adams County Bridge Ranking System

GENERAL NOTES

- 1) A Sufficiency Rating between 50 and 70 is needed for a structure to be eligible for rehab.
- 2) A Sufficiency Rating of 49 or lower is needed for a structure to be eligible for replacement.
- 3) Local Bridges programmed through the Transportation Improvement Program (TIP) are funded:
 - a. 80% Federal
 - b. 15% State
 - c. 5% Local

Adams County Bridge Ranking System

STATE BRIDGES

Category 1: Structural Component Ratings (30 Points)

BRIDGES		CULVERTS	
Rating	Points per Component	Rating	Points
0	10	0	30
1	9	1	27
2	8	2	24
3	7	3	21
4	6	4	18
5	5	5	15
6	4	6	12
7	3	7	9
8	2	8	6
9	1	9	3

Category 2: Overall Condition (10 Points)

Status of Structure	Points
Poor	10
Fair	5
Good	0

Category 3: Sufficiency Rating (10 Points)

Points Formula
$(100 - \text{Sufficiency Rating}) / 10$

Category 4: Average Daily Traffic Volumes (10 Points)

Average Daily Traffic Volume	Points
15,000 and higher	10
10,000 – 14,999	8
5,000 – 9,999	6
1,000 – 4,999	4
500 – 999	2
499 and lower	1

Category 5: Truck Percentage (10 Points)

Truck Percentage	Points
21 and higher	10
16 – 20	7
11 – 15	5
6 – 10	3
Less than 5	1

Category 6: PennDOT Business Plan Network (5 Points)

Business Plan Network	Points
2 – National Highway System (NHS) Non-Interstate	5
3 – Non-NHS with AADT $\geq 2,000$	3
4 – Non-NHS with AADT $< 2,000$	1

Category 7: Roadway Functional Classification (5 Points)

Roadway Functional Classification	Points
Other Freeway/Expressway	5
Principal Arterial	4
Minor Arterial	3
Major Collector	2
Minor Collector	1
Local	0

Category 8: Penn DOT Bridge Risk Assessment Score (5 Points)

Penn DOT Risk Assessment Score	Points
5,000 and higher	5
2,800 – 4,999	4
1,700 – 2,799	3
1,000 – 1,699	2
600 – 999	1
599 and lower	0

Category 9: Posted/Closed Status (5 Points)

Status of Structure	Points
Closed	5
Posted 1 – 10 tons (Single)	3
Posted 11 – 20 tons (Single)	2
Posted 21 tons and over (Single)	1
Open	0

Category 10: Bridge Deck Area (5 Points)

Bridge Deck Area (Square Feet)	Point
2500 and over	5
900 – 2499	4
600 – 899	3
400 – 599	2
399 and smaller	1

Category 11: Bridge Length (5 Points)

Bridge Length (Feet)	Point
75 and over	5
27 – 74	4
17 – 26	3
12 – 16	2
11 and smaller	1

Adams County Bridge Ranking System

LOCAL BRIDGES

Category 1: Structural Component Ratings (up to 30 Points)

Bridges		Culverts	
Rating	Points per Component	Rating	Points
0	10	0	30
1	9	1	27
2	8	2	24
3	7	3	21
4	6	4	18
5	5	5	15
6	4	6	12
7	3	7	9
8	2	8	6
9	1	9	3

Category 2: Overall Condition (10 Points)

Status of Structure	Points
Poor	10
Fair	5
Good	0

Category 3: Sufficiency Rating (10 Points)

Points Formula
$(100 - \text{Sufficiency Rating}) / 10$

Category 4: Average Daily Traffic Volumes (20 Points)

Average Daily Traffic Volume	Points
1000 and higher	20
900 – 999	18
800 – 899	16
700 – 799	14
600 – 699	12
500 – 599	10
400 – 499	8
300 – 399	6
200 – 299	4
100 – 199	2
99 and lower	1

Category 5: Penn DOT Bridge Risk Assessment Score (10 Points)

Penn DOT Risk Assessment Score	Points
900 and higher	10
500 – 899	7
300 – 499	3
1 – 299	1
0	0

Category 6: Posted/Closed Status (10 Points)

Status of Structure	Points
Closed	10
Posted 1 – 10 tons (Single)	7
Posted 11 – 20 tons (Single)	5
Posted 21 tons and over (Single)	3
Open	0

Category 7: Bridge Deck Area (10 Points)

Bridge Deck Area (Square Feet)	Points
2200 and over	10
1300 – 2199	7
1000 – 1299	5
600 – 999	3
599 and smaller	1

ADAMS COUNTY SAFETY RANKING SYSTEM

Step 1: Identify PennDOT HSM Network Screening Method Locations

Step 2: Identify Top 25 Locations for each Adams County Safety Performance Measures (PM-1)

- Number of crashes involving a fatality
- Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of crashes involving a serious injury
- Rate of serious injuries per 100 million Vehicle Miles Traveled (VMT)
- Number of crashes involving a non-motorized fatality or serious injury

Step 3: Identify Top 25 Locations for each Adams County Safety Priority Factors

- Number/rate of crashes involving a minor injury
- Number/rate of crashes involving property damage only (PDO)
- Number/rate of crashes involving a bicycle/pedestrian/other non-motorized
- Number/rate of crashes involving driver error
- Number/rate of crashes involving speeding
- Number/rate of crashes involving weather conditions

Step 4: Identify common locations between Network Screening, Safety Performance Measures (PM-1) and Adams County Safety Priority Factors

Step 5: Identify common locations from Step 4 located in potentially disadvantaged areas of Adams County.

Step 6: Create Candidate Safety Locations list from common locations in Steps 3 and 4.

Step 7: Conduct municipal/public outreach on Candidate Safety Locations

Step 8: Present Candidate Safety Locations to ACTPO

Appendix K - Listed and Eligible Historic Places

INDIVIDUAL RESOURCES				
MUNICIPALITY	HISTORIC NAME	ELIGIBILITY	RESOURCE TYPE	YEAR BUILT
Abbottstown Borough	John Abbott House	Listed	Building	1740
Biglerville Borough	Thomas Brothers Store	Listed	Building	1912
Conewago Township	Conewago Chapel	Listed	Building	1787, 1902
Cumberland Township	Black Horse Tavern	Listed	Building	1812
Cumberland Township	Alexander Horner House	Listed	Site	1802-1840
Fairfield Borough	Fairfield Inn	Listed	Building	1757-1850
Franklin Township	Jacob & Juliana Middlekauff House	Listed	Building	ca. 1810
Gettysburg Borough	Adams County Courthouse	Listed	Building	1858-59
Gettysburg Borough	Dobbin House	Listed	Building	1776
Gettysburg Borough	Lutheran Theological Seminary Old Dorm	Listed	Building	1832
Gettysburg Borough	Pennsylvania Hall, Gettysburg College	Listed	Building	1837
Gettysburg Borough	Sheads House	Listed	Building	1862
Highland Township	Lower Marsh Creek Presbyterian Church	Listed	Building	1790
Latimore Township	John Zeigler Farm	Listed	Building	1817
Menallen Township	Cline's Church of the United Brethren in Christ	Listed	Building	
Mount Joy Township	Pleasant Grove School	Listed	Building	1869
Straban Township	Great Conewago Presbyterian Church	Listed	Building	1787
Straban Township	Wirts House	Listed	Building	ca. 1760-1830
Abbottstown Borough	Kepner House	Eligible	Building	ca. 1810
Arendtsville Borough	Arendtsville Vocational School	Eligible	Building	1914
Berwick Township	Leavitt Property	Eligible	Building	ca.1836-65
Butler Township	John W. Dull Farmstead	Eligible	Building	1856
Butler Township	Lower's Mill Complex	Eligible	Building	ca. 1859-1870
Butler Township	Lower's Mill Complex	Eligible	Building	ca. 1859-1870
Butler Township	Donald C. Warner Farm	Eligible	Building	ca. 1866-99
Carroll Valley Borough	McCleaf Property	Eligible	Building	1940
Carroll Valley Borough	Christian Musselmann House	Eligible	Building	ca. 1850
Conewago Township	Devine Chapel Farm	Eligible	Building	ca. 1787-1890
Conewago Township	Emeco Office & Factory Building	Eligible	Building	1951
Conewago Township	Henry Hostetter Farm	Eligible	Building	ca. 1800-65
Conewago Township	Poist Chapel Farm	Eligible	Building	ca. 1866-99

Cumberland Township	Evelyn Ganas/Glenn Sterner Farm	Eligible	Building	1866-1899
Cumberland Township	Leeper Property	Eligible	Building	1853
Cumberland Township	Marsh Creek Skirmish Site	Eligible	Site	
Cumberland Township	Sarah Patterson Farm	Eligible	Building	1850-70
Cumberland Township	Peter Weikert Farm	Eligible	Building	ca. 1866-99
Franklin Township	Cashtown Inn	Eligible	Building	
Franklin Township	Anthony Deardorff Farm	Eligible	Building	1791
Franklin Township	Marsh Creek Skirmish Site	Eligible	Site	
Franklin Township	Sheely Farm/Round Barn Farm	Eligible	Building	1878-1912
Franklin Township	Christian Shank Farmstead	Eligible	Building	ca. 1836-65
Germany Township	Jonathan Forrest Farm	Eligible	Building	ca. 1800-35
Gettysburg Borough	Washington Street Stable	Eligible	Building	ca. 1908-09
Hamilton Township	Baker Farm	Eligible	Building	ca. 1790
Hamilton Township	George Long Farmstead	Eligible	Building	1836-65
Hamilton Township	Daniel Miller Farmstead	Eligible	Building	ca. 1836-65
Hamilton Township	John Weigle Farm	Eligible	Building	ca. 1836
Highland Township	Funt Property/Schoolhouse	Eligible	Building	ca. 1836-1835
Latimore Township	Deardorff Mill Complex	Eligible	Building	ca. 1786
Latimore Township	Huntington Friends Meeting House	Eligible	Building	1800-30
Latimore Township	Smith Farm	Eligible	Building	ca. 1845-99
Latimore Township		Eligible	Building	ca. 1775-1860
Liberty Township	Abraham Krise Farmhouse	Eligible	Building	1830
Liberty Township	Douglas R. Piper Property	Eligible	Building	ca. 1836-65
Liberty Township	Site R	Eligible	Site	
Menallen Township		Eligible	Building	1836-65
Mount Joy Township	Perter Bercaw Sr. House	Eligible	Building	ca. 1799-1806
Mount Joy Township	Little/Flickinger Farm	Eligible	Building	
Mount Joy Township	Joseph Mackley Farm	Eligible	Building	1866-99
Mount Joy Township	Aaron Sheely Farm	Eligible	Building	
Mount Pleasant Township	Charles Diehl House	Eligible	Building	1921
Mount Pleasant Township	Jesse Diehl Farmstead	Eligible	Building	1866-1899
Mount Pleasant Township	Fleshman Mill	Eligible	Building	
Mount Pleasant Township		Eligible	Building	1836-1865
Mount Pleasant Township	C. Smith Farm	Eligible	Building	ca. 1866-99

New Oxford Borough	New Oxford School	Eligible	Building	
Reading Township	Dissinger House	Eligible	Building	ca. 1836-65
Reading Township	Eden Farms	Eligible	Building	1805
Reading Township	Mark House	Eligible	Building	ca. 1795
Reading Township	Spahr Farm	Eligible	Building	ca. 1836-99
Reading Township	Weigand Farm	Eligible	Building	ca. 1801
Straban Township	Richard P. Weaner Jr. House	Eligible	Building	ca. 1866-99
Straban Township	Joseph Wible Farm	Eligible	Building	ca. 1830-1860
Tyrone Township	Delap Farm	Eligible	Building	ca. 1842
Union Township	Hostetter Homestead Farms	Eligible		ca. 1836-99
Union Township	Hostetter Mennonite Meeting House	Eligible	Building	ca. 1899
Union Township	Mummert Property	Eligible	Building	Mid-1800s
York Springs Borough	Murphy Building	Eligible	Building	

HISTORIC DISTRICTS

MUNICIPALITY	HISTORIC NAME	ELIGIBILITY	YEAR
Cumberland Township	Eisenhower National Historic Site	Listed	1950
East Berlin Borough	East Berlin Historic District	Listed	
Fairfield Borough	Fairfield Historic District	Listed	1755;1940
Mount Joy Township	Spangler/Benner Farm	Listed	1864;1870
Multiple	Gettysburg Battlefield Historic District	Listed	1776;1900
Multiple	Gettysburg National Military Park	Listed	1863
Multiple	Rock Creek/White Run Union Hospital Complex	Listed	
Straban Township	Hunterstown Historic District	Listed	1820;1860
Cumberland Township	Gettysburg Battlefield Historic District Boundary Inc./Dec.	Eligible	
Franklin Township	Cashtown Historic District	Eligible	
Franklin Township	Seven Stars Confederate Hospital Site	Eligible	
Hamiltonban Township	Fairfield Cavalry Action Historic District	Eligible	c1790;c1863
Highland Township	Gettysburg Battlefield Historic District Boundary Inc./Dec.	Eligible	
Littlestown Borough	Littlestown Historic District	Eligible	c1760;c1920
Mount Joy Township	Little/Flickinger Farm	Eligible	1868
Mount Joy Township	Schwartz Farm	Eligible	1916
Mount Joy Township	Werley Farm	Eligible	1850;1870

Multiple	Gettysburg Railroad	Eligible	1856
Multiple	Northern Adams County Fruitbelt Historic District	Eligible	c1880;c1940
Reading Township	Sebright Farm	Eligible	c1836;c1865
Straban Township	Gettysburg Battlefield Historic District Boundary Inc./Dec.	Eligible	
Straban Township	Gettysburg Railroad (Straban Township)	Eligible	1858
Straban Township	Hunterstown Historic District (Boundary Increase)	Eligible	

HISTORIC BRIDGES				
MUNICIPALITY	HISTORIC NAME	LOCATION	ELIGIBILITY	YEAR
Cumberland	Sach's Bridge	Waterworks Rd	Listed	1854
Hamiltonban	Jack's Mountain Covered Bridge	Jacks Mountain Rd	Listed	1890
Latimore	Pondtown Mill Bridge	Latimore Valley Rd	Listed	
Mt. Pleasant	John's Burnt Mill Bridge	Storms Store Rd	Listed	1800, 1823
Butler	Zeiglers Mill Bridge	Zeigler Mill Rd	Eligible	1911
Freedom	Rhodes/Shorbs Mill Bridge	Shorb Mill Rd	Eligible	1905
Hamiltonban	Steven's Viaduct	Iron Springs Rd	Eligible	1901
New Oxford	West High St Bridge	W High St	Eligible	ca. 1900
	N/A	Brysonia Rd	Eligible	1948

Statewide
Environmental Justice Analysis Methodology
2023-2026 Pennsylvania Transportation
Improvement Program

Prepared by Scott R Williams

Transportation Planning Supervisor

Lycoming County Department of Planning and Community Development Williamsport Area Transportation Study

Metropolitan Planning Organization (WATS MPO)

Step 1

Data collection

This analysis was conducted completely on “fresh” data acquired from the below identified sources in April 2021.

Topic	Data Set	Table
Census Block Group Boundaries	US Census Bureau, 2019 State Level Geodatabase for Pennsylvania	
Census County Boundaries	US Census Bureau, 2019 State Level Geodatabase for Pennsylvania	
Race	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	B03002 Hispanic or Latino Origin by Race
Minority	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	B03002 Hispanic or Latino Origin by Race
Low-Income Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	B17017 Poverty Status in the Past 12 Months by Household Type by Age of Householder
Low-Income Population	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	S1701 Poverty Status in the Past 12 Months
Minority Populations by Low-Income Status	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	S1701 Poverty Status in the Past 12 Months
Limited English Proficiency (LEP)	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP02 Selected Social Characteristics in the United States
Persons with a Disability	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP02 Selected Social Characteristics in the United States
Elderly (65 years or older)	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP05 ACS Demographic and Housing Estimates
Carless Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP04 Selected Housing Characteristics
Computerless Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP04 Selected Housing Characteristics
Internetless Households	US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates	DP04 Selected Housing Characteristics
Crashes	PennDOT Crash Data	Statewide Crash Data for 2015 , 2016 , 2017 , 2018 , and 2019

Federal Aid Segment Miles	PennDOT RMS	FED_AID_PRIM_IND field = Y
Bridges	PennDOT BMS 2	

All US Census Bureau, 2015-2019 American Community Survey datasets were acquired for all Pennsylvania Counties and for all Pennsylvania Census Block Groups. Relevant columns from the Census tables were extracted into a two new tables to produce flat table profiles. These tables were then joined to the relevant Census geography features.

Step 2

Identifying EJ Populations

General Approach

Minority and low income populations was conducted substantially according to the methodology outlines in the South Central Pennsylvania Unified Environmental Justice Process and Methodology document distributed to Planning Partners ahead of the 2021- 2024 TIP update cycle. As such, I will refer the reader to Appendix A and Appendix B of the South Central Pennsylvania Unified Environmental Justice Process and Methodology for detailed step-by-step recipes of how to bake the data ingredients into an analysis cake. However, my process differed in one crucial but important aspect that is necessary to allow a statewide uniform analysis.

The process followed for the 2021-2024 program update classified low income and minority population percentages based on natural breaks of the percentages of those populations present within the block groups of each county in Pennsylvania. The result of this was to create a custom classification of symbol intervals for each county. The presence of 67 different interval scales would lead to conducting 67 separate analyses downstream in the workflow.

Instead, I found that when Census block groups were classified into intervals based on the *ratio* of census block group minority/low income percentage to county or region overall minority/low income percentage (i.e. a ratio of “1” indicates a census block group has the same minority or low income percentage as the county average) that I was able to produce a uniform scale usable across all counties or regions in the state. One side effect of this approach is that it resulted in some counties not having all intervals. However, it gives us a uniform and easily communicated and understood way of classifying the relative concentrations of low income and minority populations across the state of Pennsylvania.

As an example, based on the procedure described above, I defined interval “1” as being all census block groups with a minority population percentage less than half the countywide or regional minority population percentage. The result is that any counties or regions with no census block groups that fit that criterion do not have that interval. By standardizing the intervals across the state we are able to make apples-to-apples comparisons between counties and regions and also the ability to scale the analysis up to larger geographic scales (or down to smaller scales) which gives us a stronger analytical product. This should make this product more useful for conducting analysis for multicounty planning partners and across PennDOT districts if we wanted to scale the analysis up to be more regional.

Definition of Minority Population and Low income Population Concentration Intervals

Minority Intervals	Ratio of Minority Population Percentage in Census Block Group to County or Planning Partner Minority Population Percentage
1	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage ≤ 0.5 (Census block group minority population percentage less than or equal to half of countywide or regional minority population percentage)
2	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 0.5 and ≤ 1 (Census block group minority population percentage greater than half and less than or equal to countywide or regional minority population percentage)
3	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 1 and ≤ 2 (Census block group minority population percentage greater than County Minority Population Percentage and less than or equal to twice the countywide or regional minority population percentage)
4	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 2 and ≤ 4 (Census block group minority population percentage greater than twice and less than or equal to four times the countywide or regional minority population percentage)
5	Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 4 (Census block group minority population percentage greater than four times the countywide minority population percentage)

Low Income Intervals	Ratio of Low Income Population Percentage in Census Block Group to County or Planning Partner Low Income Population Percentage
1	Census Block Low Income Population Percentage / County Low Income Population Percentage ≤ 0.5 (Census block group Low Income population percentage less than or equal to half of countywide or regional Low Income population percentage)
2	Census Block Low Income Population Percentage / County Low Income Population Percentage > 0.5 and ≤ 1 (Census block group Low Income population percentage greater than half and less than or equal to countywide or regional Low Income population percentage)
3	Census Block Low Income Population Percentage / County Low Income Population Percentage > 1 and ≤ 2 (Census block group Low Income population percentage greater than County Low Income Population Percentage and less than or equal to twice the countywide or regional Low Income population percentage)
4	Census Block Low Income Population Percentage / County or Planning Partner Low Income Population Percentage > 2 and ≤ 4 (Census block group Low Income population percentage greater than twice and less than or equal to four times the countywide or regional Low Income population percentage)
5	Census Block Minority Population Percentage / County Minority Population Percentage > 4 (Census block group minority population percentage greater than four times the countywide minority population percentage)

Step 3

Assessing Conditions

Assessment of conditions analysis was only conducted for components of the transportation system for which statewide datasets are available (namely pavement conditions of the Federal Aid System, bridges, and reportable crashes). All of these data are freely available from the PennDOT Open Data Portal (<https://data-pennshare.opendata.arcgis.com/>). Additional data that should be considered by planning partners would be walkway networks, transit stops, and bicycle infrastructure. If statewide datasets become available for these components of the state transportation system, they could be easily incorporated into future iterations of the analysis.

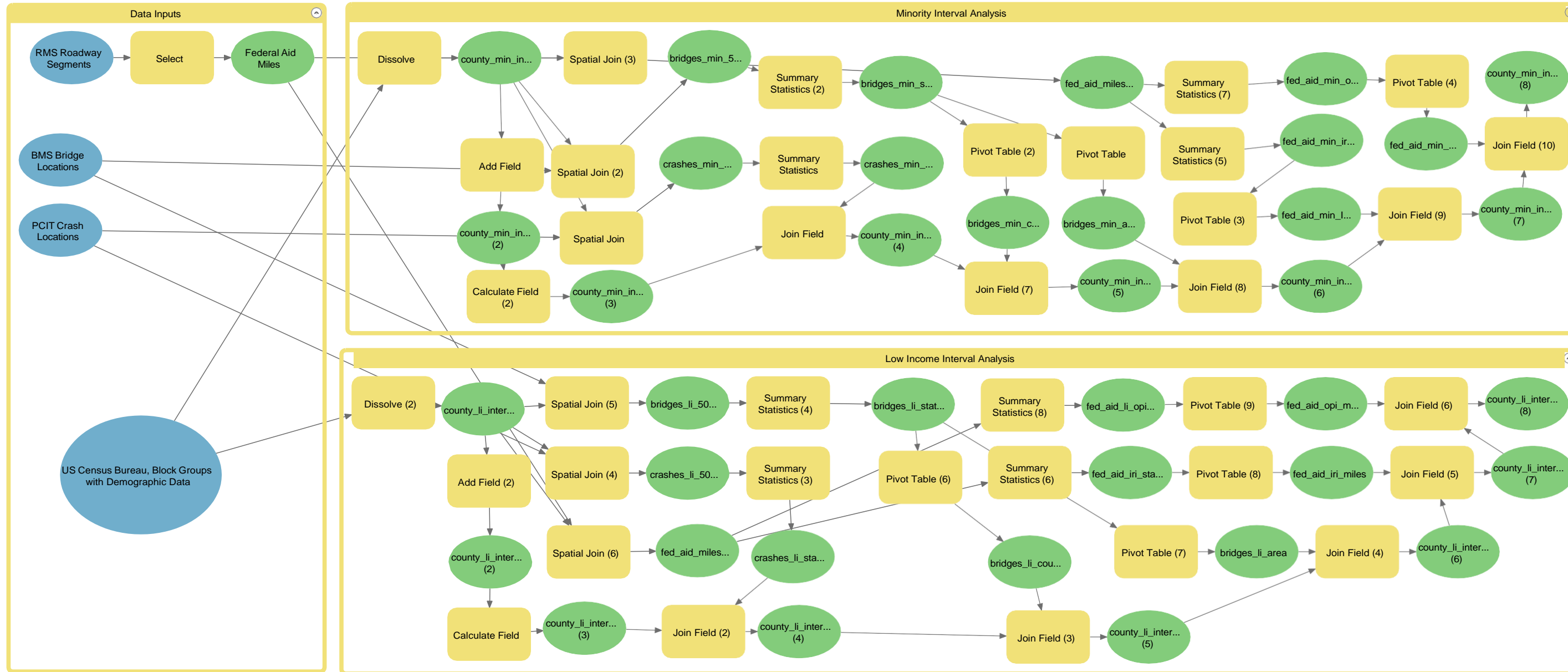
To perform the assessment of conditions analysis, two important steps were conducted:

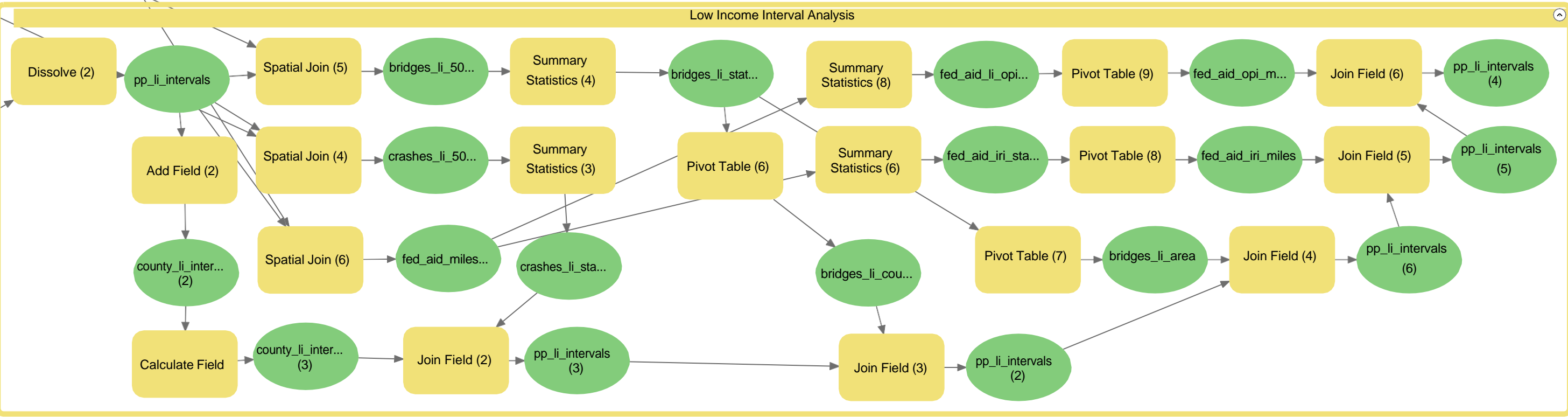
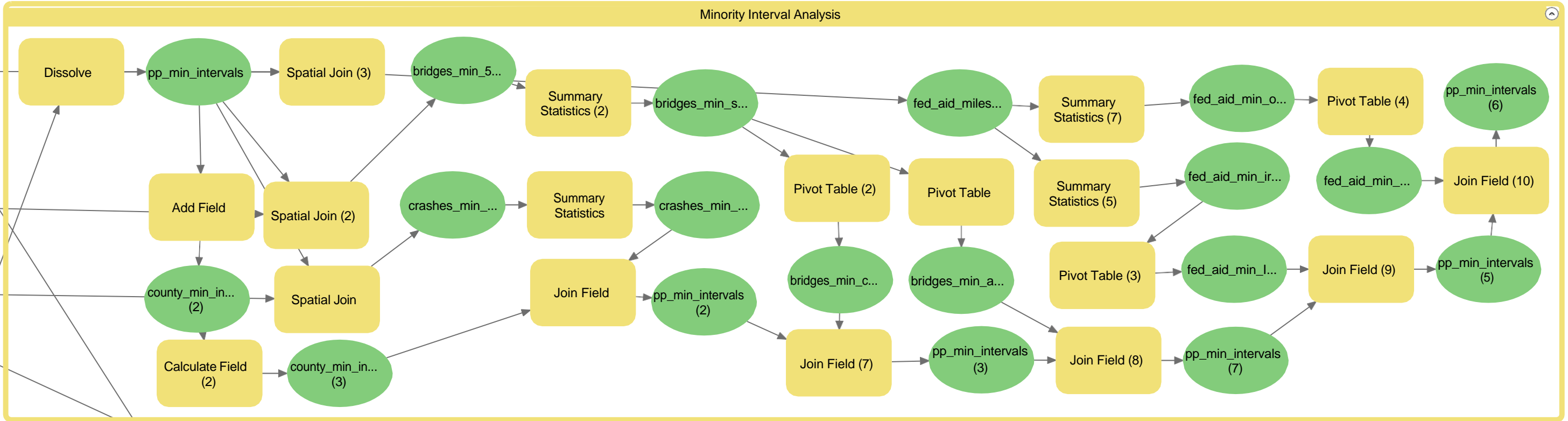
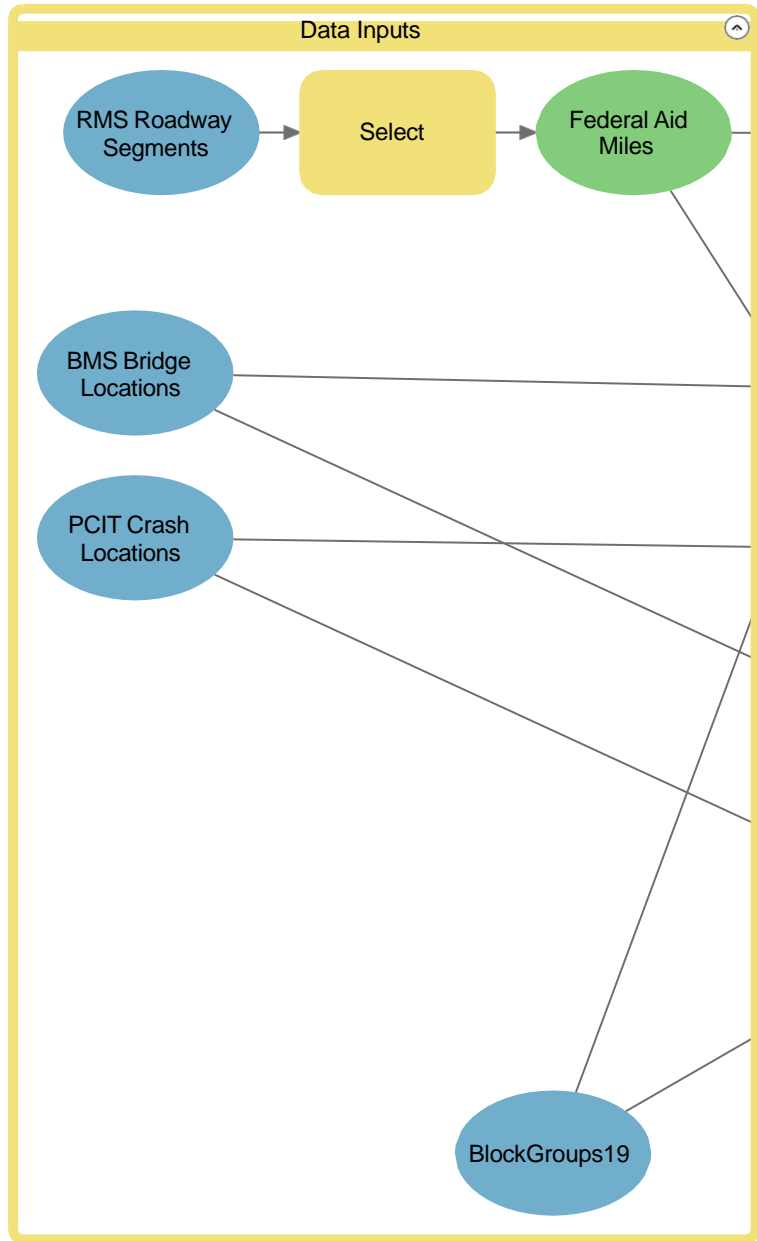
1. A map layer was created from dissolving together block groups of the same interval classification within each county and region for low income and minority concentration. These “interval areas” describe the contiguous areas within a county that fall within the same classification.
2. Transportation assets and crash locations were considered in the analysis of an interval area if located within 50 meters of the boundary of the dissolved interval area. In other words, the dissolved interval areas were buffered 50 meters for the analysis. This would allow the capture of features on the border of block groups or providing access to them.

All analysis was conducted within ArcGIS Pro and any attempt to verify or replicate this analysis would most appropriately begin on that platform. As such, instead of trying to produce a written procedure of the analytical steps the next page shows the ArcGIS Pro model used to daisy-chain together the various geospatial processing tools that processed the data. In a general sense, the following aspects of the transportation system were summarized by county and low income and minority concentration interval:

- Federal aid segment miles with “excellent,” “good,” “fair,” “poor,” or “other” pavement condition
- Number and bridge deck area of poor/not poor bridges
- Reportable crashes occurring 2015-2019. The 5-year totals are provided in the data extract and can be divided by 5 to get the average annual amounts. Crashes of the following types were analyzed:
 - Total Crashes
 - Total Persons Involved in Crashes

- All Bicycle Crashes
- Bicycle Crash FatalitiesBicycle Crash Suspected Serious Injuries
- All Pedestrian Crashes
- Pedestrian Crash Fatalities
- Pedestrian Crash Suspected Serious Injuries
- All Nonmotorized Crashes
- Nonmotorized Fatalities
- Nonmotorized Suspected Serious Injuries
- All Horse and Buggy Crashes
- Total Crash Fatalities
- Total Crash Suspected Serious Injuries





PUBLIC COMMENT PERIOD DOCUMENTATION

Legislative Requirements

The 30-day public comment period for the draft 2022-2050 Adams County Long Range Transportation Plan (LRTP), ONWARD2050, and draft Air Quality Conformity Determination Analysis (AQCA) Report for Adams County began June 24, 2022 and ended July 25, 2022.

The draft 2022-2050 LRTP, and related documentation, was available for public review at the following locations:

- 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, all agencies, citizens and media organizations that receive notice of MPO meetings, and those subscribed to the *e-MERGEing News* transportation bulletin, were notified of the 30-day public comment period via email. Notification of the public engagement opportunity was also sent to *Gettysburg Connection*, an online source for free local news.

The draft 2022-2050 LRTP documentation was also posted on the ONWARD2050 website (project site), <https://lrtp-1-adamsgis.hub.arcgis.com/>, and a direct link was accessible from the Adams County Transportation Planning Organization (ACTPO) website, <http://www.adamscounty.us/Dept/Planning/Pages/TIP.aspx>.

Advertised public meetings for the draft LRTP were held on July 13th, 2022 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. Additionally, the draft 2022-2050 LRTP was presented to the Adams County Planning Commission on July 20, 2022.

Tribal Contacts

ACTPO contacted the six Native American tribes with vested interest in Adams County listed below by e-mail, their preferred method of communication.

- Absentee-Shawnee Tribe of Indians of Oklahoma (e-mail)
- Delaware Nation, Oklahoma (e-mail)
- Delaware Tribe of Indians (e-mail)
- Eastern Shawnee Tribe of Oklahoma (e-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 published in the following media sources:

- Gettysburg Times
- York Daily Record
- The Merchandiser – 3 regional editions that circulate throughout Adams County

Comments Received

June 22nd, 2022 – Agency Coordination Meeting (ACM)

- Staff presented the draft LRTP at the June 22nd ACM Meeting. The meeting format was virtual. Staff focused the presentation on the environmental and cultural resources and constraints within Adams County, and the potential mitigation activities to avoid negative impacts during project planning and implementation. Several comments from participating agencies were provided and are included in the ACM summary document.

July 13th, 2022 (10 a.m.) – Public Meeting (Hybrid Format)

- There was no public participation at this meeting.

July 13th, 2022 (6 p.m.) – Public Meeting (Hybrid Format)

- There was no public participation at this meeting.

July 20th, 2022 – Adams County Planning Commission

- There were no comments provided at this meeting

June 24th to July 25th, 2022 – Public Comment Period

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

1) Active Transportation Comments

Comments received from: Eric Meyer, President – Healthy Adams Bicycle/Pedestrian, Inc. (HABPI) and Thomas Jolin

Several Comments related to bicycle and pedestrian facilities planning and implementation were provided. Comments related to street and housing development design, air quality and health benefits resulting from active transportation, current status of projects and project development underway, and the need for additional funding sources and planning initiatives related to active transportation. The complete comments are included in the full public comment period documentation.

Response: Staff acknowledged receipt of the comments and clarified specific points of individual comments. Staff also relayed that all suggested active transportation projects included in the comments will be incorporated into the project list, which includes the future potential project candidates. The responses are included in the full public comment period documentation.

2) Freedom Township Intersection: Bullfrog Road and Pumping Station Road

Comment received from: Zach Gulden, Manager & Zoning Officer - Freedom Township on behalf of the Board of Supervisors

The Freedom Township BOS questioned why this particular intersection was not included on the adopted 2023-2026 TIP.

Response: Staff relayed that this intersection is not programmed on the 2023-2026 TIP and that the addition of projects on this TIP, or future TIPs, is highly dependent upon available funding. Staff explained that this intersection is identified in the project list of the draft LRTP update, as the safety concerns were

expressed by the BOS during municipal outreach activities. The full response is included as part of the public comment documentation.

3) Pedestrian Safety Concerns at Gettysburg Square

Comment received from: Brenda (last name unknown). Comment received during pop-up event at the Adams County Farmers Market June 25th, 2022.

Brenda expressed concerns about pedestrian safety around the square in Gettysburg Borough, especially for people who are hearing impaired. She suggested lights that signal pedestrians to walk, lower speed limits, and gates that stop traffic to allow pedestrians to cross.

Response: Staff relayed that the public comments will be considered by the ACTPO board and will be included as part of the final LRTP document.

4) Transit Agency Review Comments - rabbittransit

Comments Received from: Beth Nidam, Planner – SRTA

A comment was provided by rabbittransit to incorporate a reference to transit performance measures in chapter 7 of the plan.

Response: Staff acknowledged receipt of the comment and incorporated the language as suggested.

5) Draft ONWARD2050 Plan Comments from PennDOT

Comments received from: Kenana Korkutovic, District Planner – PennDOT District 8-0

PennDOT District 8-0 provided various comments on ONWARD2050.

Response: Staff acknowledged the comments and provided clarification as necessary. The full response is included in the public comment documentation.

6) FHWA and FTA Comments for draft ONWARD2050

Comments received from: Ronnique Bishop, Community Planner – FHWA;

Jen Crobak, Community Planner – FHWA; Chelsea Beytas, Community Planner – FTA; Laura Keeley, Director, Office of Planning and Program Development - FTA Region III

Comments related to financial guidance, transit funding, and transit performance measures were provided by FHWA and FTA. The complete comments are included in the public comment period documentation.

Response: Staff acknowledged receipt of the comments and worked with the various agencies to address the comments as appropriate to satisfy agency requirements. The full response is included in the public comment period documentation.

7) Response from Eastern Shawnee Tribe

Response received from: Chief Glenna J. Wallace – Eastern Shawnee Tribe

Chief Wallace informed staff that she forwarded the public comment notification to Paul Barton, THPO and Cultural Preservation Director for the Eastern Shawnee Tribe. No additional comments were received.

8) Correspondence regarding Weblink

Correspondence received from: Candace Walker

Ms. Walker reached out to staff regarding the weblink to access the draft LRTP documentation. Staff discovered that there was a “typo” in the link she was attempting to use and provided her with the correct link that was published in the public notice.

NOTICE OF PUBLIC INFORMATION MEETING

The Draft 2022-2050 Adams County Long Range Transportation Plan (LRTP) update and the Draft Air Quality Conformity Analysis Report (AQCA) is available for public review and comment beginning **June 24th, 2022**. The LRTP identifies the county's long-term transportation needs and strategies for improving the transportation network. It also lists future funding allocations for highway, bridge, safety, and active transportation projects for the next 28 years. Comments will be accepted via phone, mail, or email until **4:00 PM on Monday, July 25th, 2022**.

The Draft LRTP and related documentation will be available for review at the following locations:

- **Adams County Website:** <http://www.adamscounty.us/Dept/Planning/Pages/default.aspx>
- **Adams County Commissioners Office**, 117 Baltimore Street, Room 201, Gettysburg PA
- **Adams County Office of Planning and Development**, 670 Old Harrisburg Road, Suite 100, Gettysburg, PA
- **Adams County Public Library Locations**
- **All Township and Borough Offices in Adams County**

The Adams County Transportation Planning Organization (ACTPO) will hold two public information meetings on **July 13th, 2022** to present and receive comments on the Draft 2022-2050 LRTP. 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:

Draft Adams County LRTP Online Public Comment Meeting July 13th, 2022: 10:00 a.m. – 12:00 p.m.

Web link: <https://bit.ly/LRTP2022-1>
Join by phone: 929-229-2915
Phone Conference ID: 422 135 965#

Draft Adams County LRTP Online Public Comment Meeting July 13th, 2022: 6:00 p.m. – 8:00 p.m.

Web link: <https://bit.ly/LRTP2022-2>
Join by phone: 929-229-2915
Phone Conference ID: 427 831 982#

A link to the Public Comment Meetings can also be found on the County of Adams website:
<http://www.adamscounty.us/Pages/default.aspx>

NOTICE OF INTENT TO CONSIDER ADOPTION:

ACTPO intends to consider the Draft 2022-2050 LRTP and AQCA report for adoption on **July 27th, 2022** at **1:00 PM**. This meeting will also be conducted using a hybrid meeting format, with the option for in-person or virtual attendance. The in-person meeting component will be held at Adams County Agricultural and Natural Resources Center – Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325.

HOW TO PARTICIPATE.

The public has multiple ways to comment on individual projects or the program as a whole. Whichever method you prefer, please include your name and the municipality you live in.

1. Attend one of the two public meetings scheduled to discuss the 2022-2050 LRTP.
2. Email your comments to the Adams County Office of Planning and Development c/o:
 - a. Andrew Merkel, AICP – amerkel@adamscounty.us
 - b. Laura Neiderer – lneiderer@adamscounty.us
3. Call the Adams County Office of Planning and Development at (717) 337-9824.
4. Mail comments to:

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

DISCLAIMER:

1. Public notice of public involvement activities and time established for public review and comment on the LRTP / TIP satisfies the POP requirements of the Section 5307 Program.
2. The Adams County Transportation Planning Organization (ACTPO) is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact the Adams County Office of Planning and Development, 670 Old Harrisburg Road Suite 100, Gettysburg, PA 17325, (717) 337-9824.

Agency Coordination Meeting (ACM)



PURPOSE

An overview of ONWARD2050 was presented at the June 22, 2022 Agency Coordination Meeting (ACM). The purpose of the ACM is to develop transportation projects in an environmentally responsible manner through open and effective communication between and among the FHWA, state and federal resource agencies, PennDOT, and other transportation providers. Meetings generally consist of general project presentations, field views, or workshops to discuss specific project and resource issues. The presentation of ONWARD2050 focused on the environmental and cultural resources and constraints specific to Adams County and potential mitigation efforts to avoid or reduce negative impacts during project planning and implementation.

ACM participants include:

- US Army Corps of Engineers
- US Environmental Protection Agency (EPA)
- US Fish and Wildlife Service (FWS)
- US Department of Agriculture, Natural Resources Conservation Service (NRCS)
- National Marine Fisheries Service
- Pennsylvania Department of Environmental Protection (DEP)
- Pennsylvania Department of Conservation and Natural Resources (DCNR)
- Pennsylvania Fish and Boat Commission
- Pennsylvania Game Commission
- Pennsylvania Department of Agriculture (PDA)
- Pennsylvania Historical and Museum Commission (PHMC)
- Pennsylvania Department of Community and Economic Development (DCED)

FEEDBACK

Resource agencies provided the following comments for consideration:

PennDOT

- Consider habitat connectivity, potentially through wildlife crossings, during project planning and implementation stages.
- Coordinate with PEMA and FEMA to identify Stafford Act properties and hazard mitigation efforts related to flooding.

PHMC

- Consider connectivity to the historic Adams County Fruit Belt district during the transportation planning process, as it is a major economic driver in the region.

PA GAME COMMISSION

- Consider habitat connectivity during transportation planning and project implementation.

PA DEP

- Coordinate early in planning and project phases on mitigation requirements recently implemented by the department.

PA DCNR

- Threatened and endangered species lists, including plants, should be reviewed when considering project alternatives.
- Consider habitat connectivity during transportation planning and project implementation.
- Minimize disturbance to wetlands and floodplain vegetation during bridge projects. These features are habitat to identified vulnerable plant species.
- Consider installing pollinator habitats during project implementation.

US ARMY CORPS OF ENGINEERS

- Consider wetland and waterway banking as a mitigation measure.

US FISH AND WILDLIFE SERVICE

- As specific projects are identified and programmed, coordinate with the service on mitigation measures for threatened and endangered species. Currently, there are regulatory reviews pending regarding bats, and this could change the status of certain bat species.
- Although Bald Eagles are not longer federally listed, the species is still afforded some protections by the Bald and Golden Eagle Protection Act.
- Consider reviewing the Important Mammal Areas, in addition to the Important Bird Areas, in Adams County.
- Consider compensatory mitigation efforts through wetland/waterway banking to offset unavoidable impacts to wetlands and streams. The PA Watershed Resource Registry can help identify potential permittee responsible mitigation sites.

US EPA

- Coordinate early with Environmental Justice communities and other communities of concern.



Healthy Adams Bicycle/Pedestrian, Inc. (HABPI)



Eric Meyer, President

Habpi2012@gmail.com www.habpi.org

July 14, 2022

Adams County Office of Planning and Development
670 Old Harrisburg Rd #100,
Gettysburg, PA 17325
Attn: Andrew Merkel

Dear Andrew,

I am writing on behalf of HABPI to provide feedback on the draft Long Range Transportation Plan (LRTP). We appreciate the opportunity to engage on this important document that will guide transportation planning in the county for the next generation.

General comments

This draft LRTP is a thoughtful and well-crafted document that contains a lot of good information. Our focus, of course, is on active transportation and we are pleased to see that this was addressed in a meaningful way in the plan. In particular, we note that you did a good job in the Mobility, Access, and Reliability section (pages 54-55) of capturing the many benefits of active transportation including economic development, expanded transportation options (especially true for those who have no or limited access to a car), and public health improvement. One addition to this list would be the positive environmental impact that active transportation offers by reducing noise and air pollution associated with motorized vehicle traffic.

The list of action items for Active Transportation (Bike/Ped) is, for the most part, appropriately high-level and on-target for a long range plan. You touched on some very important concepts such as incorporating active transportation-friendly design into road and bridge projects as well as in new developments. We fully support this. We are happy that an item about making new connections and closing gaps in the active transportation network was included in the list, too.

We are also pleased to see the extensive list of bike/pedestrian project suggestions included in the appendix to the document. While HABPI members certainly contributed some of these, we are impressed to see how much input you received from the community at large in support of bike/pedestrian projects. There seems to be a strong and clear desire for active transportation in the county.

Specific feedback on Bike/Ped action items

Item: *Continue to refine and develop the On-Road Active Transportation and Safety Analysis tool...* We will be happy to continue our support of this item.

Healthy Adams Bicycle/Pedestrian, Inc. (HABPI) is a 501(c)(3) non-profit corporation.



Healthy Adams Bicycle/Pedestrian, Inc. (HABPI)



Eric Meyer, President

Habpi2012@gmail.com www.habpi.org

Item: *Incorporate active transportation friendly designs into all road and bridge projects, particularly in urbanized areas and designated growth areas.* Yes, we fully support and hope to see this applied fully in future roadwork.

Item: *Identify and prioritize new connections and existing gaps in the active transportation network.* We fully support this item. There should be a supporting document developed that identifies the active transportation network, the gaps, and priorities for projects. Perhaps this is a stand-alone Active Transportation Plan. At a minimum, there should be a report or survey that keeps track of where things stand and what is planned. This document would provide clarity and alignment among ACTPO members, community organizations, etc. and also help support grant funding for projects.

Item: *Require Active Transportation friendly designs in all new development...* We strongly support this item. We believe, however, that ACOPD will need to take the lead in helping the municipalities identify how to implement it. As we have seen with development to date, if a developer is not required to install infrastructure, like sidewalks or bike lanes, they often opt to not provide them. Will this action item require townships to amend ordinances? If so, how should the new ordinance read? Or are there other approaches that have proven successful within other MPO's. ACOPD seems to be in the best position to guide this effort. We believe this item should be elevated to a high priority due to the resurgence of new development in the area. Delaying action on this item will only lead to more developments being built without the appropriate active transportation infrastructure.

Item: *Evaluate and relocate, if necessary, existing Bicycle PA routes.* We agree that our Bicycle PA routes are not bike-friendly and support finding better routing. This is definitely a low priority, though, in relation to these other action items.

Item: *Work with transit providers, employers, and businesses to improve pedestrian and bicycling infrastructure and accommodations at, in, or near transit, employment, and commerce destinations.* Great goal that should be encouraged, perhaps with financial incentives with matching funding. We suggest a higher priority on this item.

Additional action item: There should be active transportation representation on ACTPO. One suggestion is to form an Active Transportation Committee made up of community members where the chair of the committee is a voting member of ACTPO. The committee's role would be to review transportation projects with an eye toward active transportation, prioritize and recommend active transportation projects to ACTPO for funding, and generally advise on active transportation issues and concerns.

Other Comments

As noted above, there is an impressive list of bike/pedestrian project ideas listed in the appendix. There are, however, a number of specific projects that are under development that should be highlighted within the main body of the report and not just left grouped with these other ideas. The GIL does get

Healthy Adams Bicycle/Pedestrian, Inc. (HABPI) is a 501(c)(3) non-profit corporation.



Healthy Adams Bicycle/Pedestrian, Inc. (HABPI)



Eric Meyer, President

Habpi2012@gmail.com www.habpi.org

some recognition on page 36 but there should be clearer picture of all of the current active transportation projects that are underway. In addition to the GIL, there are:

- Boyds School Trail, an extension to the existing North Gettysburg Trail, would provide safe biking and walking along this corridor. Currently conducting outreach to stakeholders/property owners.
- Pathway to Adams County Historical Society – feasibility study is underway.
- Grand History Trail from Gettysburg south to MD border – focus is on first leg from Gettysburg to Sachs Bridge.
- Littlestown Rail Trail to Taneytown – railroad right-of-way under negotiation.
- East Berlin trail is under development by Healthy Eastern Adams Rails & Trails.
- Incorporating bike/pedestrian infrastructure within Camp Letterman/York Rd development. This would provide connection to North Gettysburg Trail.
- Hanover to Gettysburg trail – Interest in this project has been renewed by parties within Adams County and Hanover. It would form another leg of the Grand History Trail.
- Sept 11th Trail – this is a national effort to create a memorial trail that will pass through Adams County. There should be strong county support towards this project.

Thanks again for the opportunity to comment on the draft Long Range Transportation Plan. If you have any questions or would like to discuss these comments further, please feel free to contact me.

Eric Meyer

President, HABPI

CC: Laura Neiderer, ACOPD

Healthy Adams Bicycle/Pedestrian, Inc. (HABPI) is a 501(c)(3) non-profit corporation.

From: [Thomas Jolin](#)
To: [Laura Neiderer](#)
Subject: Adams County 2022-2050 LRTP, jolin comments
Date: Wednesday, July 13, 2022 4:58:47 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Laura, Thank you so very much for all you great work! It is so appreciated. And thanks for the opportunity to submit comments regarding the LRTP 2022-2050. Below are my comments.

1. Overall, there are a lot of good points about active transportation in the plan.
2. I think your point in the Active Transportation Summary is excellent, is quite important: *Incorporate active transportation friendly designs into all road and bridge projects, particularly in urbanized areas and designated growth areas. This should include bike lanes and other bike infrastructure to facilitate biking on busiest streets and additional or improved sidewalks to make streets more walkable.*
So, yes! Please go at this with full intensity, getting such projects to the TIP asap! The recent release of the Wellspan Community Needs Assessment 2022 showed an increase in Adams County BMI overweight/obesity rates to 82%, up from 72% in 2017. Further, it revealed those not participating in physical activity or exercise during the past 30 days increased from 31% to 39% during the same period.
Active transportation, getting from A to B with one's own muscle and calories, is key to health.
3. This following point in your the LRTP 2022-2050 is excellent: *Identify and prioritize new connections and existing gaps in the active transportation network. Work with PennDOT, municipalities, developers, non-profit organizations, and bicycle/pedestrian advocates to address those gaps.* This must be a priority, as Adams County is losing the health, sprawl and air pollution challenge.
4. Recognizing that active transportation is needed is one thing; but actually doing something about it is what's essential. Consistent with the mutually agreed upon points in #2 and #3 above, actions are needed and should be listed in the LRTP. Words are meaningless, unless they lead to constructive solutions in a timely way.
 - a. Gettysburg Borough has a very good Bike/Ped Plan (GIL) which needs funding. The ACOPD should prioritize this effort to find funding, with no time to waste. I think back to when Nick Colonna and Andrew Merkel worked so hard to get GIL Segment "A" funded and built several years ago. GIL B is the current priority. It is currently in engineering and seeking funding. It should be specifically listed on page 57 of the LRTP, and then bumped to the TIP.
 - b. There are three areas in Straban Township which are currently in the planning stage; Camp Letterman, the connector to Hanover Road near Gettysburg, and Cortney Meadows. They should be Specifically listed on page 57 of the LRPT and then bumped to the TIP.
 - c. The South Gettysburg Trail has an excellent Feasibility Study. It should be specifically listed on page 57 of the LRTP.
 - d. The 2007 Hanover to Gettysburg Feasibility Study has found new support coming from Hanover Borough and the York County Redevelopment Authority. It should be specifically

listed on page 57 of the LRTP. I'll note, that the 911 Memorial Trail may be a part of this mix, thus giving it even greater importance.

e. Heart, "Healthy Eastern Adams Rail Trail" has an excellent feasibility study for Hamilton Township and East Berlin. It should be specifically listed on page 57 of the LRTP.

f. The Boyds School/Shealer Road Trail was originally partially in the North Gettysburg Trail Feasibility Study. As you know, the effort has been resurrected and should be specifically listed on page 57 of the LRTP.

5. You had the following on page 57 listed as low priority: *Work with transit providers, employers, and businesses to improve pedestrian and bicycling infrastructure and accommodations at, in, or near transit, employment, and commerce destinations.* I recommend this be raised to high priority. As engineers and private planners present their plans to you, you could promote better active transportation planning. Even before that, you could put them on notice that active transportation is required as part of the overall submission.

6. The following is listed as moderate priority on page 57, but I would raise that to high priority. *Require Active Transportation friendly designs in all new development, including narrower street widths, complete pedestrian facilities, designated bicycle lanes, off-road trails, and elimination of cul-de-sacs in favor of full through streets.*

7. At this time, I would not take any of your time to evaluate the State Bike Routes in Adams County, which was noted on page 57. I guess you could note it if you want, but given the many active transportation priorities, I wouldn't want this to be a distraction that would unfocus viable active transportation needs. You are already overworked. Such a time expenditure effort would get in the way of viable active transportation advancement.

8. Even though CMAQ funding is apparently no longer very available for Adams County due to PennDot priorities, Adams County needs to challenge that determination. Along those lines, what other sources of State and Federal Funding can be used for active transportation. Communities, non-profits and developers should know about these. Can they be listed?

9. A member of HABPI should sit on the ACTPO voting board. Bicycling and walking are transportation, but unfortunately undervalued.

10. The ACOPD should have a specific person/persons on staff that can develop active transportation, as well as advise developers and municipalities. Such expertise can be obtained by re-allocating existing personnel, training, new hires, or a combination. Active Transportation has been undervalued in American culture, unfortunately. The ACOPD is blessed with many talented, dedicated people. Perhaps, realigning positions and assignments would be the answer. Now, we are paying a heavy cost for neglect of active transportation. But let's look at the bright side. Well intentioned people can reverse it, making a better Adams County.

Thanks you, very much. I sure do appreciate all your dedicated work. Also, you and your work

mates are very cordial and welcoming. That is SO appreciated.

Sincerely,
Tom Jolin
249 Ridge Avenue, Gettysburg, PA 17325

On Jun 27, 2022, at 2:25 PM, Laura Neiderer <lneiderer@adamscounty.us> wrote:

<image001.png>

PUBLIC COMMENT PERIOD FOR ONWARD2050, ADAMS COUNTY'S DRAFT LONG RANGE TRANSPORTATION PLAN (LRTP) – OPEN NOW!

The 30-day public review & comment period for the Draft Adams County 2022-2050 Long Range Transportation Plan (LRTP), ONWARD2050, is now open. ONWARD2050 identifies the county's long-term transportation needs and strategies for improving the transportation network. It also lists the projected future funding **allocations for highway**, bridge, safety, and active transportation projects for the next 28 years. **Comments will be accepted via phone, mail, or email until 4:00 PM on Monday, July 25th, 2022.** Additional details may be found in the full [Public Notice](#), such as:

- How to submit a public comment
- Locations where a paper copy of the documentation can be accessed and reviewed
- Details for the public information meetings on July 13th, 2022

To review the Draft Plan, survey results, interactive mapping, and more, visit the [ONWARD2050 website](#).

2022 ROADWAY MANAGEMENT CONFERENCE – REGISTRATION OPEN!

The Roadway Management Conference brings together hundreds of roadway practitioners from across the region. **The RMC is intended for practitioners who manage, design, construct, and maintain state, county, and municipal roads and streets.** Together they learn from experts and peers, visit with vendors, see equipment, and experience demonstrations relevant to local and state roadway agencies. The RMC is designed to help practitioners prepare for and successfully address public works transportation challenges using proven and innovative methods. View the [Conference Flyer](#) and [RMC Website](#) for additional

From: [Laura Neiderer](#)
To: [Thomas Jolin](#)
Cc: [Andrew Merkel](#)
Subject: RE: Adams County 2022-2050 LRTP, jolin comments
Date: Friday, July 15, 2022 1:49:00 PM
Attachments: [image001.png](#)

Hi Tom,

Thank you for your comments. As you are aware, all comments are considered by the board.

The plan is structured in a way that 1) identifies needs; this was largely based on the public feedback we received 2) Identifies strategies, policies, and implementation items to address the needs and achieve desired outcomes for the transportation system and 3) Establishes project ranking criteria that will be used to prioritize projects based on available funding. Because this is a policy document (unlike the TYP and TIP, which are project programs) individual projects are not pre-prioritized in the plan, rather they make up the project list (in Appendix C). These project-needs are grouped into categories, however, in no particular order and with no funding amounts assigned to individual projects. We will review the project list and ensure that the projects noted in your comments are included.

As far as CMAQ funding. The air quality determination decision was made in Federal Court. For a short time after the decision, PennDOT was interpreting the decision slightly differently allowing for some funding to continue throughout the state where the determination was changed. FHWA has essentially “cracked down” on this....and there simply is just no room for any alternative interpretation of the decision.

We had also talked via phone (before the June ACTPO meeting) regarding input opportunities on projects....

As I mentioned during that conversation, the decisions related to subdivision/land development projects rests with the municipalities. Although the county is required to review plans and provide comment, ultimately the municipalities make the final call. ACOPD does advocate for bike-ped connections and facilities during the review process....this is always a point that is scrutinized when the committee reviews plans and comments are provided as appropriate. From our conversation, it sounds like HABPI has had some positive discussion with Straban Township in relation to the proposed subdivision/land development activities and the need for bike-ped facilities.

As far as projects on existing state infrastructure... PennDOT does solicit public input by posing notifications on their website. Often times this is when a project is in the design phase. Currently, there is a bridge project on Baltimore Pk (Germany Township). This project is programmed on the current TIP (2021-2024 TIP).

<https://www.penndot.pa.gov/RegionalOffices/district-8/PublicMeetings/AdamsCounty/Pages/default.aspx>

We will certainly keep you apprised of any additional opportunities to provide input on project

designs. As always, reach out to us with any questions.

Have a nice weekend!

Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lneiderer@adamscounty.us



From: Thomas Jolin <jolin@pa.net>
Sent: Wednesday, July 13, 2022 4:58 PM
To: Laura Neiderer <lneiderer@adamscounty.us>
Subject: Adams County 2022-2050 LRTP, jolin comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Laura, Thank you so very much for all you great work! It is so appreciated. And thanks for the opportunity to submit comments regarding the LRTP 2022-2050. Below are my comments.

1. Overall, there are a lot of good points about active transportation in the plan.

2. I think your point in the Active Transportation Summary is excellent, is quite important: *Incorporate active transportation friendly designs into all road and bridge projects, particularly in urbanized areas and designated growth areas. This should include bike lanes and other bike infrastructure to facilitate biking on busiest streets and additional or improved sidewalks to make streets more walkable.*

So, yes! Please go at this with full intensity, getting such projects to the TIP asap! The recent release of the Wellspan Community Needs Assessment 2022 showed an increase in Adams County BMI overweight/obesity rates to 82%, up from 72% in 2017. Further, it revealed those not participating in physical activity or exercise during the past 30 days increased from 31% to 39% during the same period.

Active transportation, getting from A to B with one's own muscle and calories, is key to health.

3. This following point in your the LRTP 2022-2050 is excellent: *Identify and prioritize new connections and existing gaps in the active transportation network. Work with PennDOT, municipalities, developers, non-profit organizations, and bicycle/pedestrian advocates to address those gaps.* This must be a priority, as Adams County is losing the health, sprawl and air pollution challenge.

From: [Laura Neiderer](#)
To: [Thomas Jolin](#)
Subject: RE: Adams County 2022-2050 LRTP, jolin additional cul de sac comments
Date: Monday, July 25, 2022 10:43:00 AM
Attachments: [image001.png](#)

Thanks for the additional comments, Tom! These will be incorporated to your initial comments.
Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lneiderer@adamscounty.us



From: Thomas Jolin <jolin@pa.net>
Sent: Tuesday, July 19, 2022 3:24 PM
To: Laura Neiderer <lneiderer@adamscounty.us>
Subject: Re: Adams County 2022-2050 LRTP, jolin additional cul de sac comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Laura, Again, thanks for all your work. Here is an additional comment regarding the LRTP recommending eliminating cul-de-sacs.

Cul de sacs can be helpful or harmful. The AC LRTP recommended eliminating cul de sacs in favor of through streets. Here is the LRTP text, "*Require Active Transportation friendly designs in all new development, including narrower street widths, complete pedestrian facilities, designated bicycle lanes, off-road trails, and elimination of cul-de-sacs in favor of full through streets.*"

As you can see below in my initial submission, I recommended this point be changed to a high priority. I agree with it all (including high priority rating recommendation), except for the cul de sac elimination recommendation. The intent is good, but I'm afraid through streets will invite car through traffic. That reduces the neighborhood quality and livability. Thus, the optimum solution would be to have a bike/ped path extending out of the cul de sac to the next neighborhood, thus allowing bike/peds to travel safely without car traffic. That would also increase the livability, neighborliness and active transportation.

I came to this conclusion while visiting up at State College. I noticed that State College is blocking off some through streets to cars, but allowing bicycle/ped through. It make for a more livable community. And it certainly increases active transportation, since bicyclists and walkers don't contend with cars. At the same time, it protects the warm integrity of the neighborhood. If through

way streets must happen, then bike friendly speed humps and bump outs would be necessary to reduce speed and car traffic. The connector trail/path/street must be inviting to our most vulnerable children, handicapped, senior citizens and those looking for a slow end of the day sunset jaunt.

Generally, we can rate bicycle/ped infrastructure as follows: off road or side paths are most safe and inviting; second, marked street lanes are second, but many (oldest or youngsters) shy away from this concept because of close proximity to car traffic; third, sharrows aren't that safe or inviting, so typically many bicyclists don't use; fourth, riding in brisk traffic without any markers means be sure to say your prayers and it certainly diminishes active transportation. One good example I like is the Orchard Park Trail in State College. It is a trail spine which picks up the back yards of homes/apartments/street spurs/neighborhoods as it makes its way from the outer boundary to State College High School. It is safe and heavily used. And the neighborhood standards are very high, consequently. Back got cul de sacs, connecting reduced car traffic cul de sacs with through bike/ped connectors could help Adams County active transportation, while maintaining neighborhood livability.

Many thanks,
Tom Jolin
249 Ridge Avenue
Gettysburg, PA 17325

On Jul 13, 2022, at 4:58 PM, Thomas Jolin <jolin@pa.net> wrote:

Hello Laura, Thank you so very much for all you great work! It is so appreciated. And thanks for the opportunity to submit comments regarding the LRTP 2022-2050. Below are my comments.

1. Overall, there are a lot of good points about active transportation in the plan.
2. I think your point in the Active Transportation Summary is excellent, is quite important: *Incorporate active transportation friendly designs into all road and bridge projects, particularly in urbanized areas and designated growth areas. This should include bike lanes and other bike infrastructure to facilitate biking on busiest streets and additional or improved sidewalks to make streets more walkable.*
So, yes! Please go at this with full intensity, getting such projects to the TIP asap! The recent release of the Wellspan Community Needs Assessment 2022 showed an increase in Adams County BMI overweight/obesity rates to 82%, up from 72% in 2017. Further, it revealed those not participating in physical activity or exercise during the past 30 days increased from 31% to 39% during the same period.
Active transportation, getting from A to B with one's own muscle and calories, is key to health.
3. This following point in your the LRTP 2022-2050 is excellent: *Identify and prioritize new connections and existing gaps in the active transportation network. Work with*

From: [Zach Gulden - Freedom Township](#)
To: [Laura Neiderer](#)
Subject: Re: Draft Adams County Long Range Transportation Plan
Date: Monday, June 27, 2022 4:16:39 PM
Attachments: [image001.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, our Board was questioning why the intersection of pumping station and bullfrog was not added as a priority to fix? This is included in our comp plan. It is extremely dangerous there.

Zach Gulden, MPA
Township Manager & Zoning Officer
Freedom Township
2184 Pumping Station Road
Fairfield, PA 17320
Phone: 717-873-0475
www.freedomtownship.us

From: Laura Neiderer <lnneiderer@adamscounty.us>
Sent: Monday, June 27, 2022 3:26 PM
To: Berwick Township <office@berwicktp.org>; Sandra Vazquez <biglerville@comcast.net>; Conewago Twp <darndt@conewagotwp.org>; Zach Gulden - Freedom Township <zgulden@freedomtp.org>; McSherrystown Boro <mcstown@comcast.net>; mptsecretary@comcast.net <mptsecretary@comcast.net>; Mt. Pleasant Twp <mptwp@comcast.net>; oxftwp@comcast.net <oxftwp@comcast.net>; uniontownship@pa.net <uniontownship@pa.net>
Subject: Draft Adams County Long Range Transportation Plan

Hello,

A copy of the Draft Adams County 2022-2050 Long Range Transportation Plan was recently provided to your municipal office, or to a representative of your municipality. If your office was closed, the document was placed in the drop-box at your office (for those that have one). The 30-day Public Review and Comment Period for the Draft LRTP began Friday, June 24th and runs through Monday, July 25th. Please have the document accessible for the public to review during that time.

Please feel free to reach out to me with any questions regarding the public comment period for the draft LRTP.

Thank you,
Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development

From: [Laura Neiderer](#)
To: [Zach Gulden - Freedom Township](#)
Cc: [Andrew Merkel](#)
Subject: RE: Draft Adams County Long Range Transportation Plan
Date: Tuesday, June 28, 2022 8:44:00 AM
Attachments: [image001.png](#)

Hi Zach,

The intersection of Pumping Station Rd and Bullfrog Rd is identified in the project list of the Draft LRTP (the project list is included in Appendix C). So essentially these are the projects that will feed future Twelve Year Programs (TYPs) and Transportation Improvement Programs (TIPs) based on the prioritization criteria identified in the plan.

ACTPO approved the 2023-2026 Adams County TIP last week (this is the document I delivered to the municipality in May). There were intersections of concern called out during the public review and comment period for the program, and although there are not likely to be any projects added to this TIP (due to funding), we are going to work with PennDOT to see if there are any measures that can potentially be implemented in the short-term. We'll add this intersection to that list. No guarantees here, but we'll at least put it on their radar.

Let me know if you have any questions or need additional clarification/information.

Thanks,
Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lneiderer@adamscounty.us



From: Zach Gulden - Freedom Township <zgulden@freedomtwp.org>
Sent: Monday, June 27, 2022 4:17 PM
To: Laura Neiderer <lneiderer@adamscounty.us>
Subject: Re: Draft Adams County Long Range Transportation Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, our Board was questioning why the intersection of pumping station and bullfrog was not added as a priority to fix? This is included in our comp plan. It is extremely dangerous there.

Zach Gulden, MPA
Township Manager & Zoning Officer
Freedom Township
2184 Pumping Station Road
Fairfield, PA 17320
Phone: 717-873-0475
www.freedomtownship.us

From: Laura Neiderer <lneiderer@adamscounty.us>

Sent: Monday, June 27, 2022 3:26 PM

To: Berwick Township <office@berwicktp.org>; Sandra Vazquez <biglerville@comcast.net>;
Conewago Twp <darndt@conewagotwp.org>; Zach Gulden - Freedom Township
<zgulden@freedomtwp.org>; McSherrystown Boro <mcstown@comcast.net>;
mptsecretary@comcast.net <mptsecretary@comcast.net>; Mt. Pleasant Twp
<mptwp@comcast.net>; oxftwp@comcast.net <oxftwp@comcast.net>; uniontownship@pa.net
<uniontownship@pa.net>

Subject: Draft Adams County Long Range Transportation Plan

Hello,

A copy of the Draft Adams County 2022-2050 Long Range Transportation Plan was recently provided to your municipal office, or to a representative of your municipality. If your office was closed, the document was placed in the drop-box at your office (for those that have one). The 30-day Public Review and Comment Period for the Draft LRTP began Friday, June 24th and runs through Monday, July 25th. Please have the document accessible for the public to review during that time.

Please feel free to reach out to me with any questions regarding the public comment period for the draft LRTP.

Thank you,
Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lneiderer@adamscounty.us





ADAMS COUNTY OFFICE OF PLANNING AND DEVELOPMENT

670 Old Harrisburg Road, STE 100 | Gettysburg, PA 17325
Ph: 717-337-9824 | Fx: 717-334-0786

Sherri Clayton-Williams, AICP, Director

Date: June 27, 2022

To: Andrew Merkel and Laura Neiderer

From: Sarah Weigle

Subject: Summary of Adams County Farmers Market Public Engagement for ONWARD2050

On June 25, 2022 the Adams County Office of Planning and Development participated in South Mountain Partnership Day at the Adams County Farmers Market. Along with several other Office initiatives, the opening of the comment period and the draft ONWARD2050 document were featured. An announcement for the public meeting was displayed, along with the draft Plan and handouts listing the project website, information about the comment period, and methods to provide comment.

A steady stream of market-goers approached the table throughout the day, several seemed very interested in reviewing the document or providing comment. The table was set-up in conjunction with Gettysburg Borough, who was asking for feedback on possible improvements to the Gettysburg Square and Baltimore Street. Many of the comments made to the Borough were related to transportation safety issues, like crosswalks.

One resident wanted to provide comment at that time:

- Brenda from Gettysburg Borough recommended that the speed limits be lowered around the square. As a deaf individual, she will only cross the street at a crosswalk for her safety. She suggested speed bumps to slow traffic approaching the Square or gates that come down and completely stop traffic, so pedestrians can safely cross at specific times. Even though there are crosswalks at the Square, safety is an issue, especially when there are no lights to signal when pedestrians can cross.

From: [Beth Nidam](#)
To: [Andrew Merkel](#); [Laura Neiderer](#)
Cc: [Rich Farr](#); [Jenna Reedy](#); [David Juba](#)
Subject: Onward2050 - transit agency review comment
Date: Tuesday, June 14, 2022 1:14:19 PM
Attachments: [Outlook-0mz0v24h.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Andrew and Laura -

We have reviewed the working draft of the Adams County LRTP *Onward2050*.

We have one comment:

- Chapter 7 Future Strategies, Page 51-59, we recommend adding the mention of the transit performance measures for assets and safety either under the Overall section or under the Transit section, similar to the mention of the bridges, pavements, and roadway safety performance measures mentioned in this section. This recommendation is in addition to the transit performance measures verbiage we sent to you earlier.

We look forward to seeing the final draft and commend you for the great outreach efforts and hard work that went into this plan.

If you have any questions about this comment, please reach out.

Beth

Beth Nidam | planner

Susquehanna Regional Transportation Authority

Serving Adams, Columbia, Cumberland, Dauphin, Franklin,
Harrisburg City, Montour, Northumberland, Perry, Snyder, Union and York
415 N Zarfoss Drive, York PA 17404

717-846-7433 ext. 1765

bnidam@rabbittransit.org



CONFIDENTIALITY NOTICE – *This email message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.*

From: [Laura Neiderer](#)
To: [Beth Nidam](#); [Andrew Merkel](#)
Cc: [Rich Farr](#); [Jenna Reedy](#); [David Juba](#)
Subject: RE: Onward2050 - transit agency review comment
Date: Tuesday, June 14, 2022 1:19:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Beth!

Thank you! We will reference the transit performance measures, as suggested.

Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lneiderer@adamscounty.us



From: Beth Nidam <bnidam@rabbittransit.org>
Sent: Tuesday, June 14, 2022 1:13 PM
To: Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Rich Farr <rfarr@rabbittransit.org>; Jenna Reedy <jreedy@rabbittransit.org>; David Juba <djuba@rabbittransit.org>
Subject: Onward2050 - transit agency review comment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Andrew and Laura -

We have reviewed the working draft of the Adams County LRTP *Onward2050*.

We have one comment:

- Chapter 7 Future Strategies, Page 51-59, we recommend adding the mention of the transit performance measures for assets and safety either under the Overall section or under the Transit section, similar to the mention of the bridges, pavements, and roadway safety performance measures mentioned in this section. This recommendation is in addition to the transit performance measures verbiage we sent to you earlier.

We look forward to seeing the final draft and commend you for the great outreach efforts and hard work that went into this plan.

If you have any questions about this comment, please reach out.

Beth

From: [Korkutovic, Kenana](#)
To: [Laura Neiderer](#); [Andrew Merkel](#)
Cc: [Sherri Clayton-Williams](#)
Subject: RE: ACTPO - LRTP Subcommittee Meeting #4 Comments
Date: Thursday, May 12, 2022 10:44:07 AM
Attachments: [image001.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Laura,

Thank you for providing a response. For the second bullet point, I'll clarify that I meant more so of an overall educational background on safety, congestion, bike/ped, etc. I revisited the document and it addressed my comment.

Fantastic job at last week's meeting and pulling the LRTP document together. If there's any assistance I can provide, please don't hesitate to reach out. Enjoy the rest of your day!

From: Laura Neiderer <lneiderer@adamscounty.us>
Sent: Thursday, May 5, 2022 11:11 AM
To: Korkutovic, Kenana <kkorkutovi@pa.gov>; Andrew Merkel <amerkel@adamscounty.us>
Cc: Sherri Clayton-Williams <sclayton@adamscounty.us>
Subject: RE: ACTPO - LRTP Subcommittee Meeting #4 Comments

Hi Kenana,

Thank you for your feedback. I've made some comments below to clarify some of our strategies/reasoning, and we can discuss further at the subcommittee meeting today, if need be.

Thank you!

Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lneiderer@adamscounty.us



From: Korkutovic, Kenana <kkorkutovi@pa.gov>
Sent: Wednesday, May 4, 2022 11:11 AM
To: Laura Neiderer <lneiderer@adamscounty.us>; Andrew Merkel <amerkel@adamscounty.us>
Subject: ACTPO - LRTP Subcommittee Meeting #4 Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Laura and Andrew,

I reviewed the draft document and have some comments below. Please let me know if you have any questions or would like me to provide further context.

Thank you. See you tomorrow!

Draft Comments 5/4

- Recommend definitions section for key transportation words, possibly in final appendix [Yes! We plan on including a glossary of transportation related terms, similar to the TIP](#)
- Provide background information on safety, congestion, bike/ped, etc. This can be done on the definitions section, alongside the survey section, or in an educational section [Can you explain a bit further? In the Existing Network section, there is current/trend information related to these areas as they pertain to Adams County.](#)
- Under Adams County Goals and Objectives
 - Provide how the goals and objectives will be measured in the future to ensure completion [We will consider adding verbiage to address this](#)
 - Provide measurements within goals (Ex. Reduce # of crashes → Reduce # of crashes by X%) [We will review the goals and consider setting measures where appropriate. At this point, we are hesitant to put hard and fast figures on some of the goals, as we do not want to set arbitrary numbers or set a figure that is not attainable or appropriate. For example, we have identified some specific crash factors that are of major concern \(as identified through public outreach\). In the plan, then, we've developed action items to address this specific topic, in addition to the PM-1 requirements. However, without doing a deep dive into the data analysis for these crash factors, it is difficult to set an appropriate measure. ACTPO has traditionally agreed to support the PM-1 targets set by the state, and that remains to be the plan for the foreseeable future.](#)
 - Would benefit being moved before public survey section to set the framework of the LRTP early [Because the goals and objectives were developed based largely on the feedback received from the public, we put that section first. But we will take a deeper look at the ordering...](#)
 - Safety Goal - see below for additional bullets that can be considered
 - Support the implementation of PennDOT's Strategic Highway Safety Plan.
 - Identify opportunities to conduct Road Safety Audits (RSAs) in partnership with local officials and PennDOT.
 - Develop and maintain a list of priority safety projects/candidates for HSIP funding consideration.

- Recommend using numeric values on age graphics rather than use of words such as boomer, millennials, silent and greatest, etc. Our thought here is that the public may be able to better relate a group of people to generational term (with the age range included), rather than simply a range of years.
- Expand on virtual public engagement. Were any tools used? The LRTP subcommittee has reviewed an updated version of the goals and objectives to be included in the PPP, which is due for an update (but was delayed due to the delayed release of the census data). A VPI policy was also established and reviewed. We will include that in the plan.
- Page 26 - SOV has ** with no footer Thank you!

Kenana Korkutovic | District Planner
PA Department of Transportation | Engineering District 8-0
2140 Herr Street | Harrisburg PA 17103
www.penndot.gov

From: [Bishop, Ronnique \(FHWA\)](#)
To: [Andrew Merkel](#); [Laura Neiderer](#)
Cc: [Beytas, Chelsea \(FTA\)](#); [Keeley, Laura \(FTA\)](#)
Subject: FHWA Comments on Onward LRTP
Date: Thursday, May 12, 2022 1:14:49 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Great discussion last week at the LRTP Subcommittee about Onward2050 for Adams County. Again, great visualization tools and expanded discussion on equity in addition to EJ communities. Here are some comments/questions that I want to bring up to the MPO:

- Will the project listings be in the appendix? I didn't see it in the table of contents.
- Has the MPO been able to get any response/discussion from Gettysburg National Park during plan development? I remember the MPO reached out once before and attended a previous workshop hosted by the Gettysburg NP.
- Within Chapter 7, has the MPO considered identifying which strategies will be implemented in the short term, mid-term, or long-term? Would that be beneficial to the narrative?
- Will the Equity Analysis be a tool that the MPO will use in the future? Or will the analysis be present in this LRTP update?

Thanks,

Ronique Bishop | Community Planner
Federal Highway Administration (FHWA)
Pennsylvania Division
(717) 221-2276 | Ronique.Bishop@dot.gov

From: [Bishop, Ronnique \(FHWA\)](#)
To: [Laura Neiderer](#)
Cc: [Crobak, Jennifer \(FHWA\)](#); [Andrew Merkel](#)
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter
Date: Monday, July 25, 2022 2:06:31 PM
Attachments: [image001.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks, Laura – the updated language looks good! It gives an adequate explanation and sets the expectation to the public.

Ronique Bishop | Community Planner
Federal Highway Administration (FHWA)
Pennsylvania Division
(717) 221-2276 | Ronique.Bishop@dot.gov

From: Laura Neiderer <lneiderer@adamscounty.us>
Sent: Monday, July 25, 2022 1:14 PM
To: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Cc: Crobak, Jennifer (FHWA) <jennifer.crobak@dot.gov>; Andrew Merkel <amerkel@adamscounty.us>
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Ronnique,
As discussed, we pulled out the “project list” as a separate appendix, and added additional text explaining the method of presentation (attached). Please take a look. We are working on the other minor revisions related to the financial guidance, as well. We’ll send them your way when they are complete.
Thanks!
Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lneiderer@adamscounty.us



From: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Sent: Thursday, July 21, 2022 3:03 PM
To: Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Okay great, sounds good. I also forwarded the invite to Jen Crobak. She looked over the document with me and I think it would be helpful for her to be on the call as well. Ray won't be able to attend, but I did meet with him recently to discuss my questions and he directed me to further talk with you both.

Ronique Bishop | Community Planner
Federal Highway Administration (FHWA)
Pennsylvania Division
(717) 221-2276 | Ronique.Bishop@dot.gov

From: Andrew Merkel <amerkel@adamscounty.us>
Sent: Thursday, July 21, 2022 1:46 PM
To: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Monday morning works best for Laura and I.

Andrew D. Merkel, AICP
Assistant Director / Comprehensive Planning Manager
Adams County Office of Planning and Development
670 Old Harrisburg Road, Suite 100
Gettysburg, PA 17325
Phone: (717) 337-9824 Fax: (717) 334-0786
www.adamscounty.us/Dept/Planning

From: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Sent: Thursday, July 21, 2022 12:36 PM
To: Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter
Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For sure and I agree. Thanks Andy. Here's my availability. I am also available this afternoon until 4PM:

Tomorrow, Friday July 22: all day

Monday, July 25 & Tuesday, July 26: 8AM-9AM; any time after 1PM

Ronique Bishop | Community Planner
Federal Highway Administration (FHWA)
Pennsylvania Division
(717) 221-2276 | Ronnie.Bishop@dot.gov

From: Andrew Merkel <amerkel@adamscounty.us>
Sent: Thursday, July 21, 2022 11:37 AM
To: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>; Laura Neiderer <Ineiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I suspect we need to chat about this because I'm not following the concerns being raised in some points and another requires a longer explanation and ties in to the foundation of the entire financial portion of the plan.

Andrew D. Merkel, AICP
Assistant Director / Comprehensive Planning Manager
Adams County Office of Planning and Development
670 Old Harrisburg Road, Suite 100
Gettysburg, PA 17325
Phone: (717) 337-9824 Fax: (717) 334-0786
www.adamscounty.us/Dept/Planning

From: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Sent: Thursday, July 21, 2022 11:24 AM
To: Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <Ineiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: FHWA Comments on ONWARD2050: Financial Guidance Chapter
Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Andy & Laura,

I hope you both are doing well. Staff has done a great job on the ONWARD2050 LRTP! I commend the MPO on the innovative approach to the financial guidance for the LRTP. I have some further questions to ask to get a better understanding of the financial guidance and fiscal constraint.

- Pg. 78: The allocation breakdowns don't clearly illustrate that their grand totals are fiscally constrained within the funding scenario the MPO chose. When I added the grand totals, it is more than the \$351,773,000 Mid-Range projection. (Grand total for "LRTP Allocation": \$380,152,000; Grand total for "Obligation Authority": \$361,144,000). Am I calculating this correctly?
 - The term "obligation authority" shouldn't be used in these charts because obligation authority directly relates to the federal action of obligating funds to the State. So, using this term here is misleading. May I suggest using the words "forecast allocation" or something along those lines to better illustrate the revenues that are reasonably expected to be available.
 - I think a short description at the top of pg. 78 would be helpful in digesting the charts so that the reader can clearly see how much is planned to be spent in each category and the forecasted revenues. I talked with Ray on this topic and he and I both read the charts differently.

- In Appendix I, I see that discretionary funds/earmarks and Spike funds are included. These types of funds aren't able to be accurately projected since there's no guarantee that the MPO will receive any of those funds in any given year. Are discretionary funds/earmarks and Spike funds omitted when considering the projection of funds after FY21 over the life of the LRTP?

- Suggestion - since there aren't any funding sources given to specific projects in any given year, the project listing in Appendix C should be clearly identified as illustrative so there isn't an expectation that any or all of the projects listed will be funded within the horizon year of the LRTP.

I appreciate you providing some clarity and feedback on the questions and suggestions. If it's easier for us to have a call to discuss this more, please let me know.

Thanks,

Ronique Bishop | Community Planner
Federal Highway Administration (FHWA)
Pennsylvania Division
(717) 221-2276 | Ronique.Bishop@dot.gov

From: [Keeley, Laura \(FTA\)](#)
To: [Andrew Merkel](#); [Bishop, Ronnique \(FHWA\)](#)
Cc: [Beytas, Chelsea \(FTA\)](#); [Lidiak, Timothy \(FTA\)](#); [Laura Neiderer](#); [Beth Nidam](#)
Subject: RE: ACTPO - LRTP Subcommittee Meeting #4
Date: Tuesday, May 10, 2022 3:32:05 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Andrew,

Projects and/or activities funded by FHWA and FTA programs that occur within the MPO's boundaries should be programmed on that MPO's TIP, and accounted for in the LRTP. ACTPO may not directly receive the funds, but the members of the public who live and work within the MPO's boundaries do receive the benefits of those funds, and by law have a role to play in the planning process regarding the programing and expenditure of those funds. How the MPO, state DOT and transit provider share information and meet the requirements for planning regulations should be part of the MOU between those parties. Rabbittransit has provided information on performance measures and financial capacity for previous planning documents like the TIP, and I expect they will also be integral to making sure that information makes it into the LRTP.

Laura A. Keeley
Director, Office of Planning and Program Development
U.S. Department of Transportation
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103-2932
215-656-7111
Laura.Keeley@dot.gov

From: Andrew Merkel <amerkel@adamscounty.us>
Sent: Tuesday, May 10, 2022 1:04 PM
To: Keeley, Laura (FTA) <laura.keeley@dot.gov>; Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Cc: Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>; Lidiak, Timothy (FTA) <Timothy.Lidiak@dot.gov>; Laura Neiderer <Ineiderer@adamscounty.us>; Beth Nidam <bnidam@rabbittransit.org>
Subject: RE: ACTPO - LRTP Subcommittee Meeting #4

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

ACTPO has never received direct transit funding, either as an RPO or an MPO. We don't have transit revenues. We don't have direct transit expenditures on our TIP. In fact, everything is carried on another MPO's TIP.

How are we supposed to do financial guidance and fiscal constraint on funds ACTPO doesn't receive, doesn't control, and likely never will?

Andrew D. Merkel, AICP
Assistant Director / Comprehensive Planning Manager
Adams County Office of Planning and Development
670 Old Harrisburg Road, Suite 100
Gettysburg, PA 17325
Phone: (717) 337-9824 Fax: (717) 334-0786
www.adamscounty.us/Dept/Planning

From: Keeley, Laura (FTA) <laura.keeley@dot.gov>
Sent: Tuesday, May 10, 2022 12:57 PM
To: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Cc: Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>; Lidiak, Timothy (FTA) <Timothy.Lidiak@dot.gov>; Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <lneiderer@adamscounty.us>; Beth Nidam <bnidam@rabbittransit.org>
Subject: RE: ACTPO - LRTP Subcommittee Meeting #4

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hey All,

I took a quick look at the draft LRTP and I wanted to remind ACTPO that Adams must adopt targets for Transit Asset Management and Transit Safety Performance Measures. You may opt to adopt the same targets as Rabbit/SRTA or set your own, but they are required to be set by the MPO. These targets must also be included in the TIP and LRTP updates, and in the systems performance report included in any LRTP update. I currently do not see the transit performance measures included in the Performance Measures section or accounted for elsewhere. Below is a table with info on the measures.

Performance Area	What is measured	Where it's measured
Transit Asset Management	Physical condition of transit vehicles, equipment, and facilities	Assets maintained by transit providers in the planning area
Transit Safety	Transit related fatalities, serious injuries, and incidents	Transit providers in the planning area

Additionally, information concerning the transit projects and operations that happen within the MPO area and how they are funded, and will continue to be funded needs to be included within the fiscal constraint and funding sections. Attached is the transit piece of the fiscal constraint section from a recent LRTP done by one of the MPO's in Region 3 to help provide greater context for what I am referring to. The example is not provided as instruction, but

simply as an example that may be helpful to you as you continue the development of the LRTP.

Please let me know if you have any questions or concerns regarding these comments.
Thank you!

Laura A. Keeley
FTA Region III
215-656-7111

From: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Sent: Tuesday, May 10, 2022 11:26 AM
To: Keeley, Laura (FTA) <laura.keeley@dot.gov>
Cc: Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>; Lidiak, Timothy (FTA) <Timothy.Lidiak@dot.gov>; Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <lneiderer@adamscounty.us>; Beth Nidam <bnidam@rabbittransit.org>
Subject: FW: ACTPO - LRTP Subcommittee Meeting #4
Importance: High

Good Afternoon Laura,

ACTPO recently shared their most-to-date LRTP draft with the LRTP Subcommittee.

ACTPO has done great work so far with their LRTP draft and I wanted to make sure FTA had an opportunity to review and comment on the transit elements of the LRTP. I cc'd Beth from rabbittransit as well as Andy and Laura from the MPO – in case you would like to connect with them directly. Please see the message below on how you can access the draft and provide any comments.

The PNGs attached are some information the MPO shared at the Subcommittee meeting. They show the LRTP process as it currently stands as well as next steps leading up to the 30-day public comment period.

Thanks!

Ronique Bishop | Community Planner
Federal Highway Administration (FHWA)
Pennsylvania Division
(717) 221-2276 | Ronique.Bishop@dot.gov

From: Laura Neiderer <lneiderer@adamscounty.us>
Sent: Tuesday, May 3, 2022 1:24 PM
To: 'Beth Nidam' <bnidam@rabbittransit.org>; Robert Gordon <bgordon1162@comcast.net>; david.laughman@freeyourtech.com; Robin Fitzpatrick <rfitzpatrick@adamsalliance.org>; Puher, Jeffrey <JPUHER@pa.gov>; Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Cc: Andrew Merkel <amerkel@adamscounty.us>; Nathan Walker <natwalker@pa.gov>; Sherri Clayton-Williams <sclayton@adamscounty.us>
Subject: RE: ACTPO - LRTP Subcommittee Meeting #4

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content

From: [Laura Neiderer](#)
To: [Beytas, Chelsea \(FTA\)](#); [Andrew Merkel](#)
Cc: [Green, Raymond C](#); [Keeley, Laura \(FTA\)](#); [Bishop, Ronnique \(FHWA\)](#)
Subject: RE: FTA Comments on ONWARD2050: Financial Guidance Chapter
Date: Tuesday, July 26, 2022 8:07:00 AM
Attachments: [image001.png](#)

Hi Chelsea,

Thank you for the additional comments. We are working to finalize our revisions and will get these incorporated, as well.

Thanks!

Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lneiderer@adamscounty.us



From: Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Sent: Monday, July 25, 2022 6:09 PM
To: Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Keeley, Laura (FTA) <laura.keeley@dot.gov>; Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Subject: FTA Comments on ONWARD2050: Financial Guidance Chapter

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Andrew and Laura,

Thank you for incorporating Laura's comments from mid-May into ACTPO's LRTP draft!

- TAM targets (p. 49), Safety performance targets (p. 50), performance and transit cost/revenue forecast (Appendix p. 101)
 - The revenue "funding" table looks good (Appendix p. 101).
 - Can ACTPO replace the FFY 2021-2024 York transit TIP with the FFY 2023-2026 York transit TIP (Appendix p. 96) (attached is the FFY 2023-2026 York transit TIP that FTA has on file).
 - To provide a more relevant (accurate) reference to the type of transit costs that Adams benefits from for the immediate years
 - The Transit TIP shows the reference to the source of Federal funding: Section 5307, Section 5339, CMAQ Flex- along with more description of the

project.

- The specific FTA funding programs can also be mentioned in the main LRTP text in the transit Section (p. 34).

Programming transit projects on the LRTP so that the transit costs equal the transit revenue (for services that benefit Adams County) demonstrates fiscal constraint.

Thank you for also including a section on the criteria prioritization for transit project (p. 84).

The transit LRTP cost forecast mentioned in the main LRTP document (p. 78) (which Ronnique mentioned ACTPO is revising) should match the expected LRTP transit costs on page 101 of the Appendix.

Thank you for also working with Ronnique, Jen, and Ray regarding the cost forecast for the duration of the LRTP.

Let me know if you have any questions regarding my comments.

I hope you have a nice evening/

Regards,
Chelsea

Chelsea Beytas
Community Planner
U.S. Department of Transportation
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
(215) 656-7961
chelsea.beytas@dot.gov

From: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>

Sent: Thursday, July 21, 2022 3:03 PM

To: Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter

Okay great, sounds good. I also forwarded the invite to Jen Crobak. She looked over the document with me and I think it would be helpful for her to be on the call as well. Ray won't be able to attend, but I did meet with him recently to discuss my questions and he directed me to further talk with you both.

Ronique Bishop | Community Planner
Federal Highway Administration (FHWA)
Pennsylvania Division
(717) 221-2276 | Ronique.Bishop@dot.gov

From: Andrew Merkel <amerkel@adamscounty.us>
Sent: Thursday, July 21, 2022 1:46 PM
To: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Monday morning works best for Laura and I.

Andrew D. Merkel, AICP
Assistant Director / Comprehensive Planning Manager
Adams County Office of Planning and Development
670 Old Harrisburg Road, Suite 100
Gettysburg, PA 17325
Phone: (717) 337-9824 Fax: (717) 334-0786
www.adamscounty.us/Dept/Planning

From: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Sent: Thursday, July 21, 2022 12:36 PM
To: Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter
Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For sure and I agree. Thanks Andy. Here's my availability. I am also available this afternoon until 4PM:

Tomorrow, Friday July 22: all day
Monday, July 25 & Tuesday, July 26: 8AM-9AM; any time after 1PM

Ronique Bishop | Community Planner
Federal Highway Administration (FHWA)
Pennsylvania Division
(717) 221-2276 | Ronnie.Bishop@dot.gov

From: Andrew Merkel <amerkel@adamscounty.us>
Sent: Thursday, July 21, 2022 11:37 AM
To: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: RE: FHWA Comments on ONWARD2050: Financial Guidance Chapter

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I suspect we need to chat about this because I'm not following the concerns being raised in some points and another requires a longer explanation and ties in to the foundation of the entire financial portion of the plan.

Andrew D. Merkel, AICP
Assistant Director / Comprehensive Planning Manager
Adams County Office of Planning and Development
670 Old Harrisburg Road, Suite 100
Gettysburg, PA 17325
Phone: (717) 337-9824 Fax: (717) 334-0786
www.adamscounty.us/Dept/Planning

From: Bishop, Ronnique (FHWA) <ronnique.bishop@dot.gov>
Sent: Thursday, July 21, 2022 11:24 AM
To: Andrew Merkel <amerkel@adamscounty.us>; Laura Neiderer <lneiderer@adamscounty.us>
Cc: Green, Raymond C <raygreen@pa.gov>; Beytas, Chelsea (FTA) <chelsea.beytas@dot.gov>
Subject: FHWA Comments on ONWARD2050: Financial Guidance Chapter
Importance: High

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Andy & Laura,

I hope you both are doing well. Staff has done a great job on the ONWARD2050 LRTP! I commend the MPO on the innovative approach to the financial guidance for the LRTP. I have some further questions to ask to get a better understanding of the financial guidance and fiscal constraint.

- Pg. 78: The allocation breakdowns don't clearly illustrate that their grand totals are fiscally constrained within the funding scenario the MPO chose. When I added the grand totals, it is more than the \$351,773,000 Mid-Range projection. (Grand total for "LRTP Allocation": \$380,152,000; Grand total for "Obligation Authority": \$361,144,000). Am I calculating this correctly?
 - The term "obligation authority" shouldn't be used in these charts because obligation authority directly relates to the federal action of obligating funds to the State. So, using this term here is misleading. May I suggest using the words "forecast allocation" or something along those lines to better illustrate the revenues that are reasonably expected to be available.
 - I think a short description at the top of pg. 78 would be helpful in digesting the charts so that the reader can clearly see how much is planned to be spent in each category and the forecasted revenues. I talked with Ray on this topic and he and I both read the charts differently.
- In Appendix I, I see that discretionary funds/earmarks and Spike funds are included. These types of funds aren't able to be accurately projected since there's no guarantee that the MPO will receive any of those funds in any given year. Are discretionary funds/earmarks and Spike funds omitted when considering the projection of funds after FY21 over the life of the LRTP?
- Suggestion - since there aren't any funding sources given to specific projects in any given year, the project listing in Appendix C should be clearly identified as illustrative so there isn't an expectation that any or all of the projects listed will be funded within the horizon year of the LRTP.

I appreciate you providing some clarity and feedback on the questions and suggestions. If it's easier for us to have a call to discuss this more, please let me know.

Thanks,

Ronique Bishop | Community Planner
Federal Highway Administration (FHWA)
Pennsylvania Division
(717) 221-2276 | Ronique.Bishop@dot.gov

From: [Laura Neiderer](#)
To: [Glenna J. Wallace](#)
Cc: [Paul Barton](#)
Subject: RE: Draft 2022-2050 Adams County LRTP - 30-day Public Comment Period
Date: Friday, July 15, 2022 1:51:00 PM
Attachments: [image001.png](#)

Thank you! Have a great weekend!!

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lnneiderer@adamscounty.us



From: Glenna J. Wallace <GJWallace@estoo.net>
Sent: Friday, July 15, 2022 10:24 AM
To: Laura Neiderer <lnneiderer@adamscounty.us>
Cc: Paul Barton <PBarton@estoo.net>
Subject: RE: Draft 2022-2050 Adams County LRTP - 30-day Public Comment Period

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Laura,
Thank you for your email. I am forwarding it to Paul Barton, our THPO and Cultural Preservation Director as well as copying him on this email. I am sure he will be in touch with you.

Thanks again.

Glenna J. Wallace, Chief
Eastern Shawnee Tribe

From: Laura Neiderer <lnneiderer@adamscounty.us>
Sent: Friday, July 15, 2022 7:17 AM
To: Glenna J. Wallace <GJWallace@estoo.net>
Subject: Draft 2022-2050 Adams County LRTP - 30-day Public Comment Period

****** [EXTERNAL EMAIL] Attachments and links may be malicious!**

Hello Chief Wallace,

With respect to the special status of Federally Recognized Tribes and Nations, the purpose of this letter is to provide you notice that the 30-Day Public Comment Period for the Draft 2022-2050 Adams County Long Range Transportation Plan (LRTP) is underway. The Adams County Transportation Planning Organization (ACTPO) would like to formally extend the Eastern Shawnee Tribe of Oklahoma an invitation to contribute comments until July 25th, 2022. Other interested parties, including governmental agencies and the public, are also welcomed to submit public comment.

The LRTP identifies the county's long-term transportation needs and strategies for improving the transportation network. It also lists future funding allocations for highway, bridge, safety, and active transportation projects for the next 28 years.

The documents provided for public comment can be accessed electronically at:

Plan: https://mapping.adamscountypa.gov/web/onward/ONWARD2050_DRAFT_June22.pdf

Appendix: <https://mapping.adamscountypa.gov/web/onward/ONWARD2050Appendix.pdf>

If you wish to provide comments on the Draft 2022-2050 Adams County LRTP, please provide comments by email or phone to:

- Andrew Merkel, AICP – (717) 337-9824 or amerkel@adamscounty.us
- Laura Neiderer – (717) 337-9824 or lneiderer@adamscounty.us

-

Or in writing to:

Adams County Office of Planning and Development
Attention: ACTPO
670 Old Harrisburg Rd, Suite 100
Gettysburg, PA 17325

Following the LRTP Public Comment Period, all comments and questions will be taken into consideration. A full summary of the process, comments and responses will be made available upon request.

Please do not hesitate to contact our office with any questions or concerns.

Kind Regards,

Laura

Laura Neiderer | Comprehensive Planner
Adams County Office of Planning & Development
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325
P: 717.337.9824 ext. 3009
lneiderer@adamscounty.us



IMPORTANT NOTICE: This e-mail message is intended to be received only by persons entitled to receive the confidential information it may contain. E-mail messages from ESTOO.net may contain information that is confidential and legally privileged. Please do not read, copy, forward, or store this message unless you are an intended recipient of it. If you have received this message in error, please forward it to the sender and delete it completely from your computer system. [M704NQ]

From: [Andrew Merkel](#)
To: [Randy Walker](#); [Laura Neiderer](#)
Subject: RE: Long Range Transportation Plan
Date: Monday, July 18, 2022 11:38:50 AM

Hello,

Thank you for reaching out. The link in your original email is missing a letter 's' in the last portion of the website address which is likely why the link does not work.

Below is the correct link as requested. We've double checked all of the proof of publications we've received for our print ads (Gettysburg Times, York Daily Record and the Merchandiser) and electronic notices we've sent and all use the link below.

<http://www.adamscounty.us/Dept/Planning/Pages/default.aspx>

Andrew D. Merkel, AICP
Assistant Director / Comprehensive Planning Manager
Adams County Office of Planning and Development
670 Old Harrisburg Road, Suite 100
Gettysburg, PA 17325
Phone: (717) 337-9824 Fax: (717) 334-0786
www.adamscounty.us/Dept/Planning

From: Randy Walker <rwalker@pa.net>
Sent: Sunday, July 17, 2022 5:27 AM
To: Andrew Merkel <amerkel@adamscounty.us>; lniederer@adamscounty.us
Subject: Long Range Transportation Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

www.adamscounty.us/Dept/Planning/Pages/default.apx

This website does not work.
Please send a link that works .
Above is the link that was published for public awareness.
Please send the correct link to: rwalker@pa.net
Thank you,
Candace Walker

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

Conformity of the 2023-2026 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP) 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,

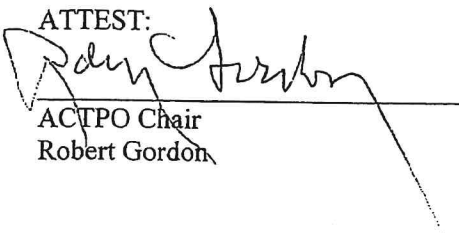
WHEREAS, the final conformity rule (and subsequent amendments) requires that the Adams County Transportation Planning Organization determines that the transportation plans and programs conform with the CAAA requirements by meeting the criteria described in the final guidelines; and,

NOW, THEREFORE BE IT RESOLVED THAT the Adams County Transportation Planning Organization has found that the 2023-2026 TIP and 2050 LRTP contribute to the achievement and maintenance of the ambient air quality standards; and,

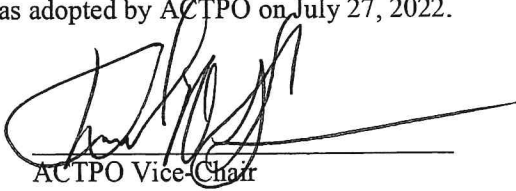
NOW, THEREFORE BE IT FURTHER RESOLVED THAT the Adams County Transportation Planning Organization finds that the 2023-2026 TIP and 2050 LRTP is consistent with the final conformity rule and subsequent amendments.

I hereby certify that this Resolution was adopted by ACTPO on July 27, 2022.

ATTEST:



ACTPO Chair
Robert Gordon



ACTPO Vice-Chair
David Laughman