

APPENDIX C
PUBLIC COMMENT PERIOD DOCUMENTATION

NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD FOR THE DRAFT 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND DRAFT AIR QUALITY CONFORMITY ANALYSIS

The Adams County Transportation Planning Organization (ACTPO) announces the start of the 30-day public review & comment period for the Draft FFY 2021-2024 Transportation Improvement Program (TIP) and the Draft Air Quality Conformity Analysis Report (AQCA) for Adams County on **Monday, June 15th, 2020**. The TIP lists priority highway, bridge, safety, and enhancement projects for the period of October 1, 2020 through September 30, 2024. Comments will be accepted via phone, mail, or email until **4:00 PM on Wednesday, July 17th, 2020**.

Due to COVID-19 mitigation measures, the FFY 2021-2024 TIP and related documentation will be available for review and comment at the following locations upon reopening during regular business hours:

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

The FFY 2021-2024 TIP and related documentation will also be available for review on the **Adams County Website** at: www.adamscounty.us/Dept/Planning/Pages/TIP.aspx

There will also be an **Online Public Comment Meeting** held on **Wednesday, July 1st, 2020** remotely from the Adams County Office of Planning and Development, 670 Old Harrisburg Road, Suite 100, Gettysburg, PA. The Online Public Comment Meeting will be held from **6:00-8:00 PM**. Members of the general public can provide comment on the draft documents by accessing the attached link and call-in information below:

Adams County TIP Online Public Comment Meeting

July 1st, 2020: 6:00 – 8:00 PM

<https://adamscounty.webex.com/adamscounty/j.php?MTID=md8cb52c353ed92d180d9e794c9dc70f9>

Meeting number: 160 193 9590

Password: Actpo

Join by phone:

+1-415-655-0003 US Toll

Access code: 160 193 9590

Join by video system:

Dial 1601939590@adamscounty.webex.com

You can also dial 173.243.2.68 and enter your meeting number.

A link to the Public Comment Meeting can also be found on the County of Adams website:

<http://www.adamscounty.us/Pages/default.aspx>

ACTPO intends to consider the Draft 2021-2024 TIP and AQCA report for adoption on **July 29th, 2020 at 1:00 PM**. (NOTICE: Due to the uncertain circumstances of the COVID-19 pandemic, the exact location and format of this meeting is undetermined at this time. A determination will be made and posted on the ACOPD website closer to the meeting date: <http://www.adamscounty.us/Dept/Planning/Pages/ACTPO.aspx>)

HOW TO PARTICIPATE:

The public has multiple ways to comment on individual projects or the TIP in general between the dates of June 15th, 2020 and July 17th, 2020. Whichever method you prefer, please include your name and the municipality you live in. If you are commenting on an individual project, please include the project name or ID number for reference.

1. Attend the virtual online public meeting scheduled to discuss the 2021-2024 TIP.
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

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.

PUBLIC COMMENT PERIOD DOCUMENTATION

Legislative Requirements

The 30 day public comment period for the draft FFY 2021-2024 Transit and Highway Transportation Improvement Program (TIP) and draft Air Quality Conformity Determination Analysis (AQCA) Report for Adams County began June 15, 2020 and ended July 17, 2020.

Packets of the Draft 2021-2024 TIP were made available to the following locations to be available for public review upon public offices being open due to the COVID-19 pandemic, with no public comments to be addressed:

- 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

The Draft 2021 TIP was emailed to all 34 municipalities for their review and feedback on any projects that may lie within their individual jurisdictions. Additionally, the Draft 2021 TIP was emailed to all agencies, citizens and media organizations that receive notice of MPO meetings.

The Draft 2021 TIP documentation was also posted on the Adams County Transportation Planning Organization (ACTPO) website, <http://www.adamscounty.us/Dept/Planning/Pages/TIP.aspx>. Links to this information were also posted on the following websites:

- PA State Transportation Commission – <https://www.talkpatransportation.com/transportation-planning/STIP>
- PennDOT District 8-0 – <https://www.penndot.gov/RegionalOffices/district-8/PublicMeetings/Pages/default.aspx>

An advertised public meetings for the TIP was held on July 1, 2020 at 6:00 p.m. as an online public meeting using WebEx. Additionally, the Draft 2021 TIP was presented to the Adams County Planning Commission on July 15, 2020.

Tribal Contacts

ACTPO contacted the six Native American tribes with vested interest in Adams County listed below by mail.

- Absentee-Shawnee Tribe of Oklahoma
- Delaware Nation
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Seneca Cayuga Tribe of Oklahoma
- Shawnee

Legal Advertisement

The legal advertisement for the 30-day public comment period (attached) was sent to the following publications and printed on June 14th/15th, 2020:

- Gettysburg Times (June 15, 2020)
- The Hanover Evening Sun (June 14, 2020)

Comments Received

July 1st, 2020 – Online Public Meeting

One comment was received from Mr. Art Becker, Hanover, indicating opposition to the Transportation System Management (TSM) Alternative of the *Eisenhower Extension* project and requesting ACTPO to adopt a resolution opposing the TSM Alternative.

Response: Staff indicated that ACTPO would need to respond to all comments received during the Public Comment Period. Potential actions could include adopting a resolution opposing the TSM Alternative.

July 15th, 2020 – Adams County Planning Commission

No comments were received during the July 15th ACPC meeting.

June 15th to July 17th, 2020 – Public Comment Period

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

- 1) Art Becker, Hanover, provided comment regarding indicating opposition to the Transportation System Management (TSM) Alternative of the *Eisenhower Drive Extension (MPMS #58137)* project and requesting ACTPO to adopt a resolution opposing the TSM Alternative.

Response: See response given during July 1, 2020 Public Meeting.

- 2) Nancy Bennett, a resident of Cumberland Crossing, inquired whether pedestrian facilities would be installed with the Rock Creek Bridge (*MPMS #99832*) project.

Response: Staff responded to Ms. Bennett via phone call. A memorandum summarizing this response is included in the Comments Received attachment.

- 3) Cumberland Township submitted a request for ACTPO to consider adding the US Route 30/Herr's Ridge Road intersection to the future TIP for geometric and traffic signal improvements.

Response: Staff responded by email indicating that funding was not available on the Draft 2021-2024 TIP for this project. However, staff also indicated that an update to ACTPO's LRTP would be starting soon. Identification and prioritization of potential projects for future TIP's will be a major component of that update. Staff also provided the Township with some data collection and consensus building suggestions to work on relative to this intersection while the LRTP update process is completed.

In addition to these comments received during the formal 30-day public comment period, ACTPO received multiple piece of correspondence regarding the *Eisenhower Drive Extension (MPMS #58137)* project. While this correspondence arrived prior to the formal 30-day public comment period, they have been included as they address a significant project of the Draft 2021-2024 TIP. Copies of these comments and a summary of the issues surrounding the *Eisenhower Drive Extension* project is provided in a separate document.

From: [Jennifer Becker](#)
To: [Andrew Merkel](#)
Subject: Adams County TIP
Date: Tuesday, June 16, 2020 9:45:24 AM

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,

I just left you a voicemail regarding the TIP for Adams County. We noticed that the Eisenhower Extension is listed as a potential project for TIP funding this year. We have some questions about the posture of the program—it looked like from the map in the TIP materials that the proposed funding would be toward Plan 5C, as the TSM is not mentioned. Does this mean the funding allocated so far in previous years (and potentially this year) is only going towards Plan 5C? Also, would it make sense for Art to attend the TIP public comment meeting in July to express our concerns about TSM (assuming ACTPO has not yet had the chance to adopt a resolution against the TSM by that time)?

Thank you,
Art and Jen Becker

Sent from my iPhone

MEMORANDUM

TO: DRAFT 2021-2024 TIP PUBLIC COMMENT FILE

FROM: LAURA NEIDERER

SUBJECT: CORRESPONDENCE WITH NANCY BENNETT

DATE: 6/22/2020

CC:

MEMO TO FILE –

I spoke with Nancy Bennett on 6/22/2020 after receiving the relevant answer from Nate Walker at PennDOT to Nancy’s question regarding the bridge design of Rock Creek Bridge (Voice message saved to file). I explained to Nancy that the bridge design consists of 2- 10 ft travel lanes and 2-ft shoulders on either side of the travel lanes. The total width of the proposed bridge is slightly larger at 24 ft, compared to the current bridge at 22 ft. I explained there are no designated side walks as part of the proposed bridge design. Nancy explained that they live in Cumberland Crossing and are fairly new to the area, from Virginia, and she was not yet familiar with the local governmental entities. She explained that her family was military and they decided to settle in Adams County, as they have been visiting the area for 15 years. Nancy explained that they have a disabled child who resides with them. Nancy explained that Mason Dixon Rd is a narrow street and there is not good walking access to the community amenities located at the Links at Gettysburg. Her main reason for inquiring the details about the bridge design was to gather information, so she could approach the developer of Cumberland Crossing regarding the lack of pedestrian access to the Links at Gettysburg.

From: [Ben Thomas](#)
To: [Andrew Merkel](#)
Cc: [Carol Merryman](#)
Subject: 2021-2024 ACTPO TIP comments
Date: Thursday, July 16, 2020 9:09:30 AM
Attachments: [image001.jpg](#)

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.

COMMUNICATION ON BEHALF OF THE CUMBERLAND TOWNSHIP BOARD OF SUPERVISORS;

TO: ADAMS COUNTY TRANSPORTATION IMPROVEMENT ORGANIZATION,

RE: 2021-2024 TIP COMMENT:

16 JULY 2020

Greetings Adams County Transportation Planning Organization:

The Cumberland Township Board of Supervisors desire that the future transportation improvement plan continue to list the intersection of SR0030 (Chambersburg Road) and Herr's Ridge Road (Township #338). The subject roads are heavily traveled, especially, during tourism visitor months and speaks for itself given the geometric configuration not being a true four-way, 90 degree intersection. Herr's Ridge Road to and from SR0030 also serves as a by-pass around Gettysburg.

Cumberland Township recommends the intersection be listed for geometric and traffic signal improvements to improve the safety and grade letter.

Thank-you for your consideration. Please feel free to contact me to further discuss.

cid:image001.jpg@01CE19C0.98EF5500



Ben Thomas, Jr.

Cumberland Township Manager

C/T Authority Administrative Manager

Member, American Planning Assn. #321373

1370 Fairfield Road

Gettysburg, PA 17325

Phone: 717.334.6485 (Ext. 2200)

Fax: 717.334.3632

www.cumberlandtownship.com

e-mail: bthomas@cumberlandtownship.com

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Borough of McSherrystown, Pennsylvania

Daniel P Colgan

Author on Behalf
338 Main Street
McSherrystown PA 17344

Pennsylvania Dept. of Transportation

Mr. Benjamin Singer; Senior Project Manager
Mr. Jeremy Ammerman; Architectural Historian
2140 Herr Street
Harrisburg, PA 17103-1699

RE: Eisenhower Drive Extension Project

February 27, 2020

Dear Sirs,

On behalf of the Borough Council of McSherrystown, Mr. William Smith; President; and under that authority, I am relaying to you the action of a motion passed by our full council at our public meeting on February 12th, 2020 positioning the Borough of McSherrystown against any and all of the plans currently on the table for the project known as the “Eisenhower Drive Extension Project” and presenting that position to you now with the encouragement of revisiting the project planning in its entirety to find a more acceptable route or in lieu of that; that it move forward in planning with what has become known as the “No Build” option.

It is our position that the TSM route will cause negative impacts to the areas around both the area on Rt. 94 in Hanover and (most impactful for our borough) the area on Rt. 116 in McSherrystown. Construction on the downtown section of Carlisle St. (Rt. 94) involves a stretch of road that is closely surrounded by long-standing, historic structures. The proposed stretch of Main St. (Rt. 116) in McSherrystown involves an area that has already-limited street parking and houses that are already dangerously close to the existing traffic lanes. The TSM also presents as ill-advised because it is essentially a “north-south” solution to “east-west” traffic issues.

It is our position as well, that the 5C route causes more problems than it proposes to solve. It directly impacts at least **76** properties, appropriating at least 45 acres of privately-owned land. This land includes generational family farms and dozens of homeowners in the “Sherry Village” area who were explicitly promised at their time of purchase that there would be no construction in the area directly beyond their homes in the farmland near the village of Edgegrove. It also impacts the Wee Care Best pre-school and approximately 100 families their business provides care to.

Not only is the 5C route an intrusion on our area residents’ private property, but there is insufficient evidence that it will alleviate the traffic volume in our area. In each of the past two generations, our general area has been sold a bypass “solution” that has become at least as congested as the area it promised to fix. Both Rt. 30 in York and Eisenhower Drive in Hanover were presented as “limited access” roadways, but neither remained that way for very long. They both spurred additional sprawl and the added traffic that only logically followed with it.

This project; which has been referred to in some circles as “the McSherrystown bypass” and described more appropriately in others as “easing the congestion in the southern area of Adams County”; we have discovered based on information presented within the past year from the regional Fire and EMS provider; the Southern Adams Voluntary Emergency Services department (S.A.V.E.S.); as well as published positions and testimony by the leadership of Conewago Valley School District; and finally reviews taking into consideration potential property tax increases by proposed residential developments in the township of Conewago specifically contingent on the 5C plan of the commission moving forward; we as an elected body with the action of this motion state firmly that we do not believe that the current plans would accomplish the goal of easing traffic flow; and more importantly most likely would be detrimental to the agricultural and historic integrity of the region; and will potentially and exponentially increase the costs of living of the people we represent.

We understand you have already received at least one petition signed by several hundred of our neighboring community members in Conewago Township against both of the proposed plans; it would so appear that those in the direct path of this project would concur with our official motion.

It is with that sentiment that we **strongly** encourage that you take great caution in your contemplation of the project and in doing so reject the progression of each of the current plans (5C and TSM) and move to redesigning the project with a more reasonable and acceptable growth pattern which will allow emergency services, the school district and area utilities; and finally the residents of the area time to deal with the impact of that growth in a more measured way.

We sincerely hope that you will greatly consider the Boroughs position on this.

With the greatest respect,

ACTUAL SIGNATURE

Daniel P Colgan

Councilman; Author on Behalf
McSherrystown Borough Council

cc: Mr. William F. Smith Jr. President
Mr. Gerald Walmer, Secretary/Treasurer

Daniel P Colgan – Contact information

Email: dancolgan11@comcast.net Contact Phone: (717) 353-9895

ADMINISTRATIVE OFFICE
541 Oxford Avenue, Hanover, PA 17331
Tele: (717) 637-0411 • Fax: (717) 637-6826
www.conewagotwp.org

March 24, 2020

Adams County Office of Planning & Development
670 Old Harrisburg Rd #100
Gettysburg, PA 17325

Sherry Clayton Williams,

The Board of Supervisors of Conewago Township is dispensing this letter as a declaration of opposition to the Off-Alignment Build Alternative (5C) of the proposed Eisenhower Drive Extension Project. The Board of Supervisors position is firmly committed to the preservation of farmlands, the scenic landscape and to prevent the destruction of the audible and visual attributes within the Township's boundaries.

The construction of a new roadway, the Off-Alignment Build Alternative (5C), would not only compromise the rural character within the historic properties of Conewago Township, but it would also consume valuable woodlots, agricultural lands and have potentially harmful impacts on the wildlife habitat and important waterways.

Additionally, construction of a new roadway would require the "right of passage" of over forty-five acres, most of which consist of valuable agriculture. The use of Eminent Domain utilized to obtain seven properties, ten acres of which are actively farmed by three generations of the Smith family, who would be forced to endure an irretrievable income loss. Furthermore, the overall footprint would result in disruption, inconvenience, and injure approximately fifty property owners adjacent to the proposed new roadway, not to mention the indirect negative impact on the surrounding communities.

It is the opinion of this Board and in the best interest for Adams County as a whole, for ACTPO to redirect the TIP dollars allocated for the Eisenhower Drive Extension project towards deficient bridges, and other safety projects throughout the County.

Although the Eisenhower Drive Extension Project was identified in a study completed in 1997 titled "The Hanover Area Transportation Planning Study," Conewago Township continues to oppose the proposal of said new roadway vehemently. Not only has there been opposition for twenty-three years, but the Board of Supervisors will also proceed firmly positioned against permitting the construction of the recommended Off-Alignment Build Alternative (5C).

In conclusion, the Board of Supervisors support the No Build Alternative and propose that other nonconstruction alternatives, "such as altering traffic patterns, increased signalization, etc." be utilized to achieve the desired goal of relieving intermitting traffic congestion tailored to the individual needs and with the support of the areas of Hanover, Penn Township and McSherrystown. Conewago Township will cooperate on a regional basis to achieve these goals.

On behalf of the Conewago Township Board of Supervisors,


Charlotte Shaffer, Chair



Thursday, March 12, 2020

From: Citizen W. G. Popovich
36 Franklin Drive
McSherrystown PA 17344
Email: yuridmi@verizon.net
Tel: 717-797-5837

Acting Pennsylvania Secretary of Transportation Yassmin Gramian
Pennsylvania Department of Transportation
Keystone Building
400 North St., Fifth Floor
Harrisburg, PA 17120

Ahoy Secretary Gramian!

Greetings from Conewago Township, Pennsylvania

Popular and political support for the Eisenhower Drive Extension Project (EEP or TSM) is crumbling faster than highway aggregate in an asphalt grinder! The three main “beneficiaries” of this ill-conceived, destructive road plan have all turned decisively against the road ever being built, in any of its variations. York County planners have gone public THREE TIMES this month with statements to the press that they no longer support the EEP plan, and wish to cancel their funding participation. One planner announced his wishes to “End this madness” and terminate County participation in the EEP Plan [*York Daily Record*, 27 Feb 2020, page one; *York Daily Record*, 10 February 2020, page one; *York Daily Record*, 2 March 2020, page one].

The Borough of McSherrystown recently had a massive purge-and-replace General Election, resulting in a whole new political leadership apparatus. The new Borough leaders are solidly against the EEP project, and you can verify this by asking them. Speaking of political purge-and-replacement, the Lead Municipality of the EEP Project, Conewago Township, also just completed its own General Election cycle.

Two staunchly Anti-Highway candidates for township Supervisory positions ran against two opponents in a write-in election. **The election and results were clearly a REFERENDUM on the EEP Project**, reflecting local voter sentiments. The two Anti-highway candidates won the elections by HUGE landslides, with the 2-year candidate getting about 85% of the vote, and the 4-year candidate garnering nearly 95% of his vote. The final vote tally was approximately 550 votes Anti-highway, to 50 votes for the other side.

I have in front of me a spreadsheet showing the complete docket of Transportation Improvement Program (TIP) projects for the PennDOT District Eight area. District Eight of course comprises eight counties including Adams County (which by the way, has “chosen sides” and is a vigorous advocate of EEP). The spreadsheet shows a collection of well over a thousand projects including bridges, highways and other considerations (the actual total looks to be 1705). The total dollar value of all these projects (shown in Column AB) computes to well over \$2.2 Billion. With completion dates of many of these projects being at least five years away, and many not scheduled for completion until 2029 or later, it is

apparent that there isn't NEARLY enough money to "go around" for all these projects. I count 1375 Bridge Projects alone, for District Eight, with a total dollar figure of \$1.05 billion. If we can assume that at least half that collection of District Eight Bridge Projects is far, far away from the final-funding, funds obligated, "out for bid" stage of development, then we can deduce at least a \$500 million shortfall for District Eight. That's a lot of money.

And it begs the question: Why are we planning on wasting 40 or 50 million dollars on the hotly-contested EEP project which neither repairs nor improves any existing Pennsylvania thoroughfare? A \$47 million expenditure on EEP would divert funds away from much more worthy bridge and highway projects in District Eight! Ninety-four Bridge improvement actions at \$500K each could be funded with this ill-begotten EEP money. Or one hundred highway projects at \$470K each. It's easy to do the math – EEP is a highly WASTEFUL and gratuitous project. Literally thousands of PennDOT bridge, highway and other transportation projects – many with heavy-duty SAFETY concerns involved – are out there, throughout the Commonwealth, waiting to be funded and commenced. EEP should be dead-last in any PennDOT TIP program funding prioritization!

Just look at **the disaster of Interstate 83**, near York PA, twenty-two miles to our east. Despite years of construction work, this thoroughfare remains in DIRE need of funds and improvements. AM Radio rush-hour reports in the York County area are filled to the brim, every day, with harrowing stories of massive traffic jams, tie-ups, and ACCIDENTS caused by the slug-slow progress in I-83 restoration. We Conewago residents would be DELIGHTED to shut down our ill-conceived EEP money pit and apply those funds to the I-83 Restoration Project! Yes, let us HELP our neighbors to the east with a REAL transportation improvement project that has encountered cost overruns and schedule elongations!

The Pennsylvania Department of Transportation could save the Commonwealth a tremendous amount of trouble, headaches, and MONEY simply by doing the Right Thing and cancelling the Eisenhower Drive Extension Project. The right thing to do is to LISTEN to the voices bubbling up all over the EEP affected area, calling out in no uncertain terms: **We Don't Want This Road! End This Madness!** Please CANCEL the EEP Project now, so that Pennsylvanians in the EEP area and throughout District Eight can get on with their lives. Let's pursue far more BENEFICIAL transportation improvements – of which there is an endless supply!

I am available anytime to talk with anybody about the EEP issue. The opinions and ideas expressed in this letter are strictly my own personal convictions.

Thank you so much for your kind attention!



Very respectfully,

William G. Popovich
Citizen and Taxpayer
U.S. Navy Veteran 1982-1988

Cc:

Acting Pennsylvania Secretary of Transportation Yassmin Gramian

Ben Singer, EEP Program Manager

Nathan Walker – PennDOT Transportation Planning Manager

Michelle Tarquino – PennDOT Engineering District 8-0

PA Secretary of Agriculture Russell C. Redding

Douglas M. Wolfgang, Director of Farmland Preservation (AG PA)

Karl G. Brown – State Conservation Commission (AG PA)

PA Governor Tom Wolf

PA Lieutenant Governor John Fetterman

PA Secretary Kathy Boockvar

PA Auditor General Eugene A. DePasquale

Andrew D. Merkel, Adams County Office of Planning and Development

Commissioner Jim Martin (Adams County PA)

R. John Dawes, Executive Director, Foundation for Pennsylvania Watersheds

Executive Director Andrew Loza, Pennsylvania Land Trust Association

Will Clark, York County Transportation Planning

Chad Nicholson, Pennsylvania Organizer, Community Environmental Legal Defense Fund

Ben Price, National Organizing Director, Community Environmental Legal Defense Fund

PA State Senator Doug Mastriano, Pennsylvania's Thirty-third District

PA Senator Pat Toomey

PA Senator Bob Casey

PA Congressman John Joyce

PA State Rep. Kate Klunk

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Paralegals:

Brenda Ditzler
Jenny Carlson
Deborah Newbould
Heather Smith

March 3, 2020

SENT VIA EMAIL (amerkel@adamscounty.us)
AND U.S. FIRST CLASS MAIL

Mr. Andrew Merkel
Assistant Director
Adams County Office of Planning and Development
County of Adams
117 Baltimore Street
Gettysburg, PA 17325

RE: Eisenhower Drive Extension Project

Dear Mr. Merkel:

We understand that the Adams County Transportation Planning Organization ("ACTPO") will consider funding options for the Eisenhower Drive Extension Project ("Eisenhower Extension") during your upcoming meeting on March 25, 2020. As you know, the Eisenhower Extension seeks to channel traffic away from overcrowded streets in McSherrystown, Pennsylvania onto a newly extended Eisenhower Drive. This option, known as "Plan 5C," would convert five or six miles of farmland into roadway and would impact half a dozen farms in Adams County, where the traffic congestion is located. It may also require the taking of a few barns. However, none of these affected property owners would lose their homes or businesses if the bypass is built. According to PennDot, the estimated cost of Plan 5C could be as much as \$37 million and, by 2042, would save just under five minutes of travel time through the congested area.

Understandably, several of the affected farmers in Adams County vocally opposed Plan 5C. Accordingly, PennDot began considering a "TSM Alternative Option" to Plan 5C. The TSM Alternative Option would expand portions of State Road 94 (Carlisle Street) located in York County from three to five lanes. In the process, PennDot estimated that the TSM Alternative Option would require the taking of at least 53 homes and businesses located along Carlisle

Street.¹ We understand that the estimated cost of this project is at least \$30 million. According to PennDot, by 2042, the TSM Alternative option would save approximately two minutes of travel time through the congested area.

Further, and more troublesome, the 53 homes and businesses that PennDot presently has marked for destruction for the "TSM Alternative Option" are not uniform in their distance from the roadway. Some homes and businesses on Carlisle Street that are not marked for destruction are actually closer to the existing roadway than many of the homes and business that are marked for destruction.² Unless the proposed widening of Carlisle Street literally includes zigzagging around multiple properties, then the list of 53 properties that PennDot currently has marked for destruction will have to increase by 20 to 30 additional properties.

On October 30, 2019, Chris Drda of PennDot stated during a television interview on ABC 27 News that, if the TSM Alternative Option were implemented, PennDot may need to take *another five to ten feet of property along the existing roadway of Carlisle Street* to complete the expansion. The existing PennDot drawings of the TSM Alternative Option already show taking approximately 24 feet on either side of the existing roadway. If Mr. Drda was correct in his television interview, and PennDot needs to take another 10 feet on either side of the existing roadway to implement the roadway expansions, then that would require destruction of nearly every home and business for miles up and down Carlisle Street. Moreover, the current cost estimate of implementing the TSM Alternative Option (i.e., \$30 million for 53 properties) is thus

¹ See enclosed list of properties and owners created by PennDot.

² The following are examples:

- a. 525 Carlisle Street (which is on the list) is 24 1/2 feet from the roadway;
- b. 549 Carlisle Street (Wetzel's Funeral Home) is 15 1/2 feet from the roadway but not on the list;
- c. 453 Carlisle Street is 15 feet from the roadway but not on the list;
- d. 611 Carlisle Street (Trone Rental Properties new apartment building) is 17 feet from the roadway but not on the list;
- e. 973 Carlisle Street is 16 feet from the roadway but is not on the list;

Also, if you stand in front of the following properties, you can visually see the following discrepancies:

- a. 411 Carlisle Street is on the list but 405, 407, and 409 are closer to the roadway but not on the list;
- b. 439 Carlisle Street is on the list but 437 is closer to the roadway but not on the list;
- c. 501 Carlisle Street is on the list but 453 is closer to the roadway but not on the list;
- d. 601 Carlisle Street is on the list but 611 is closer to the roadway but not on the list; and
- e. 525 Carlisle Street is on the list but 565 is closer to the roadway but not on the list.

Mr. Andrew Merkel
March 3, 2020
Page 3

a fraction of the cost to purchase and tear down every home and business for miles up and down Carlisle Street. The true cost of implementing TSM Alternative Option would be significantly more than the cost of implementing Plan 5C.³

The Borough of Hanover, the Mayor of Hanover, the Commissioners of Penn Township, and the York Area Metropolitan Planning Organization ("YAMPO") have recognized the devastation that will be wrought upon the Hanover community if the TSM Alternative Option were implemented. The Borough of Hanover, the Mayor of Hanover, and the Commissioners of Penn Township have passed resolutions (enclosed) supporting Plan 5C and condemning the TSM Alternative Option. The resolutions note that the TSM Alternative Option would "include the public seizure of 53 vibrant properties through eminent domain, *which could be considered one of the largest public seizures of commercial and residential property in the Central Pennsylvania region*" and will be financially devastating to the Hanover community "in the loss of 53 properties and an additional unknown number of partial seizures from the tax rolls, as well as revenue from service of water, sewer, and garbage collection." (Emphasis added.) Similarly, on February 27, 2020, YAMPO voted unanimously to pass a resolution condemning the TSM Alternative similar to those already passed by the Borough of Hanover and the Commissioners of Penn Township. YAMPO is currently in the process of drafting the language for their resolution, which will be passed and implemented during the YAMPO meeting on April 23, 2020.

In conclusion, we leave to ACTPO and the people of Adams County to debate the merits of funding Plan 5C or choosing a "no build" option. We ask only that, as between Plan 5C and the TSM Alternative Option, that ACTPO deny any request to fund any Eisenhower Extension that includes implementing the TSM Alternative Option or any similar option. In addition, we ask that ACTPO adopt a resolution similar to that passed by the Borough of Hanover, the Mayor of Hanover, the Commissioners of Penn Township, and YAMPO condemning the TSM Alternative Option. I enclose copies of the Resolutions passed by Penn Township and Hanover Borough for Reference. It is nonsensical to fund a project that will financially devastate numerous thriving homes and businesses in *York County* in an attempt to alleviate traffic problems in *Adams County*. I would like to have an opportunity to appear before the ACTPO Board on March 25, 2020, at 1:00 pm to discuss these concerns. Please confirm that I will be added to the meeting agenda. If you have any questions regarding this correspondence or the enclosures, please call me.

Very truly yours,

Arthur J. Becker, Jr.

Enclosures

³ Further, in addition to being vastly more expensive than implementing Plan 5C, Hanover Borough will be devastated financially by the TSM Alternative Option. It would lose tax revenue from at a minimum of 53 properties, as well as an additional unknown number of partial seizures.

Eisenhower Extension TSM Alternative: Possible Displacements

<u>Address</u>	<u>Owner of Property</u>
411 Carlisle Street	Dianne E. Dusman
413 Carlisle Street	Dianne E. Dusman
417 Carlisle Street	Housing Authority of the City of York
420 Carlisle Street	Christine Wagaman
422 Carlisle Street	William C. Hallstein
423 Carlisle Street	Joseph B. O'Brien
424 Carlisle Street	Diane Hoffman
425 Carlisle Street	Kristen Harmon
427 Carlisle Street	Randall & Brenda Rohrbaugh
427 ½ Carlisle Street	Sensenig Real Estate
433 Carlisle Street	Phillip & Lori Laughman
431 Carlisle Street	Homer Sargent
441 Carlisle Street	Edward & Donna Werdebaugh
501 Carlisle Street	Trone Rental Properties
505-507 Carlisle Street	Roy & Shirley Bream
509 Carlisle Street	David & Amanda Bevard
515 Carlisle Street	Lynn Peterson & Alison H. Rebert
521 Carlisle Street	David & Angela Scott
525 Carlisle Street	Arthur & Darlyn Becker
532 Carlisle Street	Paul A. Trimmer
546 Carlisle Street	Arthur & Darlyn Becker
543 Carlisle Street	Andrew & Cynthia Crooks
560 Carlisle Street	Preferred Properties Partnership
570 Carlisle Street	S Line Properties LP
572 Carlisle Street	Trone Rental Properties
580 Carlisle Street	Breschi Properties
584-586 Carlisle Street	Mark & Lois Heisey
14-16 Maple Ave	Mark & Lois Heisey
601 Carlisle Street	Truong T. Phan
609 Carlisle Street	Trone Rental Properties
630 Carlisle Street	South Avenue Service Station Inc.
927 Carlisle Street	D&J Companies LLC
933 Carlisle Street	Nicholas Blackburn & Lorna Robertson
935 Carlisle Street	Stacey L. Noel
939 Carlisle Street	John & Beverly Long
947 Carlisle Street	Simona Hostetter
951 Carlisle Street	Donald & Ann Rumbaugh
955 Carlisle Street	Scott & Katharina Kurz / Trust for Kurz Family
961 Carlisle Street	Charles & Geraldine Greenholt
973 Carlisle Street	Gary & Carol Greenholt

Eisenhower Extension TSM Alternative: Possible Displacements

983 Carlisle Street	PMR Investments LLC
930 Carlisle Street	Andrew & Amy Lawrence
956 Carlisle Street	Smith Holdings Co LLC
964 Carlisle Street	Shelia A. Frey
966 Carlisle Street	Shelia A. Frey
972 Carlisle Street	William & Kelli Love
974 Carlisle Street	Jackie Messinger
980 Carlisle Street	David & Carol Benfield
998 Carlisle Street	Petro Realty LLC

Disclaimer: This information has been compiled based on the TSM Alternative Maps as part of PennDOT's Eisenhower Drive Extension Project. These maps were generated in July of 2019 and provided by PennDOT. This is a list of potential properties that may be impacted by the TSM Alternative plan and is not a final or exhaustive list. Note that PennDOT has not decided on a final plan for the Eisenhower Drive Extension Project. If the TSM Alternative is not chosen by PennDOT, then these properties would not be impacted. Please visit www.eisenhowerdriveextension.com for more information about this project. Here you can review project plan options, maps, and provide written comments/concerns to PennDOT regarding the project.

RESOLUTION NO. 939

A RESOLUTION IN SUPPORT OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION'S EISENHOWER DRIVE EXTENSION PROJECT INITIATIVE PLANNED AS A BYPASS TO RELIEVE THE CONGESTED COMMERCIAL TRAFFIC FROM THE HANOVER BOROUGH ALONG THE ROUTE WITH PICKUPS AT THE EXPANDED EISENHOWER DRIVE AND ROUTE 94, KNOWN AS PLAN #5C, WHICH WOULD HAVE MINIMAL TO NO IMPACT ON AGRICULTURAL LANDS AND LIMITED IMPACT ON RESIDENTIAL HOMES.

WHEREAS, The Eisenhower Drive Extension Project is located in York and Adams Counties, involving Eisenhower Drive, SR 94 (Carlisle Street), and SR 116 (Hanover Road, West Elm Avenue, Third Street) which are main traffic corridors through McSherrystown Borough, Hanover Borough, Conewago Township and Penn Township; and

WHEREAS, The above mentioned roadways are heavily congested, do not move traffic as efficiently as needed, and experience higher-than-average crash frequency when compared to similar roadways within the Commonwealth; and

WHEREAS, For many years the Eisenhower Drive Extension Project had been planned as a bypass to relieve the congested commercial traffic from the Hanover Borough and move it along the new route, with pickups at the expanded Eisenhower Drive and Route 94, having minimal to no impact on agricultural properties and limited impact on residential homes; and

WHEREAS, The Pennsylvania Department of Transportation's "TSM Alternative Option" would negatively impact Hanover Borough, widen intersections, place new signal patterns, and most notably, this plan would include the public seizure of 53 vibrant properties through eminent domain, which could be considered one of the largest public seizures of commercial and residential property in the Central Pennsylvania region; and

WHEREAS, Hanover Borough has over 4,113 people per square mile and the TSM Alternative plan will displace businesses and possibly hundreds of citizens; and

WHEREAS, If the TSM Alternative Option were to be implemented, Hanover Borough will be devastated financially resulting in the loss of 53 properties and an additional unknown number of partial seizures from the tax rolls, as well as revenue from service of water, sewer and garbage collection, just to name a few; and

WHEREAS, The TSM Alternative Option initiative is being considered at a time when there are major revitalization efforts in process where local commercial momentum is strong with substantial commercial investment, and two active projects bringing residential luxury living and new restaurants into the downtown area; and

WHEREAS, Downtown Hanover is the urban center of the region and is posed to be a walkable community where people are able to shop and thrive with a level of reasonable comfort and pedestrian safety which occurs through funneling pass-through traffic away from the downtown area as prescribed in the preferred 5C Bypass Plan.

NOW THEREFORE, BE IT HEREBY RESOLVED that the Penn Township Board of Commissioners hereby conveys its opposition to the Pennsylvania Department of Transportation's TSM Alternative Option which will have maximum impact on Hanover Borough; on behalf of the citizens, Penn Township Board of Commissioners formally proposes removal of the TSM Alternative out of consideration as a planned project in our area; and do hereby support the implementation of the preferred 5C Bypass Plan for the overall benefit of all citizens in the region.

RESOLVED AND ENACTED, this 19th day of August 2019.

Board of Commissioners of Penn Township

By Raymond M. Van de Castle
Raymond M. Van de Castle, President

ATTEST:

Donna M. Sweeney
Donna M. Sweeney, Township Secretary

NO. 1257
RESOLUTION

A RESOLUTION IN SUPPORT OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION'S EISENHOWER DRIVE EXTENSION PROJECT INITIATIVE PLANNED AS A BYPASS TO RELIEVE THE CONGESTED COMMERCIAL TRAFFIC FROM THE HANOVER BOROUGH ALONG THE ROUTE WITH PICKUPS AT THE EXPANDED EISENHOWER DRIVE AND ROUTE 94, KNOWN AS PLAN #5C, WHICH WOULD HAVE MINIMAL TO NO IMPACT ON AGRICULTURAL LANDS AND LIMITED IMPACT ON RESIDENTIAL HOMES.

WHEREAS, The Eisenhower Drive Extension Project is located in York and Adams Counties, involving Eisenhower Drive, SR 94 (Carlisle Street), and SR 116 (Hanover Road, West Elm Avenue, Third Street) which are main traffic corridors through McSherrystown Borough, Hanover Borough, Conewago Township and Penn Township; and

WHEREAS, The above mentioned roadways are heavily congested, do not move traffic as efficiently as needed, and experience higher-than-average crash frequency when compared to similar roadways within the Commonwealth; and

WHEREAS, For many years the Eisenhower Drive Extension Project had been planned as a bypass to relieve the congested commercial traffic from the Hanover Borough and move it along the new route, with pickups at the expanded Eisenhower Drive and Route 94, having minimal to no impact on agricultural properties and limited impact on residential homes; and

WHEREAS, The Pennsylvania Department of Transportation's "TSM Alternative Option" would negatively impact Hanover Borough, widen intersections, place new signal patterns, and most notably, this plan would include the public seizure of 53 vibrant properties through eminent domain, which could be considered one of the largest public seizures of commercial and residential property in the Central Pennsylvania region; and

WHEREAS, Hanover Borough has over 4,113 people per square mile and the TSM Alternative plan will displace businesses and possibly hundreds of citizens; and

WHEREAS, If the TSM Alternative Option were to be implemented, Hanover Borough will be devastated financially resulting in the loss of 53 properties and an additional unknown number of partial seizures from the tax rolls, as well as revenue from service of water, sewer and garbage collection, just to name a few; and

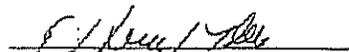
WHEREAS, The TSM Alternative Option initiative is being considered at a time when there are major revitalization efforts in process where local commercial momentum is strong with substantial commercial investment, and two active projects bringing residential luxury living and new restaurants into the downtown area; and

WHEREAS, Downtown Hanover is the urban center of the region and is posed to be a walkable community where people are able to shop and thrive with a level of reasonable comfort and pedestrian safety which occurs through funneling pass-through traffic away from the downtown area as prescribed in the preferred 5C Bypass Plan.

NOW THEREFORE, BE IT HEREBY RESOLVED that Hanover Borough Council hereby conveys its opposition to the Pennsylvania Department of Transportation's TSM Alternative Option which will have maximum impact on Hanover Borough; on behalf of the citizens, Hanover Borough Council formally proposes removal of the TSM Alternative out of consideration as a planned project in our area; and do hereby support the implementation of the preferred 5C Bypass Plan for the overall benefit of all citizens in the region.

Enacted this 24th day of July, A.D., 2019.

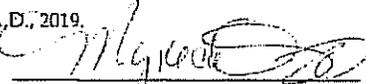
ATTEST:


Borough Secretary

THE BOROUGH OF HANOVER


Council President

Approved this 24th day of July, A.D., 2019.


Mayor

Project Summary – Eisenhower Drive Extension

A. Project Background

1. An Eisenhower Extension/McSherrystown Relief Corridor has been identified as a priority project in three (3) planning studies since 1991. Two of these studies, the Adams County Comprehensive Plan (1991) and the Southeast Adams Transportation Study (1997) were adopted by the Board of Commissioners. The third study, the Hanover Area Transportation Planning Study, was conducted by PennDOT in 1997.
2. What records staff can find from the 1997-2001 timeframe appear to show that Eisenhower extension project was already on the TIP by the time of ACTPO's first ever meeting on February 10, 2000. It appears that the initial project scope involved the High Street to Oxford Avenue section. The scope of the project appears to have been expanded on the 2003 TIP to include Preliminary Engineering (PE) for the entire project area due to FHWA regulations. Keep in mind that prior to 2000, PennDOT developed the TIP for Adams County with only minimal local input. We do know that the Eisenhower Extension was one of at least five (5) projects in the Hanover region bid in one package at that time.
3. PennDOT started the original PE phase in the 2003—2006 timeframe. Work was stopped around 2007 due to 1) PennDOT policy at the time insisting that the Eisenhower Extension project was a local lead project requiring a 20% local funding share and 2) Township opposition to that requirement.
4. Between 2008 and 2014 ACOPD staff worked collaboratively with representatives from Conewago Township, McSherrystown Borough, Penn Township, Hanover Borough, the Hanover Chamber of Commerce, various State Representative and State Senators, and the York MPO to arrive at a recommendation/alternative design that had consensus from all parties.
5. The current Eisenhower Extension project was reactivated on the 2015-2018 TIP following the passage of Act 89.

ACOPD staff has always viewed this project as a regional project. However, over the lifespan of this project the focus has been primarily with Conewago Township due to the scope of the Eisenhower Drive Extension being almost entirely within Conewago Township. The Township's official position on the project has varied over the past 30+ years.

As mentioned above, there were extensive discussions on the Eisenhower Extension with all manner of regional partners between 2008 and 2014. There was a broad consensus reached on an alternative route that would be acceptable to most parties, including staff and elected officials from Conewago Township and McSherrystown Borough, if/once the preliminary engineering for the project was restarted. This was reconfirmed in 2013 during the process of preserving the two farms on the south side of the Conewago Chapel when a specific area was excluded from the preservation easement based on the alternative route developed with those regional partners between 2008 and 2014. Without that consensus, it is highly likely that the current PE phase does not get reactivated on the 2015-2018 TIP.

B. Current Design Alternatives

Currently, three (3) design alternative are under consideration for the *Eisenhower Drive Extension*:

1) No Build Alternative

Description: The No Build Alternative would consist of taking no action to improve the traffic or roadway system in the community.

Impacts: None. No improvements would be made, and the entire project would be considered finished.

Cost: \$0

2) Transportation System Management (TSM) Alternative

Description: Evaluates preserving capacity through Traffic Management and Transit Management Strategies. The TSM alternative would consist of updating the existing roadway network by improving turning movements, potential widening of existing roadways, installing new intersection signals, potential roundabouts and other roadway network improvements.

Impacts: 53 potential property displacements

Cost: **\$26 Million** (Right of Way & Construction phases)

York County (73% of project total based on estimated lined feet)

- ROW - \$11 Million
- Construction – \$8 Million

Total – \$19 Million

Adams County (27% of project total based on estimated lined feet)

- ROW – \$3 Million
- Construction – \$4 Million

Total – \$7 Million

3) Off-Alignment Build Alternative (5C)

Description: The Off-alignment Build Alternative extends Eisenhower Drive from its existing terminus at High Street to SR 116 on new alignment throughout the project area.

Impacts: 7 potential property displacements

Cost: **\$36 Million** (Right of Way & Construction phases)

York County (17% of project total based on estimated lined feet)

- ROW – \$1 Million
- Construction – \$5 Million

Total – \$6 Million

Adams County (83% of project total based on estimated lined feet)

- ROW – \$9 Million
- Construction – \$21 Million

Total – \$30 Million

C. History of Funding Projects Crossing MPO Boundaries

In the past, ACTPO and the York MPO have jointly funded transportation projects where the project scope crossed MPO boundaries. Adams County provided matching funds for the Transportation Element of the Northern York Regional Comprehensive Plan to address safety concerns on US 15 between York Springs and Dillsburg. On the construction side, ACTPO and the York MPO jointly funded the PA 94 North Widening and US 15 Safety Improvements. Past policy guidance has been for each MPO to fund the portion of the project within their jurisdiction when joint project funding has occurred. Prioritization of these joint projects compared to other TIP projects was the responsibility of the MPO with the largest portion of the project.

When taking the current policy positions of the region into account, ACTPO (and the York MPO) must also consider how each of the current design alternatives would be funded, if chosen as the preferred option. Keep in mind that, regardless of which option is ultimately chosen, it is unlikely that ACTPO or the York MPO will fund 100% of the project, including the portions in the other MPO jurisdiction.

- **No Build** – The No Build Alternative is quite simple from a funding policy perspective. If chosen, the result would be that no improvements of any kind would be made at this time. No additional TIP funds would be needed, and all funds expended to date on the project (approximately \$3.1 million) would be lost. Individual intersection improvements could be considered down the road, depending on available funding and project priorities in the future but may not occur for some time. Note, choosing this option would likely have significant long-term repercussions on ACTPO's ability to fund future large-scale projects elsewhere in Adams County.
- **TSM** – 73% of the TSM Alternative is in York County and 27% is in Adams County. Based on previous joint funding policy, this means that the York MPO would need to provide approximately 73%, or \$19 million, of the project cost for this option. ACTPO would need to provide approximately 27%, or \$7 million. The exact figures would depend on the final project phase costs.
- **5C** – 83% of the 5C Alternative is in Adams County and 17% is in York County. Based on previous joint funding policy, this means that ACTPO would need to provide approximately 83%, or \$30 million, of the project cost for this option. The York MPO would need to provide approximately 17%, or \$6 million. Again, the exact figures would depend on the final project phase costs.

D. Current Policy Positions:

The Eisenhower Extension project is located primarily in the Adams County portion of the Hanover Urbanized Area (UZA). As MPO's under Federal regulations, it is important to remember that both ACTPO and the York MPO must consider the impacts, both positive and negative, on the entire Hanover UZA. In this case, that involves four (4) municipalities and two (2) MPO's.

- 1) *Conewago Township:* A letter from the Board of Supervisors dated March 24, 2020 indicates support for the No Build Alternative and opposition to the 5C Alternative. The letter indicates a willingness to cooperate on "*non-construction alternatives*" within the Hanover Borough/Penn Township/McSherrystown Borough area.
- 2) *McSherrystown Borough:* A letter was received from the McSherrystown Borough Council dated February 27, 2020. This letter indicates Council opposes both the TSM and 5C alternatives. Instead they recommend "*revisiting the project planning in its entirety to find a more acceptable route*". If that cannot be done, they wish to "*move forward in planning with what has become known as the 'No Build' option*".
- 3) *Penn Township:* The Board of Commissioners of Penn Township adopted a resolution on August 19, 2019 opposing the TSM Alternative. The same resolution also supported the "*implementation of the preferred 5C Bypass Plan for the overall benefit of all citizens in the region.*"
- 4) *Hanover Borough:* The Hanover Borough Council adopted a resolution on July 24, 2019 opposing the TSM Alternative. The same resolution also supported the "*implementation of the preferred 5C Bypass Plan for the overall benefit of all citizens in the region.*"
- 5) *York MPO:* The York MPO adopted a resolution at its April 23, 2020 Technical/Coordinating Committee Meeting stating its opposition to the TSM Alternative.

Based on these policy positions, there is a distinct divide between the Adams County side and the York County side of the Hanover UZA. Hanover Borough and Penn Township do not support the TSM Alternative, a position mirrored by the York MPO. Hanover and Penn both recommend implementation of the 5C Alternative. At the same time, Conewago Township and McSherrystown Borough support the No Build Alternative and oppose the 5C Alternative.

Staff Position and Recommendations

Hanover Borough, Penn Township and the York MPO have all formally adopted resolutions opposing the TSM Alternative. ACOPD staff concurs with the policy positions taken by Hanover Borough, Penn Township and the York MPO and does not support the TSM Alternative as currently designed for the reasons outlined in their resolutions. Given these positions, it is highly unlikely that enough funding will be allocated from either MPO for the TSM Alternative.

Additionally, ACOPD staff does not support the No Build Alternative. Over the past 30 years, there have been multiple studies performed that identify congestion, safety and traffic management issues in the Hanover UZA. We acknowledge that not everyone will agree on a single solution. However, using that as a reason to do nothing is not acceptable as a public policy decision. Therefore, we do not support the No Build Alternative.

Finally, we note that for nearly 30 years the planning focus of this region was addressing the congestion, safety and traffic management issues through a new road alignment of some fashion, such as the 5C Alternative. That focus has been codified into the County Comprehensive Plan as well as the ACTPO Long Range Transportation Plan and supported by PennDOT analysis and past consensus building within the community. Therefore, we support the 5C Alternative as currently designed.

However, we are not yet ready to support the 5C Alternative as the best option of the three (3) currently under consideration. Specifically, given the concerns over the detrimental impacts of the TSM Alternative we believe that additional work is needed by PennDOT to identify a TSM option that minimizes those impacts as much as possible while still addressing the congestion, safety and traffic management issues in this region.

Therefore, we recommend the following actions to the ACTPO Board:

- 1) Take a formal position against the TSM Alternative as currently designed. This would mirror the positions taken by Hanover Borough, Penn Township, McSherrystown Borough and the York MPO.
- 2) Take a formal position against the No Build Alternative. Making no improvements in this region after 30 years of identifying needs is not an acceptable policy decision.
- 3) Recommend that PennDOT develop a new TSM Alternative that reduces the level of community impact and can achieve local support, including from the York County side of the Hanover UZA.
- 4) Finally, if, and only if, it is not possible to develop a new TSM Alternative as recommended in #3 above, then ACTPO should take a formal position in support of the 5C Alternative as the best option for the overall benefit of the entire Hanover Urbanized Area.



ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION

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

Sherri Clayton-Williams, AICP, Director

RESOLUTION #2020 – 1

A RESOLUTION OPPOSING THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (PENNDOT) TRANSPORTATION MANGEMENT SYSTEM (TSM) OPTION AS PART OF THE EISENHOWER DRIVE EXTENSION PROJECT.

WHEREAS, the Eisenhower Drive Extension Project is located in Adams and York Counties, involving Eisenhower Drive, SR 94 (Carlisle Street), and SR 116 (Hanover Road, West Elm Avenue, Third Street) which are main traffic corridors through McSherrystown Borough and Conewago Township in Adams County, and Hanover Borough and Penn Township in York County; and

WHEREAS, the aforementioned roadways are heavily congested and do not move traffic as efficiently as needed when compared to similar roadways within the Commonwealth; and

WHEREAS, over the past 30 years, there have been multiple studies performed that identify congestion, safety and traffic management issues in the Hanover Urbanized Area; and

WHEREAS, the three (3) options currently under consideration for the Eisenhower Drive Extension Project include: No Build, Route 5C, and the Transportation System Management (TSM) Alternatives; and

WHEREAS, the Pennsylvania Department of Transportation “TSM Option” as currently proposed would negatively impact Hanover Borough and McSherrystown Borough, widen intersections, place new signal patterns, and most notably, this plan would include the public seizure of fifty-three (53) properties through eminent domain;

WHEREAS, based on public comment, if the TSM Alternative Option were to be implemented, Hanover Borough and McSherrystown Borough would be negatively impacted financially through the resulting loss of fifty- three (53) properties, as well as an additional unknown number of partial seizures from tax rolls, including, but not limited to, revenue from service of water, sewer and garbage collection; and

WHEREAS, the No Build Alternative Option would result in no improvements being made to address the congestion, safety and traffic management issues in the Hanover Urbanized Area;

NOW THEREFORE, BE IT RESOLVED that the Adams County Transportation Planning Organization hereby states its opposition:

- 1) to the Pennsylvania Department of Transportation TSM Alternative Option as currently proposed, which will have maximum impact on McSherrystown Borough and Hanover Borough, and
- 2) to the Pennsylvania Department of Transportation No Build Alternative Option, which will not address any of the already identified congestion, safety and traffic management issues in the Hanover Urbanized Area.

Approved this 29th day of July, 2020.

ATTEST:


Robert Gordon, Chair


David Belton, Vice-Chair