

# Adams County Transportation Planning Organization Board

<b>Voting members</b>
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Adams County Boroughs Association

**3 Voting Members**

**David Bolton, Vice-Chair**

Borough of Abbottstown

**David Laughman**

Arendtsville Borough

**David Hazlett**

Carroll Valley Borough

Alternate:

Anne Geiger

East Berlin Borough

Adams County Townships Association

**3 Voting Members**

**Robert Jackson**

Liberty Township

**Robert Gordon, Chair**

Hamiltonban Township

**Bradley Shank**

Mount Joy Township

Alternate:

Bob Rhoads

Mt. Pleasant Township

Adams County Commissioners

**1 Voting member**

**Jim Martin, Commissioner**

# Adams County Transportation Planning Organization Board

Adams County Planning Commission **1 Voting member**

**Charles "Skip" Strayer**

Alternate:  
John Lerew, Chairman

Central Pennsylvania Transportation Authority **1 Voting member**

**Beth Nidam**

Alternate:  
Rich Farr

Gettysburg-Adams County Area Chamber of Commerce **1 Voting member**

**Peter Martin**

Alternate:  
Darlene Brown

Adams County Industrial Development Authority **1 Voting member**

**Robin Fitzpatrick**

PennDOT Central Office **1 Voting member**

**Anthony Sansone**

Alternate:  
Ray Green  
Beth Raves

PennDOT District 8 **1 Voting member**

**Nathan Walker**

Alternate:  
Michelle Tarquino

# Adams County Transportation Planning Organization Board

<b>Non-voting, ex-officio members:</b>
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## State Representatives

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Torren Ecker, Representative, District 193

Alternate: Catherine Wallen

Dan Moul, Representative, District 91

Alternate: Chris Kimple

Senator Doug Mastriano - District 33

Alternate: Bev Frey

## Federal Representatives and Agencies

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Congressman John Joyce, PA 13<sup>th</sup> District

Alternate: Chad Reichard

Zach Bolitho

Gettysburg National Military Park

Jen Crobak, Transportation Planner

U.S. Department of Transportation, Federal Highway Administration

Pennsylvania Division Office

## Local Agencies

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Megan Shreve, Executive Director

South Central Community Action Program

Mr. William D. Cameron, P.E.

Adams County Bridge Engineer

Mr. Jerry Hartman

Penn DOT Maintenance District 8-1

Gary Laird, President

Hanover Chamber of Commerce Transportation Committee

Will Clark

York County Planning Commission

Warren P. Bladen

Adams County Department of Emergency Services

# Adams County Transportation Planning Organization Board

## Past Chairmen

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Edwin Calvert

Theodore (Ted) Streeter

Rich Farr

**Adams County Transportation Planning Organization (ACTPO)  
Minutes for the Committee Meeting on October 30, 2019**

**Attendance:**

**Voting Members**

Skip Strayer	Adams County Planning Commission
David Scotty Bolton	Abbottstown Borough, ACBA (Vice-Chair)
David Laughmann	Arendtsville Borough (Alt)
Brad Shank	Mount Joy Township
Dave Hazlett	Carroll Valley Borough
Robin Fitzpatrick	Adams County IDA
Anthony Sansone	PennDOT Central Office
Nathan Walker	PennDOT District 8-0
Jim Martin	Adams County Commissioner
Beth Nidam	CPTA – rabbittransit

**Legislative Representatives**

Cathy Wallen	Representative Ecker
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**Adams County Office of Planning and Development**

Andrew Merkel

**Others**

Jen Crobak	FHWA
William Cameron	Adams County Bridge Engineer
Laura Heilman	Commuter Services
Scott Small	Conewago Township
Jonathan Peters	Urban Engineers
Andrew Thompson	Urban Engineers
Mike Mastiglio	Urban Engineers
Brian Hare	PennDOT Program Center
Patrick Sheaffer	Conewago Township Land Owner
Zach Bolitho	National Park Service
Max Bramel	HABPI
Tom Weaver	Conewago Township Land Owner
Charlotte Shaffer	Conewago Township Resident
Danielle Smith	McSherrystown Borough Resident
Dave Snively	MS Consultants

**Media**

Amy Marchiano	Gettysburg Times
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**1. Introductory Comments**

Mr. Bolton began the meeting at 1:00 p.m. and lead the Pledge of Allegiance and a moment of silence.

**2. Approval of Minutes**

Ms. Fitzpatrick motioned to approve the minutes, while Ms. Nidam seconded. The minutes were passed unanimously.

**3. Staff Updates- ACOPD**

A. Mr. Merkel discussed five project meetings since the July 24<sup>th</sup> meeting.

- a. Mason Dixon Storage – Baltimore Pike, Germany Township
- b. Truck Restrictions in Gettysburg Borough – District 8
- c. HSIP Concepts & Estimates – District 8
- d. US 15 & PA 94 Interchange Study
- e. 2019 Fall Planning Partners Meeting

B. Mr. Cameron presented an update on the Local Bridge Inspection Program. He indicated that the 2019 routine inspections were complete and five local bridges were rates “poor”. Of those five, he noted that three were already programmed (Shorb Mill Road, Mengus Mill Road and Stoney Point Road). He indicated that the two not yet programmed were South Country Club Road and Goulden Road.

**4. Transit Update**

A. Ms. Heilman gave an update for Commuter Services of PA. She mentioned several recent events and promotions including Carpool Week and Walk/Bike to Work Week.

B. Ms. Nidam noted that Freedom Transit was implementing Fixed Route ITS (FRITS). She also noted that Freedom was in the process of setting up a microtransit service in Gettysburg to being next summer. This service would be more frequent and more on-demand than the current Freedom service.

**5. Presentation on the US 15/94 Interchange Study**

Mr. Walker introduced the consulting team that conducted the US 15/94 Interchange Study. Mr. Mastiglio introduced the rest of the consulting team and gave a presentation regarding the existing conditions of the interchange. He then presented several options with a range of costs for further consideration to address some existing safety and bridge/ramp conditions at the interchange. He noted that a similar presentation was recently given to the municipal and emergency service providers. Mr. Laughmann asked about the emergency service provider concerns. Mr. Merkel indicated the concerns raised by the emergency service providers focused on operations in certain design options. Mr. Hazlett asked about the number of years left in the bridge. Mr. Martin

asked if small projects to improve visibility at the existing ramps were under consideration. Mr. Hazlett asked if the local officials had a preferred option. Mr. Merkel indicated that additional outreach and discussion would be needed to reach a consensus amongst the municipalities, emergency service providers and the public before a preferred alternative is chosen and anything gets programmed.

**6. Priorities for 2020-2022 UPWP**

Mr. Merkel gave an overview of the new methodology required to develop the Unified Planning Work Program (UPWP) for 2020-2022. He presented a list of recommended priorities for the 2020-2022 UPWP, including the Long Range Transportation Plan, the 2021 and 2023 TIP's, Environmental Justice Benefits and Burdens Analysis, Performance Measures, LTAP, the Coordinated Public Transit – Human Services Transportation Plan and updating the Roadway Functional Classification network. Mr. Strayer made a motion to recommend the staff develop the UPWP with the priorities presented. Mr. Martin seconded the motion and it was passed unanimously.

**7. 2021-2024 TIP Update – ACOPD, PennDOT**

A. Mr. Walker indicated that the District staff was in the process of updating the list of carryover projects from the 2019 to 2021 TIP's. He also indicated that decisions on Spike funds would likely be coming soon.

B. Mr. Merkel presented an update on the Highway Safety Improvement Program (HSIP) funds. He noted that the focus on Performance Based Planning and Programming (PBPP) meant that this program was becoming more focused on the cost/benefit ratio of improvements. Mr. Walker noted that a consultant team was reviewing the analyzing candidate HISP projects through this lens across District 8. Mr. Merkel indicated that Adams County did not have any candidate projects at this time but that it could down the road.

**8. 2019-2022 TIP Update – PennDOT**

A. Mr. Sansone gave an overview of the FFY 2019-2022 ACTPO TIP Modifications from July 24, 2019 to October 30, 2019. Several modifications were made regarding the *Rock Creek Bridge, Baltimore Pike Resurfacing 3, Eisenhower Drive Extension, Millerstown Road Bridge, Wierman Mill Bridge, Conewago Creek Bridge, PA 116/Willoughby Run Bridge, PA 116 over Marsh Creek Tributary Bridge, US 15/Franklin Crossing, and the PA 94 & 234 Intersection.*

**9. PennDOT Comments**

Ms. Wallen asked for an update on the Hampton Roundabout project. Mr. Walker indicated that the utility issues had pushed the starting date back a full construction season. He indicated that the District would provide Representative Ecker's office with a more details status update.

**10. FHWA Comments**

None.

**11. Public Comments**

Ms. Charlotte Shaffer spoke in opposition to the Eisenhower Drive project. She indicated that the no build option was should be selected and the funds redirected to existing safety projects. Additional comments were made regarding a letter from the PHMC as well as the funding for the project only coming from Adams County.

Ms. Danielle Smith also spoke in opposition to the Eisenhower Drive project. She indicated that she lived on the TSM Option Route and did not support the TSM or 5C options.

Mr. Patrick Sheaffer spoke in support of the Eisenhower Drive project. He also spoke regarding the history of the Eisenhower Drive project as well as the status of the Conewago Township Comprehensive Plan and Zoning Ordinance in the project area.

Mr. Bramel spoke on behalf of HABPI. He indicted that a ROW agreement had been reached to enable the Gettysburg Inner Loop to continue in the SCCAP/Spectra Kote area to connect with Water Street and the Gettysburg Station Project. He also mentioned that the Grand History Trail Study was in development.

**12. Member Comments**

Mr. Strayer commended PennDOT for its work on the Eisenhower Drive project. Mr. Martin noted that safety should be the top priority for the US 15/94 Interchange. Mr. Bolton noted some concerns expressed to him by a property owner near the proposed Eisenhower Drive 5C route. He also asked about the possibility of the Eisenhower Drive project receiving funds from outside sources. Mr. Merkel responded that discussions were ongoing with York County and PennDOT on that topic.

**13. Next Meeting, Time, and Place**

The next meeting will be held January 22, 2020 at 1 p.m. at the EMS Building. The meeting was adjourned at 2:54 p.m.



Susquehanna Area Regional Airport Authority

Harrisburg International Airport • Capital City Airport • Franklin County Regional Airport • Gettysburg Regional Airport

January 3, 2020

Adams County Planning Commission  
670 Old Harrisburg Road #100  
Gettysburg, PA 17325-3404

**Reference: Susquehanna Area Regional Airport Authority (SARAA)  
Gettysburg Regional Airport (W05)  
2021 Five Year Plan**

Dear Planning Commission:

Enclosed is a copy of the proposed Five Year Plan that was submitted to the Federal Aviation Administration (FAA) for Gettysburg Regional Airport.

The Five-Year Plan is pending approval by the FAA. We are forwarding this packet for your information and review. Comments should be addressed to the undersigned.

I would like to take this opportunity to thank you and the Adams County Planning Commission for support of the airport and look forward to our continued relationship.

Sincerely,

A handwritten signature in black ink, appearing to read 'DES', is written over a faint, larger version of the same signature.

David E. Spaulding  
Deputy Director for Engineering and Planning

DES:jmg

Enclosure(s)

Location: Gettysburg State: PA NPIAS No.: GA Hub:   
 Airport: **Gettysburg Regional Airport** Loc ID: W05 Based Aircraft: Itin. Ops: Sponsor:

Project Description	Flags	ACIP Codes	National Priority	Req. Funds	FY 2021		FY 2022		FY 2023		FY 2024		FY 2025	
					Ent.	Disc.								
<b>2021</b> Construct South Aircraft Parking Apron, Phase IV (Const)		ST AP CO	41	1,500	300	1200								
<b>2022</b> Construct South Aircraft Parking Apron, Phase V (Const)		ST AP CO	41	850	50	800								
Remove Obstructions, Phase II (Acquire Easements)		SA OT OB	90	100	100									
<b>2023</b> Construct South Aircraft Parking Apron, Phase VI (Const)		ST AP CO	41	850				150	700					
<b>2024</b> Construct South Aircraft Parking Apron, Phase VII (Const)		ST AP CO	41	850						150	700			
<b>2025</b> Construct South Aircraft Parking Apron, Phase VIII (Const)		ST AP CO	41	850								150	700	



COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION  
HARRISBURG, PENNSYLVANIA

OFFICE OF  
SECRETARY OF TRANSPORTATION

November 5, 2019

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2020 targets for the following Safety Performance Measures:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31<sup>st</sup> each year. The 2020 targets found in Table 1 of the enclosure are consistent with the fatality and serious injury reduction goals of the 2017 Strategic Highway Safety Plan.

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 27, 2020) by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. Table 2 of the enclosure reflects corresponding values for your MPO/Rural Planning Organization (RPO). MPOs/RPOs that support the state targets will have the option each year to establish their own targets. PennDOT is requesting RPOs follow the same procedure.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2018 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2020.

Preliminary data indicate Pennsylvania did not meet our 2018 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. This plan will be due June 30, 2020. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2021 an amount equal to the FFY 2017 HSIP apportionment.

For more information please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Your response is requested before February 27, 2020.

Please complete the following:

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Planning Organization Name

Select one of the following options for Safety Performance Measures:

- The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.
- The MPO/RPO has established quantifiable targets that represent the anticipated outcome for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require additional coordination with Federal Highway Administration so if choosing this option please notify the Center for Program Development and Management by February 1, 2020.

Concurrence: \_\_\_\_\_

Authorized MPO/RPO Representative

\_\_\_\_\_ Date

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or [cmarkey@pa.gov](mailto:cmarkey@pa.gov).

Sincerely,



Larry S. Shifflet  
Deputy Secretary for Planning

Sincerely,



George W. McAuley, Jr., P.E.  
Deputy Secretary for Highway Administration

Enclosure

**Table 1: Statewide Targets:**

Performance Measure	5-year Rolling Averages		
	TARGET 2016-2020	ACTUAL 2016-2020	BASELINE 2014-2018
Number of Fatalities	1,171.9		1182.0
Fatality Rate	1.148		1.169
Number of Serious Injuries	4,400.3		3839.6
Serious Injury Rate	4.309		3.797
Number of Non-motorized Fatalities and Serious Injuries	781.7		679

\* Future VMT estimated to be 0.5% higher per year starting in 2019

**Table 2: Adams MPO Supporting Values:**

Performance Measure	5-year Rolling Averages		
	TARGET 2016-2020	ACTUAL 2016-2020	BASELINE 2014-2018
Number of Fatalities	13.5		11.2
Fatality Rate	1.492		1.253
Number of Serious Injuries	52.6		42.8
Serious Injury Rate	5.812		4.787
Number of Non-motorized Fatalities and Serious Injuries	6.9		4

\* Future VMT estimated to be 0.5% higher per year starting in 2019

FHWA Obligation Report  
Obligations 10/1/18 to 9/30/19

MPMS	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT ADMINISTRATOR	PHASE	DISTRIC	COUNTY	STATE ROUTE	OBLIGATION* FFY 2019	PROG. TOTAL FFY 2019 TO 2022	FED FUNDS REMAINING
92377	Center Square Master Plan	New Oxford Borough's center square improvements Master Plan project represents an urban design, streetscape, and transportation improvements to improve safety and connectivity.	NEW OXFORD BOROUGH	Study	8	Adams		\$(3,540)	\$0	\$0
104301	GIL Segments A1 and A2	Build GIL segments A1 and A2 from the Biser Trail at West Street to Buford Avenue (Route 30), about one mile in length. Construction includes on-street sharrows, off-road trail, stream and street crossings and sidewalk widening.	GETTYSBURG BOROUGH	Construction	8	Adams		\$41,341	\$41,341	\$0
82983	East King Street Bridge	Bridge Replacement on US 30 (East King Street) over Beaver Creek in Abbottstown Borough, Adams County.	PENNDOT	Preliminary Engineering	8	Adams	30	\$(94,641)	\$0	\$0
82983	East King Street Bridge	Bridge Replacement on US 30 (East King Street) over Beaver Creek in Abbottstown Borough, Adams County.	PENNDOT	Right of Way	8	Adams	30	\$27,799	\$27,799	\$0
94894	94 & 394 Intersection Imp	Intersection improvement, including a roundabout, to the intersection of PA 94, PA 394, and State Route 1007 (Stoney Point Road) in Reading Township, Adams County.	PENNDOT	Construction	8	Adams	94	\$1,740,000	\$1,740,000	\$0
94897	94 & 234 Intersection Imp	Intersection improvement, adding left turn lanes and protected phasing to the intersection of PA 94 (Carlisle Pike) and PA 234 (East Berlin Road) in Reading Township, Adams County.	PENNDOT	Final Design	8	Adams	94	\$56,743	\$138,225	\$81,482
105331	Carlisle Pike Resurface	Resurface, drainage and guide rail on PA 94 from the York County Line to SR 1019 (Berlin Road) in Oxford and Hamilton Townships.	PENNDOT	Construction	8	Adams	94	\$419,380	\$419,380	\$0
18147	Fairfield Road Bridge 2	Bridge Replacement on PA 116 (Fairfield Road) over Willoughby Run in Cumberland Township, Adams County.	PENNDOT	Construction	8	Adams	116	\$230,478	\$230,478	\$0
110654	Frederick Pike Resurface	Resurface PA-194 from the Mason Dixon Line to Littlestown Borough line in Germany Township.	PENNDOT	Construction	8	Adams	194	\$313,778	\$313,778	\$0
102975	Hanover Street Crossing	Install RR warning devices on SR 1015 (Hanover Street) at CSX Crossing in Oxford Borough.	PENNDOT	Construction	8	Adams	1015	\$21,434	\$21,434	\$0
87418	Black Lane Bridge	Bridge Replacement on State Route 2009 (Black Lane Road) over Tributary of Conewago Creek in Conewago and Oxford Townships, Adams County.	PENNDOT	Preliminary Engineering	8	Adams	2009	\$(42,890)	\$0	\$0
87674	Fairview Road Bridge	Bridge Replacement on State Route 3015 (Fairview Fruit Road) over Marsh Creek in Franklin Township, Adams County.	PENNDOT	Utility	8	Adams	3015	\$(12,000)	\$0	\$0
87674	Fairview Road Bridge	Bridge Replacement on State Route 3015 (Fairview Fruit Road) over Marsh Creek in Franklin Township, Adams County.	PENNDOT	Right of Way	8	Adams	3015	\$(16,273)	\$0	\$0
18148	Old Carlisle Rd Bridge	Bridge replacement on State Route 4001 (Old Carlisle Road) over Opposum Creek in Butler Township, Adams County.	PENNDOT	Preliminary Engineering	8	Adams	4001	\$(150,530)	\$0	\$0
18151	Horner Rd Brg T-402	□	PENNDOT	Final Design	8	Adams	7204	\$(0)	\$0	\$0
18151	Horner Rd Brg T-402	□	PENNDOT	Construction	8	Adams	7204	\$(80,887)	\$0	\$0
18151	Horner Rd Brg T-402	□								
18049	Mengus Mill Rd Bridge	Bridge replacement on T-438 (Mengus Mill Road) over Piney Creek in Germany Township, Adams County.	PENNDOT	Right of Way	8	Adams	7207	\$60,000	\$60,000	\$0

\* Negative amounts in the obligation column are a result of de-obligating unused funds for a project.

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**ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

***UNIFIED PLANNING WORK PROGRAM  
FISCAL YEAR 2020-2022***

***(July 1, 2020 through June 30, 2022)***

**ACTIONS AND PROCEDURES**

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

**<<insert date>>**

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## Purpose

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The Unified Planning Work Program (UPWP) 23 CFR 450 Definition is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, the responsible party performing the work, timeframes for completing the work, the cost of the work, and the source(s) of funds. In Pennsylvania, UPWPs are developed as 2-year programs. This UPWP will address key regional transportation and land use issues facing Adams County.

## Introduction

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The Fiscal Year 2020-2022 UPWP for Adams County, Pennsylvania includes planning programs and support activities for the Adams County Transportation Planning Organization (ACTPO) for the period beginning July 1, 2020 and ending June 30, 2022. Staff from the Adams County Office of Planning and Development (ACOPD) will carry out the activities included in the Work Program.

Federal laws and regulations require the formation of a Metropolitan Planning Organization (MPO) for each urbanized area with a population of more than 50,000 to coordinate a Continuing, Comprehensive and Cooperative (“3C”) transportation planning program. In 2013 Adams County met this threshold through the extension of the Hanover Urbanized Area and, as a result ACTPO became an MPO. Prior to becoming an MPO, ACTPO operated as Rural Planning Organization (RPO) from 1998 to 2013. The Adams County Board of Commissioners has designated the ACOPD as the agency to administer the MPO and its Work Program.

The MPO is governed by a single committee responsible for all decision-making related to transportation planning and programming. The staff of the Adams County Office of Planning and Development performs the required planning tasks to ensure that Adams County is meeting the federal transportation requirements and receiving federal and state funds to make necessary improvements to the transportation infrastructure.

## UPWP Development Schedule

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July 11, 2019	UPWP Planning Priorities Letter received
July 16, 2019	Spring Planning Partners Meeting
August 2019	Communication of UPWP process with PennDOT/FHWA
September 2019	UPWP development discussed with Board of Commissioners
October 25, 2019	Coordinate with YAMPO regarding shared planning efforts
October 24-29, 2019	Coordination with PennDOT/FHWA regarding TDM options
October 30, 2019	Draft UPWP priorities presented to ACTPO Board
November 27, 2019	Draft UPWP submitted for PennDOT/FHWA review.
January 22, 2020	Final Draft presented to ACTPO Board

## MPO Structure and Agency Responsibilities

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Adams County will pursue its FY 2020-2022 Work Program as a Metropolitan Planning Organization (MPO) under the moniker of the *Adams County Transportation Planning Organization (ACTPO)*. The staff of ACTPO performs the required planning tasks to ensure that Adams County is meeting the federal transportation requirements and receiving federal and state funds to make necessary improvements to transportation infrastructure.

The MPO is governed by a single committee containing thirteen (13) voting members responsible for all decision-making related to transportation planning and programming. Each voting member is appointed by the organization they represent. Organizations with voting seats include:

- Adams County Boroughs Association (3 members)\*
- Adams County Township Association (3 members)\*\*
- Adams County Commissioners (1 member)
- Adams County Planning Commission (1 member)
- Adams County Chamber of Commerce (1 member)
- Adams County Industrial Development Authority (1 member)
- PennDOT District 8 (1 member)
- PennDOT Central Office (1 member)
- York Adams Transportation Authority (1 member)\*\*\*

\* Appointed by Adams County Boroughs Association. A minimum of one (1) Borough voting member must represent a municipality in the Hanover Urbanized Area.

\*\* Appointed by Adams County Townships Association. A minimum of one (1) Township voting member must represent a municipality in the Hanover Urbanized Area.

\*\*\* Now known as the Central Pennsylvania Transportation Authority, dba rabbittransit.

Non-voting members include elected officials, Federal and State agencies, School District transportation officials, airport officials, non-motorized transportation organizations, emergency service representatives, social service providers, and neighboring MPO's.

- Federal Highways Administration
- Federal Transit Administration
- Federal and State Elected Officials
  - Pennsylvania 4<sup>th</sup> Congressional District
  - Pennsylvania 33<sup>rd</sup> Senate District
  - Pennsylvania 91<sup>st</sup> Legislative District
  - Pennsylvania 193<sup>rd</sup> Legislative District
- Adams County Bridge Engineer
- Adams County Emergency Services Department
- Adams County Office for Aging
- Adams County School District Transportation Directors
- Hanover Chamber of Commerce
- Healthy Adams Bicycle Pedestrian Inc.
- Healthy Eastern Adams Rails & Trails
- National Park Service
- PennDOT Maintenance District 8-1
- South Central Community Action Program
- Susquehanna Area Regional Airport Authority

- Franklin County MPO
- Harrisburg Area Transportation Study
- York Area MPO

ACTPO has primary responsibility as an MPO to ensure that the transportation planning process is carried out in accordance with federal and state regulations. ACTPO's secondary responsibility is to promote transportation policies, programs, and projects consistent with a locally adopted transportation plans and transportation improvement programs that are in accord with the Fixing America's Surface Transportation (FAST) Act and any future re-authorization legislation, and the Clean Air Act and all subsequent legislation. Further, ACTPO also has the responsibility to promote environmental justice activities and work to ensure that everyone, especially low income and minority groups, is involved in the planning and programming process. Ultimately, ACTPO's goal is to move people and goods in a safe and efficient manner, while preserving environmental integrity and promoting sound economic development.

**A. Federal Highway Administration**

ACTPO is served by FHWA Pennsylvania Division Office. The FHWA Division Office provides leadership, guidance, and direction to State Departments of Transportation and MPOs in the planning, construction and maintenance of transportation projects. Working collaboratively with State partners, FHWA Division Offices ensure that the nation's roads, bridges and tunnels are safe and continue to support economic growth and environmental sustainability.

**B. Federal Transit Administration**

The FTA field offices, organized by Region, help transit operators, MPOs and state DOTs plan, apply, execute, and complete transit projects in their region. Their primary role is to oversee federal funding, provide grant support and program management as well as guidance on environmental, planning and other critical elements of transit projects. ACTPO is served by the FTA Region III Office (Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and the District of Columbia).

**C. Pennsylvania Department of Transportation**

ACTPO works cooperatively with the Pennsylvania Department of Transportation (PennDOT) in carrying out all of its transportation planning activities. PennDOT representatives serve on the ACTPO Board. PennDOT is responsible for many activities that affect the metropolitan planning process. It is charged with the development of a statewide long-range plan, which will include the Long Range Transportation Plan (LRTP) developed by ACTPO. PennDOT also develops a Statewide Transportation Improvement Program (STIP) that must embody the Transportation Improvement Program (TIP) developed and approved by ACTPO for Adams County. Accordingly, PennDOT participates actively in the process by which projects are prioritized and included in the ACTPO TIP. PennDOT also serves as the primary intermediary between ACTPO and federal transportation agencies: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Aviation Administration (FAA).

**D. Transit Operator**

Central Pennsylvania Transportation Authority, *dba rabbittransit*, is the primary provider of public transportation in Adams County, including ride-sharing programs and handicap accessible vans. This agency is responsible for both the capital and service needs in its service area. It is the principal source for identifying transit projects for inclusion in the transit portion of the ACTPO Long Range Transportation Plan. It also carries out many of the transit planning activities, both funded through ACTPO's regional planning program and other sources.

## Planning Factors, Goals, Priorities and Findings

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### **A. Pennsylvania Department of Transportation Planning Goals**

In August of 2016, PennDOT adopted its current statewide long-range transportation plan and comprehensive freight movement plan entitled PA On Track. This document presents a clear vision and strategic direction for transportation planning across Pennsylvania. The vision of PA On Track is to “deliver a quality transportation system to support the economy and lifestyles of current and future Pennsylvanians.” This approach on quality of life, economic development, and sustainability for future generations coincides with the county and municipal planning principles developed during comprehensive planning efforts throughout Adams County.

PA On Track identifies four general goal areas based on current economic and demographic trends. These goals provide direction to future transportation system investments. The four goals are:

1. System preservation by using increasingly good data about the transportation systems in Pennsylvania to develop asset management strategies to maintain the current transportation system at a high level of quality;
2. Improvement of safety statewide for all modes and all users;
3. To expand and improve personal and freight mobility;
4. Emphasize stewardship by increasing efficiency and streamlining processes.

For each of these goals, PennDOT has established specific objectives and performance measures to track progress and identified specific strategies to improve within these aspects of the Commonwealth’s transportation system. The tasks outlined in this Work Program will support these goals.

### **B. Federal Planning Factors**

The federal FAST Act (Public Law No. 114-94), and federal metropolitan planning regulations from the FAST Act, specify the roles and responsibilities of MPOs. The FAST Act identifies ten planning factors that must be considered in the metropolitan planning process, which ACTPO has incorporated into their LRTP, TIP, and Public Participation Plan (PPP) among others. Additionally, the U.S. Department of Transportation (USDOT), Federal Highway Administration must certify that a “3C” planning process is being carried out on all transportation projects receiving federal funding. Planning activities identified in this UPWP and other MPO documents strive to incorporate these planning factors, which include:

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available for people and for freight
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient transportation system management and operations;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

FAST Act Planning Factors	UPWP Planning Tasks			
	Task 1	Task 2	Task 3	LTAP
Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X	
Increase the safety of the transportation system for motorized and non-motorized users.	X	X	X	X
Increase the security of the transportation system for motorized and non-motorized users.	X	X	X	
Increase the accessibility and mobility options available for people and for freight.	X	X	X	X
Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	X	X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	X	X	X	X
Promote efficient transportation system management and operations.	X	X	X	X
Emphasize the preservation of the existing transportation system.	X	X	X	X
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	X	X	X	X
Enhance travel and tourism.	X	X	X	

**C. MPO Priorities for 2020-2022**

During the 2020-2022 UPWP, the organizational goal in all ACTPO activities will continue to focus on meeting state and federal transportation planning requirements for an MPO. The primary goal is to ensure these required activities are completed. A secondary goal is to align all required MPO plans and planning requirements with the release of the Decennial Census data to ensure that the most up-to-date data is being used to drive the required “3C” planning process. Special emphasis will be focused on identifying areas where planning activities can be better coordinated on a regional basis with the York County MPO (YAMPO) given the shared Hanover Urbanized Area and transportation network connections between the two counties. ACTPO’s specific priorities for the 2020-2022 UPWP have been organized into three distinct tiers.

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**Tier 1 Short-term Priorities**

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**1. Long Range Transportation Plan (LRTP)**

The Adams County LRTP must be updated by July 26, 2022. Since the current LRTP was prepared as a minor update, the next LRTP will be done as a full revision. Therefore, the planning process for a LRTP will be the top priority during the 2020-2022 UPWP. The target year for this LRTP will be 2050. In addition to the required elements of a LRTP, a number of additional MPO plans and document will be updated at the same time. These include:

- Public Participation Plan
- Title VI Policy & Procedures
- Limited English Proficiency Plan
- Bicycle & Pedestrian Plan
- Congestion Management Process
- Travel Demand Model

While some of these documents may be adopted prior to the July 26, 2022 target, the overall goal is to have all of plans and documents in place by then. This will ensure that all relevant planning requirements for an MPO are on the same time schedule for future updates. Additionally, due to the shared Hanover Urbanized Area, several of the required LRTP elements will need to be coordinated with the York MPO (YAMPO). Since this planning process is anticipated to be lengthy, final adoption will likely occur during the 2022-2024 UPWP.

## 2. Transportation Improvement Program (TIP)

ACTPO will be operating under two separate TIP's during the 2020-2022 UPWP. The 2019-2024 TIP will conclude during Year 1 of the 2020-2022 UPWP. The 2021-2024 TIP is scheduled to be adopted in June 2020 and become effective in October 2020. Additionally, development of the 2023-2026 TIP will begin during Year 2 of the 2020-2022 UPWP. Work activities will include, development and project selection, public outreach (including PennDOT Connects), fiscal management (modifications and amendments), project coordination and implementation, and adoption.

TIP Years Covered	Public Outreach	Development/Project Selection	Fiscal Adoption	Fiscal Management	Project Coordination
2019-2022	X	--	--	X	X
2021-2024	X	X	X	X	X
2023-2026	X	X	--	--	--

## 3. Environmental Justice Benefits and Burdens

Presidential Executive Order 12898 states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Within the transportation field, environmental justice is guided by three core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

Since ACTPO utilizes federal funds to plan and implement transportation projects it is responsible for undertaking analysis of federally funded projects listed within the LRTP and TIP. This analysis will be conducted in accordance with FHWA/FTA guidance as well as the Environmental Justice Benefits and Burdens process developed by the MPO's in PennDOT District 8-0. The outcomes of this analysis will also be used to inform the Public Participation process for the LRTP and TIP's developed by ACTPO.

#### **4. Coordinated Public Transit-Human Services Transportation Plan**

The transit provider within Adams County, the Central Pennsylvania Transportation Authority (CPTA), *dba rabbittransit*, also covers a number of counties in the surrounding region. As a result, this involves coordination with multiple MPO's. It is anticipated that an update to the Coordinated Public Transit-Human Services Transportation Plan will be updated through the same transit operator-led, multi-MPO participating planning process that was done to develop the current version. It is anticipated that this will occur during the 2020-2022 UPWP.

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### **Tier 2 Long-term Priorities**

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#### **1. Roadway Functional Classification**

The Roadway Functional Classification network for Adams County was last updated in 2016 following the transition from RPO to MPO. In order to meet the stated goal of aligning all required MPO plans and planning requirements with the release of Decennial Census data, the Roadway Functional Classification will be update upon the release of the updated Urbanized Area data from the 2020 Census. While this would ordinarily be a short-term priority, the unknown timeframe for the release of the necessary Census data means that the timing of this update may cross into the 2022-2024 UPWP.

#### **2. 2022-2024 UPWP**

Given the lead time required to prepare documents and processes to comply with federal and state requirements, it is anticipated that the development of the 2022-2024 UPWP will begin during the later stages of the 2020-2022 UPWP.

#### **3. ACTPO Bylaws**

It is anticipated that a review and update of the ACTPO bylaws will occur following the release of updated Urbanized Area data from the 2020 Census to ensure that voting seats are fully representative of the entire Adams County MPO region. While this would ordinarily be a short-term priority, the unknown timeframe for the release of the necessary Census data means that the timing of this update may cross into the 2022-2024 UPWP.

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### **Tier 3 Recurring Priorities**

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#### **1. Administrative Duties**

In addition to the multitude state and federal transportation planning requirements facing an MPO, ACTPO staff performs a number of other duties in support of those requirements. These include:

- Staff support for ACTPO meetings,
- UPWP billing and financial management,
- Participation in statewide MPO/RPO meetings and training opportunities,
- Attendance and participation on Susquehanna Regional Transportation Partnership (SRTTP) Board, the Transportation Demand Management (TDM) organization for Central Pennsylvania,
- Review of Traffic Impact Studies/Highway Occupancy Permits on behalf of ACTPO,
- TIP and non-TIP transportation project development and public involvement with municipal officials and citizens,
- Non-motorized transportation planning,
- Safety planning,
- Other transportation related meetings, training and planning related activities as necessary to implement other UPWP priorities.

## **2. Local Technical Assistance Program (LTAP)**

ACTPO has partnered with PennDOT since 2007 to assist in delivery of the LTAP program by supporting training classes and technical assistance opportunities within Adams County. This is anticipated to continue in the 2020-2022 UPWP. Additional focus will be placed on promoting Technical Assistance to municipalities as a means of addressing specific technical or safety concerns. This is anticipated to be an ongoing effort for the entire 2020-2022 UPWP.

## **3. Performance Measures**

The Moving Ahead for Progress in the 21st Century Act (MAP-21) introduced requirements for performance-based planning and integrated performance management into many federal-aid transportation programs. Under MAP-21, states and regions were required to establish measurable performance targets in support of national goals for Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reducing Delays in Project Delivery. These requirements are continued in the Fixing America's Surface Transportation (FAST) Act. MPO's are required to establish and adopt performance measure targets for Safety (PM-1), Asset Management (PM-2) and System Performance (PM-3) on a one, two and four year schedule respectively. During the 2020-2022 UPWP, ACTPO will continue to establish and adopted these performance measures as required and ensure they are applied systematically in the regular, ongoing transportation planning and programming process.

## **4. Annual List of Federally Obligated Projects**

As a requirement of the FAST Act legislation, MPOs are required to prepare an annual report that lists and summarizes all projects for which funding has been obligated during the prior Federal Fiscal Year (ending September 30). This is anticipated to be published and distributed annually by ACTPO.

### **D. Pennsylvania Planning Findings**

The FHWA and FTA complete a joint review of Pennsylvania's Statewide Transportation Improvement Program (STIP) that is updated every two years. In September 2018, the FHWA and FTA approved the Pennsylvania FFY 2019-2022 STIP, which included the individual TIP for ACTPO. Based on their joint review, the FHWA and FTA also issued a STIP Planning Finding, which is designed to ensure that the STIP and TIPs are developed according to Statewide and metropolitan transportation planning processes consistent with required statutory and regulatory planning provisions. The STIP Planning Finding highlights what works well and what needs improvement in a Statewide or metropolitan transportation planning process.

The FFY 2019-2022 STIP Planning Finding identified one Corrective Action: all MPOs must develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. The FFY 2019-2022 STIP identified the following Recommendations:

1. Adapt existing planning processes for meeting new federal requirements for Performance Based Planning and Programming.
2. Revamp PennDOT's Planning Priorities Letter for ensuring that Unified Planning Work Programs are customized, collaborative, and focused on deliverables/tasks.
3. MPOs should begin the process of updating their Long Range Transportation Plan (LRTP) at least 30 months in advance of the adoption deadline. Planning Partners should schedule a meeting with PennDOT District(s), PennDOT Program Center, and FHWA to discuss the methodology, work tasks, budget, and schedule for the LRTP update process – the PennDOT

- and FHWA staff should actively participate in the LRTP update. LRTPs need to ensure that investment decisions are performance-driven and outcome based.
4. Develop a Work Group and Action Plan describing how the FFY 2019 STIP Planning Findings will be considered and/or achieved.
  5. Continue to expand membership in the State Freight Work Group, including private stakeholders, and encourage the Freight Work Group to serve in an advisory role per the guidance in 49 USC 70201.
  6. Incorporate Transit Asset Management performance targets and performance-based plans into MPO TIPs.
  7. Reference in MPO TIPs any federal transit funds that are used for capital projects on the Keystone Corridor commuter rail service.

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## Task I: Administration

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### Responsible Agency

Adams County Office of Planning and Development (ACOPD)

### Cost and Funding Sources

UPWP Year	FHWA	FTA	PennDOT	Local Highway	Local Transit	Total
2020-2021	\$25,000	\$10,000	\$4,000	\$2,250	\$2,500	\$43,750
2021-2022	\$25,000	\$10,000	\$4,000	\$2,250	\$2,500	\$43,750
<b>Total</b>	<b>\$50,000</b>	<b>\$20,000</b>	<b>\$8,000</b>	<b>\$4,500</b>	<b>\$5,000</b>	<b>\$87,500</b>

### Task I Description

**Task I.1 – Program Administration and Coordination:** ACOPD staff will administer the transportation planning program such that all federal requirements are satisfied. This will include:

- A. **2020-2022 UPWP:** Administration of the 2020-2022 UPWP, including submitting quarterly invoices and progress reports, scope adjustments, and contract compliance.
- B. **2022-2024 UPWP:** Development and adoption of the 2022-2024 UPWP.
- C. **ACTPO:** Provide meeting notices and materials including agendas, locations, minutes and other requirements as necessary. Increase web availability of ACTPO meeting materials.
- D. **Statewide Planning Partner Meetings:** Attend and participate in Statewide Planning Partners meetings, committees, and training opportunities for various District and statewide issues that may occur. Also participate in computer and phone based meetings.
- E. **Annual Listing of Obligated Projects:** Work with PennDOT to develop an annual listing of obligated projects for each Fiscal Year that meets the requirements and provides explanatory detail for the public.
- F. **Title VI Annual Compliance Report:** Documentation of the Federal Transportation Planning Process, including the annual report of actions.
- G. **ACTPO By-laws:** Review bylaws and adjust membership representation following release of updated Urbanized Area designations from 2020 Census.

**Task I.2 – Public Involvement and Outreach:** ACOPD staff will provide public involvement opportunities for various plans, programs, and ACTPO meetings to educate the general public about the transportation planning process.

### Task I Deliverables:

- 2022-2024 UPWP
- Annual Listing of Obligated Projects
- Updated ACTPO Bylaws
- Attend Statewide PennDOT Planning Partners Events
- Title VI Annual Compliance Report

**Task I Timeline**

<b>Task</b>	<b>Completion Target</b>
<b>2020-2022 UPWP</b>	Ongoing
<b>2022-2024 UPWP</b>	January 2022
<b>ACTPO</b>	Quarterly
<b>Planning Partners Meetings</b>	Ongoing
<b>Annual Listing of Obligated Projects</b>	Annually
<b>Title VI Compliance Report</b>	Annually
<b>ACTPO Bylaws</b>	Following 2020 Census Data Release

## Task II: Transportation Data Collection

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### Responsible Agency

Adams County Office of Planning and Development (ACOPD)

### Cost and Funding Sources

UPWP Year	FHWA	FTA	PennDOT	Local Highway	Local Transit	Total
2020-2021	\$38,000	\$18,000	\$4,000	\$5,500	\$4,500	\$70,000
2021-2022	\$38,000	\$18,000	\$4,000	\$5,500	\$4,500	\$70,000
<b>Total</b>	<b>\$76,000</b>	<b>\$36,000</b>	<b>\$8,000</b>	<b>\$11,000</b>	<b>\$9,000</b>	<b>\$140,000</b>

### Task II Description

**Task II.1 – Data Collection and Analysis:** Evaluate the type of data and analysis necessary to ensure a “3C” transportation planning process is carried out in accordance with federal and state regulations. Data collection on non-local roads is not anticipated and is specifically not provided for in this task. This will include:

- A. **Local Transportation Network:** Provide transportation data collection services to Adams County municipalities as requested to support municipal transportation planning efforts. Purchase supplies and safety materials as needed.
- B. **MPO Related Planning Efforts:** A data analysis related to the following plans/projects:
  - Long Range Transportation Plan
  - Congestion Management Plan
  - Travel Demand Model
  - Bicycle & Pedestrian Plan
  - Coordinated Public Transit-Human Services Transportation Plan
  - Roadway Functional Classification
  - Environmental Justice Benefits and Burdens
  - Performance Measures
  - Performance Based Planning and Programming
- C. **Geographic Information Systems (GIS) Analysis:** Create, analyze, update and maintain GIS layers and data in support of transportation planning efforts.

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

### Task II Deliverables:

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

## **Task II Timeline**

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

### Task III: Transportation System Planning

#### Responsible Agency

Adams County Office of Planning and Development (ACOPD)

#### Cost and Funding Sources

UPWP Year	FHWA	FTA	PennDOT	Local Highway	Local Transit	Total
2020-2021	\$85,000	\$25,000	\$11,000	\$10,250	\$6,250	\$137,500
2021-2022	\$85,000	\$25,000	\$11,000	\$10,250	\$6,250	\$137,500
<b>Total</b>	<b>\$170,000</b>	<b>\$50,000</b>	<b>\$22,000</b>	<b>\$20,500</b>	<b>\$12,500</b>	<b>\$275,000</b>

#### Task III Description

**Task III.1 – Tools, Techniques and Analysis:** ACPOD staff will develop, maintain, and update available transportation planning tools using all available data sources in support of a “3C” transportation planning process. Make full use of available PennDOT information database(s) including MPMS, RMS, BMS, accident data, etc. within Adams County.

- A. **Roadway Functional Classification:** Update the Roadway Functional Classification for Adams County upon the release of the updated Urbanized Area data from the 2020 Census.
- B. **Travel Demand Model:** Update the Travel Demand Model for Adams County as part of the LRTP update process. This could take the form of an update to the existing Adams County Travel Demand Model or via the incorporation of Adams County into the South Central Regional Travel Demand Model.
- C. **Performance Measures:** Per the requirements of the FAST Act, establish and adopt performance measure targets for Safety (PM-1), Asset Management (PM-2) and System Performance (PM-3) on a one, two and four year schedule respectively. Historically ACTPO has used, and will continue to use, the provided statewide targets.
- D. **Environmental Justice Benefits and Burdens Analysis (EJ):** Prepare Environmental Justice Benefits and Burdens analysis as part of the LRTP update and TIP development processes.

**Task III.2 – Plans, Policies and Procedures:** Development of plans, policies, procedures and programs to address the implementation of federal, state, and local transportation goals, recommendations and projects, including but not limited to system preservation, reducing structurally deficient bridges, improved safety, reduced congestions, lower emissions, increased livability, and programmatic funding.

- A. **Long Range Transportation Plan (LRTP):** Prepare a comprehensive update to the existing Adams County LRTP to be adopted by July 26, 2022. This update will also include the review and potential update of many of the plans, policies, procedures and analyses identified in Task III.
- B. **Transportation Improvement Program (TIP):** Conduct development and project selection, public outreach, fiscal management, project coordination and adoption actions for the 2019-2022, 2021-2024, and 2023-2026 Adams County TIPs.

- C. **Coordinated Public Transit-Human Services Transportation Plan:** Work with YAMPO and *rabbittransit* to develop a plan that identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes and provides strategies for meeting those needs.
- D. **Congestion Management Process (CMP):** Incorporate the results of a Travel Demand Model into an updated CMP and prepare a report on congestion as appropriate to identify the results. The scope and timeline for delivery of an updated CMP will be determined based on when Adams County is incorporated into the South Central Regional TDM and when outputs from the TDM will be available.
- E. **Bicycle/Pedestrian Plan:** Complete the analysis and recommendation portions of the Countywide Bicycle/Pedestrian Plan as a part of the updated LRTP. A decision will be made on the Bicycle/Pedestrian Plan during the scoping of the LRTP Update whether it will be a standalone document or incorporated into the LRTP.
- F. **Title VI Policies and Procedures and Limited English Proficiency Plan (LEP):** Review and update the Title VI and LEP documents as appropriate upon the release of updated data from the 2020 Census. This will be completed in conjunction with the update of the PPP and the LRTP.
- G. **Public Participation Plan (PPP):** Conduct a review of the existing public participation efforts. Evaluate and update the PPP to ensure that public outreach activities are appropriate to reach the intended targets.

**Task III.3 – Land Use and Transportation Outreach:** ACOPD staff will continue to advance linkages between county and municipal comprehensive planning policies, including land use, economic development, environmental resources, etc., and federal, state, and local transportation policies and initiatives. Additionally, staff will advocate for and develop strategies for using transportation related policy tools, including access management, context sensitive design, etc. with municipal officials, developers, and design professionals as part of the project development process.

- A. **Susquehanna Regional Transportation Partnership (SRTP):** Attendance and participation on Susquehanna Regional Transportation Partnership (SRTP) Board, the Transportation Demand Management (TDM) organization for Central Pennsylvania.
- B. **Project Development and Involvement:** Participate in the planning processes, project development, implementation and public involvement process for TIP and non-TIP transportation projects in Adams County. This will involve meeting participation at the local, regional and state levels. Specific meetings include, but are not limited to:
  - District 8 Traffic Impact Study/HOP Scoping meetings
  - Municipal Planning Commission and Supervisor/Council meetings
  - Municipal land use implementation tool meetings
  - PennDOT and Local lead project meetings
  - Discussions between District 8 Planner and MPOs
  - PennDOT Connects meetings
  - Adams County Council of Government meetings
  - Bicycle and pedestrian advocacy groups
  - Transit provider meetings

- C. **Safety Planning:** Participate in local safety planning efforts and Roadway Safety Audits (RSA) as programmed by PennDOT on the 2021 and 2023 TIPs and safety reviews for the LRTP update.

**Task III Deliverables:**

- Update LRTP (due by July 26, 2022)
- Conduct Public Outreach for the 2021-2024 and 2023-2026 TIPs.
- Modify and Amend the 2019-2022 and 2021-2024 TIPs
- Develop 2023-2026 TIP
- Prepare and EJ Benefits and Burdens analysis for the 2021-2024 and 2023-2026 TIPs and the 2050 LRTP
- Updated Coordinated Public Transit-Human Services Transportation Plan
- Adopt and report on performance measures as identified by state and federal planning efforts.
- Review Public Participation Plan and update as needed.
- Attend regional transportation meetings as appropriate.
- Complete Adams County Bicycle/Pedestrian Plan
- Attend District 8 Highway Occupancy Permit (HOP)/Traffic Impact Study (TIS) meetings as needed.
- Attend local meetings to discuss/promote land use and transportation planning policies within Adams County.

**Task III Timeline**

<b>Task</b>	<b>Completion Target</b>
<b>2050 LRTP</b>	July 26, 2022
<b>2021-2024 TIP</b>	Ongoing during entire UPWP
<b>2023-2026 TIP</b>	June 2022
<b>Performance Measures</b>	As required by FAST Act
<b>EJ Benefits and Burdens Analysis</b>	As required with TIP and LRTP Updates
<b>Coordinated Public Transit-Human Services Plan</b>	December 2021
<b>Travel Demand Model</b>	TBD based on South Central TDM development
<b>Congestion Management Process</b>	TBD based on South Central TDM development
<b>Bicycle/Pedestrian Plan</b>	July 2022
<b>Public Participation Plan</b>	Following 2020 Census Data Release
<b>Title VI Policies and LEP Plan</b>	Following 2020 Census Data Release
<b>Updated Functional Classification</b>	Following 2020 Census Data Release
<b>SRTP Board Work</b>	Bi-monthly.
<b>Project Development and Involvement</b>	Recurring during entire UPWP
<b>Safety Planning</b>	Recurring during entire UPWP

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## Task IV: Local Technical Assistance Program (LTAP)

### Responsible Agency

Adams County Office of Planning and Development (ACOPD)

### Cost and Funding Sources

UPWP Year	FHWA	FTA	PennDOT	Local Highway	Local Transit	Total
2020-2021	\$5,000	\$0	\$0	\$0	\$0	\$5,000
2021-2022	\$5,000	\$0	\$0	\$0	\$0	\$5,000
<b>Total</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>

### Task IV Description

**Task IV.1 – LTAP Course Programming:** Identify municipal road crew and management training needs within Adams County based on municipal feedback, historical data, knowledge of region, and district municipal services representatives input. Incorporate this information into an annual calendar. Use this calendar to work with PennDOT to schedule training dates and training site locations. Perform class responsibilities, including logistics, registration, room set-up, food, etc.

**Task IV.2 –Marketing and Research:** In conjunction with the PennDOT, develop a plan to market the value of LTAP training, technical assistance, promote upcoming classes and LTAP outreach activities throughout the region.

**Task IV.3 – Administration and Reporting:** Work with PennDOT Project Manager to develop a budget, including costs for outreach activities. Participate in conference calls and statewide meetings to maintain regular communication with PennDOT. Develop and submit annual report that details an evaluation of training, marketing and outreach activities, and recommendations for future activities with LTAP in the region.

### Task IV Deliverables:

- LTAP Annual Report

### Task IV Timeline

Task	Completion Target
LTAP Course Programming	Recurring over entire UPWP timeframe.
Marketing and Research	Recurring over entire UPWP timeframe.
Administration and Reporting	Recurring over entire UPWP timeframe.

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## Plan/Activity Milestones

The following table identifies ACTPO, Federal and State required activities as part of the transportation planning process. The following tables highlight the range of state and federal planning requirements for an MPO to help track priorities from one UPWP to the next.

Plans	Required Update Cycle	Current Status		Future Status			Responsible Entities	
		Fiscal Year(s) Covered	Adoption/ Completion	Required Adoption	Fiscal Year(s) Covered	Targeted Completion	Lead Agencies	Support Agencies
<i>Long Range Transportation Plan (LRTP)</i>	5 Years	2017 - 2040	July 26, 2017	July 26, 2022	2022 - 2050	June/July 2022	ACTPO	PennDOT, FHWA
<i>Transportation Improvement Program (TIP)</i>	2 Years	2019 - 2022	June 27, 2018	July 2020 July 2022	2021 - 2024 2023 - 2026	July 2020 July 2022	ACTPO PennDOT	FHWA
<i>Unified Planning Work Program (UPWP)</i>	2 Years	2018 - 2020	March 28, 2018	January 2020	2020 - 2022	January 22, 2020	ACTPO	PennDOT, FHWA
<i>Congestion Management Process (CMP) Plan</i>	<i>Optional</i>	--	1996	A timeline will be determined based on when Adams County is incorporated into the South Central Regional TDM and when outputs from the TDM will be available.			ACTPO (coordinate w/YAMPO)	PennDOT, FHWA, Regional D-8 MPO's
<i>Countywide Bicycle and Pedestrian Plan</i>		--	--	Timing will be determined during scoping of the LRTP Update. Could proceed as a standalone document or be incorporated as a component of the LRTP.			ACTPO	PennDOT
<i>Coordinated Public Transit Plan</i>		--	July 31, 2013	December 2021 or as determined in conjunction with <i>rabbittransit</i> and YAMPO.			<i>rabbittransit</i> / ACTPO/ YAMPO	PennDOT, FHWA, FTA

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Policies and Procedures	Required Update Cycle	Current Status		Future Status			Responsible Entities	
		Fiscal Year(s) Covered	Adoption/ Completion	Required Adoption	Fiscal Year(s) Covered	Targeted Completion	Lead Agencies	Support Agencies
<i>Title VI Policy &amp; Procedures</i>	With LTRP	Ongoing	November 6, 2013	Timing based on 2020 Census Data availability			ACTPO	PennDOT, FHWA
<i>Public Participation Plan (PPP)</i>	With LTRP	Ongoing	April 22, 2015	Timing based on 2020 Census Data availability			ACTPO	PennDOT, FHWA
<i>Limited English Proficiency Plan (LEP)</i>	With LTRP	Ongoing	June 25, 2014	Timing based on 2020 Census Data availability			ACTPO	PennDOT, FHWA
<i>ACTPO Bylaws</i>	After Census	Ongoing	June 25, 2014	Ongoing			ACTPO	--

Programs and Analysis	Required Update Cycle	Current Status		Future Status			Responsible Entities	
		Fiscal Year(s) Covered	Adoption/ Completion	Required Adoption	Fiscal Year(s) Covered	Targeted Completion	Lead Agencies	Support Agencies
<i>Local Technical Assistance Program (LTAP)</i>	N/A	Ongoing		Recurring over entire UPWP timeframe.			PennDOT	ACTPO
<i>Roadway Functional Classification Update</i>	After Census	Ongoing	August 17, 2016	Timing based on 2020 Census Data availability			ACTPO	PennDOT, FHWA
<i>Travel Demand Model (TDM)</i>	With CMP/ L RTP	Ongoing	September 2008	Incorporate Adams County into South Central Regional TDM			Regional	
<i>Environmental Justice (EJ) Benefits and Burdens</i>	With TIP/L RTP	--	--	July 2020 July 2022 July 2022	2021 - 2024 2023 - 2026 2023 - 2050	July 2020 July 2022 July 2022	ACTPO	PennDOT, FHWA

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Performance Measures	Required Update Cycle	Current Status		Future Status			Responsible Entities	
		Fiscal Year(s) Covered	Adoption/ Completion	Required Adoption	Fiscal Year(s) Covered	Targeted Completion	Lead Agencies	Support Agencies
<i>Annual List of Federally Obligated Projects</i>	Yearly	Ongoing	April 24, 2019	Annually per timeline established by 23 CFR 450.334			PennDOT	ACTPO, FHWA
<i>Safety Performance Measures (PM-1)</i>	Yearly	Ongoing	January 23, 2019	Annually at January ACTPO Meeting			PennDOT	ACTPO, FHWA
<i>Pavement &amp; Bridge Performance Measures (PM-2)</i>	2 Years	Ongoing	October 31, 2018	October 2020	--	October 2020	PennDOT	ACTPO, FHWA
<i>System Performance Measures (PM-3)</i>	4 Years	Ongoing	October 31, 2018	October 2022	--	October 2022	PennDOT	ACTPO, FHWA

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## Budget Summary

2020 – 2021 UPWP		Highway			Transit	
Tasks	Total Budget	FHWA	PennDOT	Local Highway	FTA	Local Transit
I. Administration	\$43,750	\$25,000	\$4,000	\$2,2500	\$10,000	\$2,500
II. Transportation Data Collection	\$70,000	\$38,000	\$4,000	\$5,500	\$18,000	\$4,500
III. Transportation System Planning	\$137,500	\$85,000	\$11,000	\$10,250	\$25,000	\$6,250
<b>Subtotal</b>	<b>\$251,250</b>	<b>\$148,000</b>	<b>\$19,000</b>	<b>\$18,000</b>	<b>\$53,000</b>	<b>\$13,250</b>
<b>Supplemental Planning Funds</b>						
IV. Local Technical Assistance Program (LTAP)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
<b>PROGRAM TOTAL</b>	<b>\$256,250</b>	<b>\$153,000</b>	<b>\$19,000</b>	<b>\$18,000</b>	<b>\$53,000</b>	<b>\$13,250</b>

2021 – 2022 UPWP		Highway			Transit	
Tasks	Total Budget	FHWA	PennDOT	Local Highway	FTA	Local Transit
I. Administration	\$43,750	\$25,000	\$4,000	\$2,2500	\$10,000	\$2,500
II. Transportation Data Collection	\$70,000	\$38,000	\$4,000	\$5,500	\$18,000	\$4,500
III. Transportation System Planning	\$137,500	\$85,000	\$11,000	\$10,250	\$25,000	\$6,250
<b>Subtotal</b>	<b>\$251,250</b>	<b>\$148,000</b>	<b>\$19,000</b>	<b>\$18,000</b>	<b>\$53,000</b>	<b>\$13,250</b>
<b>Supplemental Planning Funds</b>						
IV. Local Technical Assistance Program (LTAP)	\$5,000	\$5,000	\$0	\$0	\$0	\$0
<b>PROGRAM TOTAL</b>	<b>\$256,250</b>	<b>\$153,000</b>	<b>\$19,000</b>	<b>\$18,000</b>	<b>\$53,000</b>	<b>\$13,250</b>

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
Adams			87793	Highway Reserve	C	HRST							NHPP	191,000				191,000	NHPP	476,000				476,000	NHPP	22,000				22,000	
Adams			87807	Delivery / Consult Assist	P	PRA			581	400,000		400,000			581	400,000		400,000													
Adams			87807	Delivery / Consult Assist	C	PRA			581	200,000		200,000			581	200,000		200,000													
Adams			87811	HSIP Line Item	C	SAMI	HSIP	879,000				879,000	HSIP	879,000				879,000	HSIP	879,000				879,000	HSIP	879,000				879,000	
Adams		RSP	82372	SRTP Rideshare Program	P	AIR	STP	61,650				61,650	STP	62,266				62,266	STP	62,888				62,888	STP	63,517				63,517	
Adams		RWY	58137	Eisenhower Drive Extension	F	HCON			581	626,000		626,000			581	1,044,000		1,044,000			581	2,244,001		2,244,001							
Adams		RWY	58137	Eisenhower Drive Extension	U	HCON			581	500,000		500,000																			
Adams		RWY	58137	Eisenhower Drive Extension	R	HCON															581	514,999		514,999				185	684,109	684,109	
Adams		RWY	58137	Eisenhower Drive Extension	R	HCON																					581	3,446,000	3,446,000		
Adams	15	039	58136	US-15/US-30 Interchange	+F	HCON																			NHPP	2,000,000			2,000,000		
Adams	34	046	87433	Carlisle Road Bridge 4	F	BRDG									185	100,000		100,000													
Adams	34	046	87433	Carlisle Road Bridge 4	U	BRDG									185	10,000		10,000													
Adams	34	046	87433	Carlisle Road Bridge 4	R	BRDG									185	10,000		10,000													
Adams	34	046	87433	Carlisle Road Bridge 4	C	BRDG									185	48,000		48,000			581	252,000		252,000						5/3/23 E	
Adams	97	010	90692	Piney Creek Bridge 2	F	BRDG									185	150,000		150,000													
Adams	97	010	90692	Piney Creek Bridge 2	U	BRDG									185	10,000		10,000													
Adams	97	010	90692	Piney Creek Bridge 2	R	BRDG									185	10,000		10,000													
Adams	97	010	90692	Piney Creek Bridge 2	C	BRDG															185	240,000		240,000						5/18/23 E	
Adams	116	043	106665	PA 116 over Trib Marsh Crk	F	BRDG									185	213,000		213,000													
Adams	116	043	106665	PA 116 over Trib Marsh Crk	+C	BRDG													NHPP	1,913,000				1,913,000						5/9/24 E	
Adams	116	044	106666	PA 116/Trib Willoughby Run	F	BRDG									185	50,000		50,000													
Adams	116	044	106666	PA 116/Trib Willoughby Run	U	BRDG									185	10,000		10,000													
Adams	116	044	106666	PA 116/Trib Willoughby Run	R	BRDG									185	10,000		10,000													
Adams	116	044	106666	PA 116/Trib Willoughby Run	C	BRDG															185	943,125		943,125			185	422,875	422,875	1/1/23 E	
Adams	116	051	113071	SR 116 Bridge over Conewago Creek	+U	BRDG	STP	21,233				21,233																			
Adams	116	051	113071	SR 116 Bridge over Conewago Creek	+C	BRDG	NHPP	1,670,000				1,670,000	NHPP	1,285,000				1,285,000													6/24/21 E
Adams	394	009	87672	Shrivers Corner Bridge	R	BRDG	STP	15,000				15,000																			
Adams	394	009	87672	Shrivers Corner Bridge	C	BRDG			185	338,000		338,000			185	322,690		322,690													4/8/21 E
Adams	1005	009	73854	Latimore Valley Road Brg-C	+C	BRDG	BOF	106,000				106,000																			10/22/20 E
Adams	1005	009	73854	Latimore Valley Road Brg-C	+C	BRDG	STP	269,000				269,000																			10/22/20 E
Adams	1009	012	87431	Wierman Mill Bridge	C	BRDG			581	575,000		575,000																			2/11/21 E
Adams	1015	016	78640	Conewago Creek Bridge	+C	BRDG													STP	1,260,310				1,260,310	STP	953,483			953,483	3/17/22 E	
Adams	1015	016	78640	Conewago Creek Bridge	+C	BRDG													BOF	34,000			34,000	BOF	438,581			438,581	3/17/22 E		
Adams	2014		90740	Alloway Creek Bridge	+P	BRDG													STP	172,000			172,000								
Adams	3002	016	99832	Rock Creek Bridge	+C	BRDG	STP	1,028,117				1,028,117	STP	1,326,734				1,326,734													9/16/21 E
Adams	3002	016	99832	Rock Creek Bridge	+C	BRDG	BOF	368,000				368,000	BOF	136,347				136,347	STP	333,802			333,802								9/16/21 E
Adams	3005	011	78662	Millerstown Road Bridge	C	BRDG									581	875,000		875,000													5/6/21 E
Adams	3017	028	87435	Mummasburg Road Bridge	C	BRDG			185	670,000		670,000																			1/14/21 E
Adams	7207	BRG	18049	Mengus Mill Rd Bridge	C	BRDG															STP	800,000	183	150,000	50,000	1,000,000				2/25/21 E	
Adams	7218	BRG	18154	Stoney Point Road Bridge	F	BRDG							BOF	225,102	183	42,207	14,069	281,378													
Adams	7218	BRG	18154	Stoney Point Road Bridge	U	BRDG							BOF	45,020	183	8,441	2,814	56,275													
Adams	7218	BRG	18154	Stoney Point Road Bridge	R	BRDG							BOF	67,531	183	12,662	4,098	84,291													
Adams	7218	BRG	18154	Stoney Point Road Bridge	C	BRDG													BOF	666,000	183	124,875	41,625	832,500	BOF	261,419	183	49,016	16,338	326,773	12/14/23 E
<b>Totals for: Adams</b>								<b>4,418,000</b>		<b>3,309,000</b>		<b>7,727,000</b>		<b>4,218,000</b>		<b>3,526,000</b>	<b>20,981</b>	<b>7,764,981</b>		<b>5,797,000</b>		<b>4,319,000</b>	<b>41,625</b>	<b>10,157,625</b>	<b>BOF</b>	<b>5,418,000</b>		<b>4,752,000</b>	<b>66,338</b>	<b>10,236,338</b>	<b>35,885,944</b>
<b>Overall Totals:</b>								<b>4,418,000</b>		<b>3,309,000</b>		<b>7,727,000</b>		<b>4,218,000</b>		<b>3,526,000</b>	<b>20,981</b>	<b>7,764,981</b>		<b>5,797,000</b>		<b>4,319,000</b>	<b>41,625</b>	<b>10,157,625</b>	<b>BOF</b>	<b>5,418,000</b>		<b>4,752,000</b>	<b>66,338</b>	<b>10,236,338</b>	<b>35,885,944</b>

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

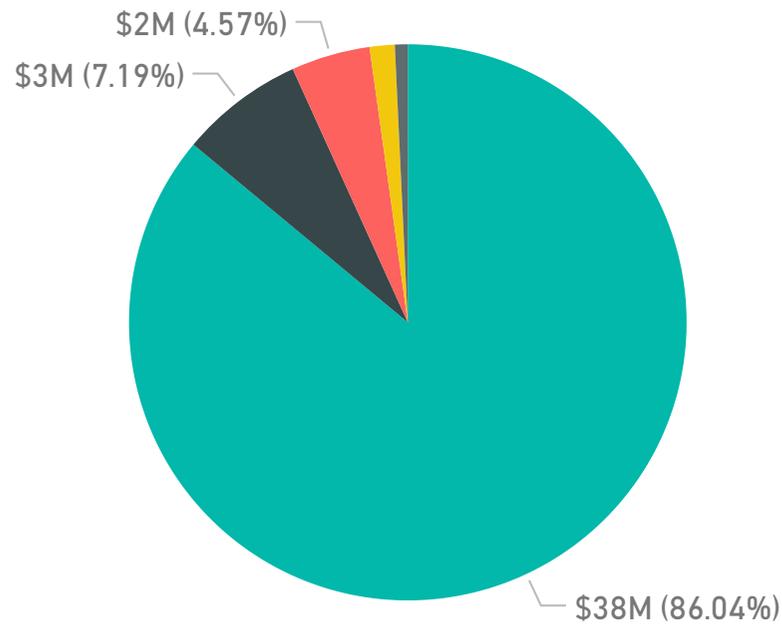
# Current 2019 TIP FFY 2021-2024

## Adams MPO

# Draft 2021 TIP FFY 2021-2024

**Program Phase Amount**

Phase ● CON ● PE ● FD ● UTL ● ROW



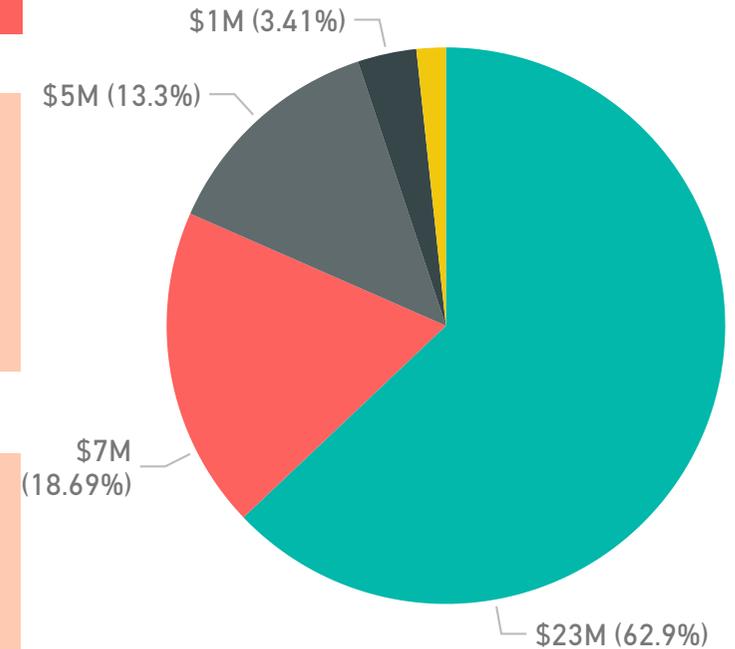
Number of MPMS Projects (Includes Line Items)  
**44**

Construction Program Amt (Includes Line Items)  
**\$38M**

Program Phase Amount (Includes Line Items)  
**\$44M**

**Program Phase Amount**

Phase ● CON ● FD ● ROW ● PE ● UTL



Number of MPMS Projects (Includes Line Items)  
**21**

Construction Program Amt (Includes Line Items)  
**\$23M**

Program Phase Amount (Includes Line Items)  
**\$36M**

New Projects (Excludes Line Items)  
**1**

Carryover Projects (Excludes Line Items)  
**16**

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

## 2021 Draft TIP New Projects Total Phase Program Amount

MPMS/Title ▲	PE	Total
90740-Alloway Creek Bridge (Bridge Replacement on SR2014 (Harney Road) over Alloway Creek in Germany Township and Mount Joy Township)	\$172,000	<b>\$172,000</b>
<b>Total</b>	<b>\$172,000</b>	<b>\$172,000</b>

# 2021 MPO Draft TIP Breakdown

Funding Type and Number of MPMS

Fund Type	Count of MPMS	Program Phase Amount
183	2	\$387,201
185	7	\$4,241,799
581	5	\$11,277,000
BOF	4	\$2,348,000
HSIP	1	\$3,516,000
LOC	2	\$128,944
NHPP	4	\$7,557,000
STP	8	\$6,430,000
<b>Total</b>	<b>21</b>	<b>\$35,885,944</b>

Count of MPMS By Improvement

Improvement	Count of MPMS
Bridge Preservation Activities	1
Interchange Improvement	1
New Roadway	1
Safety Improvement	1
Miscellaneous	2
Bridge Rehabilitation	4
Bridge Replacement	5
Bridge Improvement	6
<b>Total</b>	<b>21</b>

Programmed Amount by Improvement and Year

Improvement	1	2	3	4	Total
Bridge Improvement	\$1,749,117	\$2,447,715	\$3,643,737	\$2,141,712	<b>\$9,982,281</b>
Bridge Preservation Activities	\$600,000	\$600,000			<b>\$1,200,000</b>
Bridge Rehabilitation	\$950,000	\$1,088,000	\$1,913,000		<b>\$3,951,000</b>
Bridge Replacement	\$2,361,233	\$1,453,000	\$424,000	\$1,000,000	<b>\$5,238,233</b>
Interchange Improvement				\$2,000,000	<b>\$2,000,000</b>
Miscellaneous	\$61,650	\$253,266	\$538,888	\$85,517	<b>\$939,321</b>
New Roadway	\$1,126,000	\$1,044,000	\$2,759,000	\$4,130,109	<b>\$9,059,109</b>
Safety Improvement	\$879,000	\$879,000	\$879,000	\$879,000	<b>\$3,516,000</b>
<b>Total</b>	<b>\$7,727,000</b>	<b>\$7,764,981</b>	<b>\$10,157,625</b>	<b>\$10,236,338</b>	<b>\$35,885,944</b>

# 2021 MPO Draft TIP Breakdown

## Improvement by Funding Type Amount

Improvement	183	185	581	BOF	HSIP	LOC	NHPP	STP	Total
Bridge Improvement	\$237,201	\$2,506,690		\$2,242,000		\$78,944		\$4,917,446	\$9,982,281
Bridge Preservation Activities			\$1,200,000						\$1,200,000
Bridge Rehabilitation		\$213,000	\$1,450,000	\$106,000			\$1,913,000	\$269,000	\$3,951,000
Bridge Replacement	\$150,000	\$838,000	\$252,000			\$50,000	\$2,955,000	\$993,233	\$5,238,233
Interchange Improvement							\$2,000,000		\$2,000,000
Miscellaneous							\$689,000	\$250,321	\$939,321
New Roadway		\$684,109	\$8,375,000						\$9,059,109
Safety Improvement					\$3,516,000				\$3,516,000
<b>Total</b>	<b>\$387,201</b>	<b>\$4,241,799</b>	<b>\$11,277,000</b>	<b>\$2,348,000</b>	<b>\$3,516,000</b>	<b>\$128,944</b>	<b>\$7,557,000</b>	<b>\$6,430,000</b>	<b>\$35,885,944</b>

NHPP- National Highway Performance Program-Federal funds directed towards the National Highway System for Bridge and Roadway Projects.

STP/STU - Surface Transportation Program (Urban) - Federal funding that can be used on any federally eligible activity.

CAQ – Congestion Mitigation/Air Quality- Federal Funds utilized to implement projects to improve air quality.

HSIP- Highway Safety Improvement Program- Federal Funds directed towards projects that will implement measures to reduce or prevent.

BOF- Bridge Off System- Federal Funds to be utilized on bridges that are not on the Federal Aid System and the bridge is greater than 20 feet.

TAP/TAU- Transportation Alternative Program- Federal Funds primarily focused on Bicycle and Pedestrian Improvements. TAU is the TAP funding allocated to MPO's with a population greater than 200,000.

581- State funds that can be utilized on highway or bridge projects that have approved capital budget.

185/183- State funds that can be utilized on bridge projects that have approved capital budget.

## 2021 TIP Miscellaneous Improvement Projects

Program Year	82372-SRTP Rideshare Program	87793-Highway Reserve
<b>1</b>	<b>\$61,650</b>	
STP	\$61,650	
<b>2</b>	<b>\$62,266</b>	<b>\$191,000</b>
NHPP		\$191,000
STP	\$62,266	
<b>3</b>	<b>\$62,888</b>	<b>\$476,000</b>
NHPP		\$476,000
STP	\$62,888	
<b>4</b>	<b>\$63,517</b>	<b>\$22,000</b>
NHPP		\$22,000
STP	\$63,517	
<b>Total</b>	<b>\$250,321</b>	<b>\$689,000</b>

# 2021 MPO Draft TIP Let By Year

Number of Project Being Let By Year



This is a listing of Projects that were on the 2019 TIP that are not on the 2021 TIP. Due to funding constraints these projects had to be delayed to complete projects that are already under design and to advance local priorities. These projects have been moved to either the 2021 Twelve Year Program, completed by department forces or removed from the program.

MPMS	Project Title	2019 TIP	2021 TIP	2021 TYP	Improvement
78642	Conewago Creek Brdg2	Y	N	Y	Bridge Improvement
87432	State Street Bridge	Y	N	Y	Bridge Improvement
90698	Conewago Creek Bridge	Y	N	Y	Bridge Improvement
90702	Pine Run Road bridge	Y	N	Y	Bridge Improvement
90707	Bermudian Creek Bridge	Y	N	Y	Bridge Improvement
99743	Centenial Road Bridge PM	Y	N	Y	Bridge Preservation Activities
99756	Bollinger Road Bridge PM	Y	N	Y	Bridge Preservation Activities
99815	Taneytown Road Bridge	Y	N	Y	Bridge Improvement
99862	Harbaugh Valley Road Brdg	Y	N	Y	Bridge Preservation Activities

Test

Project Information										First Four Years					Second Four Years					Third Four Years					Totals		^Milestones			
County	District	S.R.	Section	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	2029								BOF	69,000	185	487,000		556,000	BOF	369,000	185	62,470		431,470	987,470		
Adams	8			87793	Highway Reserve	C	HRST	2029								STP	2,483,498				2,483,498							2,483,498		
Adams	8			87793	Highway Reserve	C	HRST	2029	NHPP	689,000					689,000	NHPP	1,747,000				1,747,000	NHPP	425,000	581	1		425,001	2,861,001		
Adams	8			87807	Delivery / Consult Assist	P	PRA	2022				581	800,000		800,000													800,000		
Adams	8			87807	Delivery / Consult Assist	C	PRA	2022				581	400,000		400,000													400,000		
Adams	8			87811	HSIP Line Item	C	SAMI	2029	HSIP	3,516,000					3,516,000	HSIP	2,637,000				2,637,000	HSIP	3,516,000				3,516,000	9,669,000		
Adams	8		RSP	82372	SRTP Rideshare Program	P	AIR	2024	STP	250,321					250,321													250,321		
Adams	8		RWY	58137	Eisenhower Drive Extension	F	HCON	2023				581	3,914,001		3,914,001													3,914,001		
Adams	8		RWY	58137	Eisenhower Drive Extension	U	HCON	2021				581	500,000		500,000													500,000		
Adams	8		RWY	58137	Eisenhower Drive Extension	R	HCON	2024				185	684,109		684,109													684,109		
Adams	8		RWY	58137	Eisenhower Drive Extension	R	HCON	2024				581	3,960,999		3,960,999													3,960,999		
Adams	8		RWY	58137	Eisenhower Drive Extension	C	HCON	2029										581	5,000,000		5,000,000			581	2,203,999		2,203,999	7,203,999	10/28/21 E	
Adams	8		RWY	58137	Eisenhower Drive Extension	C	HCON	2029										185	1,588,000		1,588,000							1,588,000	10/28/21 E	
Adams	8		RWY	58137	Eisenhower Drive Extension	C	HCON	2029										581	13,315,000		13,315,000							13,315,000	10/28/21 E	
Adams	8	15	039	58136	US-15/US-30 Interchange	+F	HCON	2024	NHPP	2,000,000					2,000,000													2,000,000		
Adams	8	15	039	58136	US-15/US-30 Interchange	+C	HCON	2026								HSIP	879,000				879,000							879,000	1/1/26 E	
Adams	8	15	039	58136	US-15/US-30 Interchange	+C	HCON	2026								NHPP	2,981,000				2,981,000							2,981,000	1/1/26 E	
Adams	8	15	041	99727	US 15 Bridge PM#2	C	BRDG	2029														NHPP	161,000				161,000	161,000	1/1/29 E	
Adams	8	30	0	99830	York Road over Brush Run	P	BRDG	2028										185	150,000		150,000							150,000		
Adams	8	30	0	99830	York Road over Brush Run	+C	BRDG	2029																185	1,203,530		1,203,530	1,203,530	1/1/29 E	
Adams	8	30	142	99781	Chambersburg Road Bridge	P	BRDG	2027										185	441,000		441,000							441,000		
Adams	8	30	142	99781	Chambersburg Road Bridge	C	BRDG	2029																185	1,355,000		1,355,000	1,355,000	1/1/29 E	
Adams	8	30	143	99784	York Road Bridge	P	BRDG	2028										185	441,000		441,000							441,000		
Adams	8	30	143	99784	York Road Bridge	C	BRDG	2029																185	883,000		883,000	883,000	1/1/29 E	
Adams	8	34	046	87433	Carlisle Road Bridge 4	F	BRDG	2022				185	100,000		100,000													100,000		
Adams	8	34	046	87433	Carlisle Road Bridge 4	U	BRDG	2022				185	10,000		10,000													10,000		
Adams	8	34	046	87433	Carlisle Road Bridge 4	R	BRDG	2022				185	10,000		10,000													10,000		
Adams	8	34	046	87433	Carlisle Road Bridge 4	C	BRDG	2023				581	252,000		252,000													252,000	5/3/23 E	
Adams	8	34	046	87433	Carlisle Road Bridge 4	C	BRDG	2023				185	48,000		48,000													48,000	5/3/23 E	
Adams	8	94	029	78672	PA 94 and Berlin Road	+P	HCON	2029								STP	394,136				394,136	STP	210,900				210,900	605,036		
Adams	8	97	0	90686	Piney Creek Bridge - 1	C	BRDG	2025										581	355,000		355,000							355,000	1/1/27 E	
Adams	8	97	010	90692	Piney Creek Bridge 2	F	BRDG	2022				185	150,000		150,000													150,000		
Adams	8	97	010	90692	Piney Creek Bridge 2	U	BRDG	2022				185	10,000		10,000													10,000		
Adams	8	97	010	90692	Piney Creek Bridge 2	R	BRDG	2022				185	10,000		10,000													10,000		
Adams	8	97	010	90692	Piney Creek Bridge 2	C	BRDG	2023				185	240,000		240,000													240,000	5/18/23 E	
Adams	8	97	012	99786	Piney Creek Bridge - 2	P	BRDG	2029																581	208,000		208,000	208,000		
Adams	8	97	012	99786	Piney Creek Bridge - 2	C	BRDG	2029																581	1,364,000		1,364,000	1,364,000	1/1/29 E	
Adams	8	116	0	99776	West Middle Street Bridge	P	BRDG	2029																581	150,000		150,000	150,000		
Adams	8	116	0	99776	West Middle Street Bridge	C	BRDG	2029																581	1,044,000		1,044,000	1,044,000	1/1/29 E	
Adams	8	116	043	106665	PA 116 over Trib Marsh Crk	F	BRDG	2022				185	213,000		213,000													213,000		
Adams	8	116	043	106665	PA 116 over Trib Marsh Crk	+C	BRDG	2023	NHPP	1,913,000					1,913,000													1,913,000	5/9/24 E	
Adams	8	116	044	106666	PA 116/Trib Willoughby Run	F	BRDG	2022				185	50,000		50,000													50,000		
Adams	8	116	044	106666	PA 116/Trib Willoughby Run	U	BRDG	2022				185	10,000		10,000													10,000		
Adams	8	116	044	106666	PA 116/Trib Willoughby Run	R	BRDG	2022				185	10,000		10,000													10,000		
Adams	8	116	044	106666	PA 116/Trib Willoughby Run	C	BRDG	2024				185	1,366,000		1,366,000													1,366,000	1/1/23 E	
Adams	8	116	047	99812	Plum Creek Bridge	+P	BRDG	2029																581	250,000		250,000	250,000		
Adams	8	116	047	99812	Plum Creek Bridge	+C	BRDG	2029																				2,568,000	2,568,000	1/1/29 E
Adams	8	116	051	113071	SR 116 Bridge over Conewago Creek	+U	BRDG	2021	STP	21,233					21,233													21,233		
Adams	8	116	051	113071	SR 116 Bridge over Conewago Creek	+C	BRDG	2022	NHPP	2,955,000					2,955,000														2,955,000	6/24/21 E
Adams	8	134	006	99815	Taneytown Road Bridge	+P	BRDG	2029																581	208,000		208,000	208,000		
Adams	8	134	006	99815	Taneytown Road Bridge	C	BRDG	2029																581	1,525,000		1,525,000	1,525,000	1/1/29 E	
Adams	8	194	0	99660	Hanover Pike Bridge PM	P	BRDG	2029																581	150,000		150,000	150,000		
Adams	8	194	0	99660	Hanover Pike Bridge PM	C	BRDG	2029																						

Test

Project Information										First Four Years					Second Four Years					Third Four Years					Totals		^Milestones			
County	District	S.R.	Section	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	394	009	87672	Shrivers Comer Bridge	C	BRDG	2022				185	660,690		660,690													660,690	4/8/21 E	
Adams	8	394	010	90698	Conewago Creek Bridge	+P	BRDG	2029														STP	482,100				482,100	482,100		
Adams	8	394	010	90698	Conewago Creek Bridge	+C	BRDG	2029														STP	3,858,000				3,858,000	3,858,000	1/1/29 E	
Adams	8	1005	0	90699	Latimore Creek Bridge	+P	BRDG	2029																581	150,000		150,000	150,000		
Adams	8	1005	0	90699	Latimore Creek Bridge	+C	BRDG	2029														BOF	1,053,000				1,053,000	1,053,000	1/1/29 E	
Adams	8	1005	0	99662	Lake Meade Road Bridge PM	+P	BRDG	2029														STP	150,000				150,000	150,000		
Adams	8	1005	0	99662	Lake Meade Road Bridge PM	+C	BRDG	2029														STP	418,000				418,000	418,000	1/1/29 E	
Adams	8	1005	009	73854	Latimore Valley Road Brg-C	+C	BRDG	2021		BOF	106,000				106,000												106,000	10/22/20 E		
Adams	8	1005	009	73854	Latimore Valley Road Brg-C	+C	BRDG	2021		STP	269,000				269,000												269,000	10/22/20 E		
Adams	8	1009	012	87431	Wierman Mill Bridge	C	BRDG	2021				581	575,000		575,000												575,000	2/11/21 E		
Adams	8	1015	016	78640	Conewago Creek Bridge	+C	BRDG	2025		STP	2,213,793				2,213,793												2,213,793	3/17/22 E		
Adams	8	1015	016	78640	Conewago Creek Bridge	+C	BRDG	2025		BOF	472,581				472,581		STP	591,807									1,064,388	3/17/22 E		
Adams	8	1017	006	78642	Conewago Creek Brdg2	+P	BRDG	2025										185	360,000								360,000			
Adams	8	1017	006	78642	Conewago Creek Brdg2	+C	BRDG	2026									STP	2,462,193									2,462,193	4/10/25 E		
Adams	8	1017	006	78642	Conewago Creek Brdg2	+C	BRDG	2026									BOF	700,000									700,000	4/10/25 E		
Adams	8	1019	012	90702	Pine Run Road bridge	P	BRDG	2029																581	139,000		139,000	139,000		
Adams	8	1019	012	90702	Pine Run Road bridge	C	BRDG	2029																581	527,000		527,000	527,000	1/1/29 E	
Adams	8	1020	0	90727	Trib to Latimore Creek	P	BRDG	2029																	581	78,000		78,000	78,000	
Adams	8	1020	0	90727	Trib to Latimore Creek	+C	BRDG	2029																581	351,000		351,000	351,000	1/1/29 E	
Adams	8	1020	013	90707	Bermudian Creek Bridge	P	BRDG	2027										185	127,000								127,000			
Adams	8	1020	013	90707	Bermudian Creek Bridge	C	BRDG	2028										185	496,000								496,000	1/1/28 E		
Adams	8	1022	0	99666	Woodside Road Bridge PM	P	BRDG	2026										185	100,000								100,000			
Adams	8	1022	0	99666	Woodside Road Bridge PM	+C	BRDG	2028								STP	1,336,366										1,336,366	1/1/28 E		
Adams	8	2006	005	99743	Centenial Road Bridge PM	P	BRDG	2026										185	120,000								120,000			
Adams	8	2006	005	99743	Centenial Road Bridge PM	C	BRDG	2026										185	440,000								440,000	1/1/26 E		
Adams	8	2007	0	99749	Edgegrove Road Bridge PM	P	BRDG	2026										581	100,000								100,000			
Adams	8	2007	0	99749	Edgegrove Road Bridge PM	C	BRDG	2027										185	460,000								460,000	1/1/27 E		
Adams	8	2014	0	90740	Alloway Creek Bridge	+P	BRDG	2023		STP	172,000				172,000												172,000			
Adams	8	2014	0	90740	Alloway Creek Bridge	+C	BRDG	2028									BOF	2,031,000									2,031,000	1/1/26 E		
Adams	8	2014	0	90743	Piney Creek Bridge	P	BRDG	2029																581	150,000		150,000	150,000		
Adams	8	2014	0	90743	Piney Creek Bridge	+C	BRDG	2029										STP	2,149,000								2,149,000	1/1/29 E		
Adams	8	2015	0	99751	Brickcrafters Road Bridge	P	BRDG	2029																581	150,000		150,000	150,000		
Adams	8	2015	0	99751	Brickcrafters Road Bridge	C	BRDG	2029											581	378,000							378,000	1/1/29 E		
Adams	8	2016	0	99752	Sells Station Road Bridge	P	BRDG	2029																581	150,000		150,000	150,000		
Adams	8	2016	0	99752	Sells Station Road Bridge	C	BRDG	2029											581	185,000							185,000	1/1/29 E		
Adams	8	2020	0	99761	Sach's Road Bridge PM	P	BRDG	2029																581	150,000		150,000	150,000		
Adams	8	2020	0	99761	Sach's Road Bridge PM	C	BRDG	2029											581	337,000							337,000	1/1/29 E		
Adams	8	2027	008	99756	Bollinger Road Bridge PM	P	BRDG	2029																581	104,000		104,000	104,000		
Adams	8	2027	008	99756	Bollinger Road Bridge PM	C	BRDG	2029																581	161,000		161,000	161,000	1/1/29 E	
Adams	8	3001	0	99821	Carlisle Street Bridge	C	BRDG	2029																581	1,766,000		1,766,000	1,766,000	1/1/29 E	
Adams	8	3001	052	87432	State Street Bridge	P	BRDG	2029																581	100,000		100,000	100,000		
Adams	8	3001	052	87432	State Street Bridge	C	BRDG	2029																581	654,000		654,000	654,000	1/1/29 E	
Adams	8	3002	016	99832	Rock Creek Bridge	+C	BRDG	2023		STP	2,688,653				2,688,653												2,688,653	9/16/21 E		
Adams	8	3002	016	99832	Rock Creek Bridge	+C	BRDG	2023		BOF	504,347				504,347												504,347	9/16/21 E		
Adams	8	3005	0	99836	Pumping Station Road Brdg	+P	BRDG	2029											BOF	150,000							150,000	150,000		
Adams	8	3005	0	99836	Pumping Station Road Brdg	C	BRDG	2029											BOF	1,228,000							1,228,000	1,228,000	1/1/29 E	
Adams	8	3005	011	78662	Millerstown Road Bridge	C	BRDG	2022				581	875,000		875,000												875,000	5/6/21 E		
Adams	8	3009	020	99862	Harbaugh Valley Road Brdg	P	BRDG	2029																581	104,000		104,000	104,000		
Adams	8	3009	020	99862	Harbaugh Valley Road Brdg	C	BRDG	2029																185	297,000		297,000	297,000	1/1/29 E	
Adams	8	3017	028	87435	Mummasburg Road Bridge	C	BRDG	2021				185	670,000		670,000												670,000	1/14/21 E		
Adams	8	4001	0	92564	Old Carlisle Road Bridge	P	BRDG	2029																581	150,000		150,000	150,000		
Adams	8	4001	0	92564	Old Carlisle Road Bridge	C	BRDG	2029																185	614,000		614,000	614,000	1/1/29 E	
Adams	8	7207	BRG	18049	Mengus Mill Rd Bridge	C	BRDG	2024		STP	800,000	183	150,000	50,000	1,000,000												1,000,000	2/25/21 E		
Adams	8	7218	BRG	18154	Stoney Point Road Bridge	F	BRDG	2022		BOF	225,102	183	42,207	14,069																

Test

Project Information							First Four Years						Second Four Years						Third Four Years						Totals		^Milestones		
County	District	S.R.	Section	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	
Overall Totals:											19,851,000		15,906,000	128,944	35,885,944		18,312,000		23,980,000		42,292,000		16,738,000		18,927,000		35,665,000	113,842,944	

\* Includes Conversion Amount

+ Indicates phase qualifies for TOLL funds

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

Test

Project Information									First Four Years						Second Four Years						Third Four Years						Totals		^Milestones		
County	District	S.R.	Section	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			88019	Adams 409 Line Item	C	HRST	2029									409	3,988,000		3,988,000			409	10,022,000		10,022,000	14,010,000				
Adams	8	94	0	99867	Carlisle Pike Resurface	+C	HRST	2027			409	382,000		382,000			409	5,618,000		5,618,000							6,000,000	1/1/25 E			
Adams	8	97	0	108469	Littlestown Resurfacing	C	HRST	2024			409	2,010,000		2,010,000													2,010,000	11/3/22 E			
Adams	8	116	0	113256	PA 116 Main Street Resurface	C	HRST	2023			409	800,000		800,000													800,000	5/26/22 E			
Adams	8	116	052	113226	PA 116 Fairfield Rd Resurface	C	HRST	2022			409	1,700,000		1,700,000													1,700,000	12/10/20 E			
Adams	8	234	026	113228	PA 234 York St Resurface	C	HRST	2023			409	1,000,000		1,000,000													1,000,000	7/1/21 E			
Adams	8	1015	017	113260	SR 1015 Hanover Street Resurface	C	HRST	2021			409	1,510,000		1,510,000													1,510,000	5/21/20 E			
Adams	8	2008	0	113255	SR 2008 Elm Ave Resurface	C	HRST	2023			409	390,000		390,000													390,000	5/26/22 E			
Adams	8	3010	0	90865	Water Street Resurfacing	C	HRST	2026									409	550,000		550,000							550,000	1/1/25 E			
Adams	8	3011	0	113258	SR 3011 Cashtown Rd Resurface	C	HRST	2024			409	1,400,000		1,400,000													1,400,000	6/22/23 E			
Adams	8	4008	030	113233	SR 4008 Main Street Resurface	C	HRST	2022			409	1,100,000		1,100,000													1,100,000	12/9/21 E			
<b>Totals for: Adams</b>															<b>10,292,000</b>		<b>10,292,000</b>				<b>10,156,000</b>		<b>10,156,000</b>				<b>10,022,000</b>		<b>10,022,000</b>	<b>30,470,000</b>	
<b>Overall Totals:</b>															<b>10,292,000</b>		<b>10,292,000</b>				<b>10,156,000</b>		<b>10,156,000</b>				<b>10,022,000</b>		<b>10,022,000</b>	<b>30,470,000</b>	

\* Includes Conversion Amount

+ Indicates phase qualifies for TOLL funds

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



# TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO) CAPITAL FUNDING APPLICATION (FFYs 2021 - 2022)

## CONTACT INFORMATION

Application #   
(to be completed by CO):

FIRST NAME:  LAST NAME:

JOB TITLE:

PHONE NUMBER:  EMAIL:

STREET ADDRESS:

CITY:

STATE:  ZIP:

## PROJECT SUMMARY

PROJECT TITLE:

PROJECT TYPE:

PLANNING PARTNER:

PENNDOT DISTRICT:

PROJECT DESCRIPTION:

This project is to install 9 CCTV, 1 Dynamic Message Sign, and 2 Dynamic Message Sign Retrofits on US 15 in Adams County.

## LOCATION

---

### LOCATION DESCRIPTION:

US 15 (Adams County) State Line, Bus 15 Exit, PA 134 Exit, PA 97 Exit, PA 116 Exit, PA 394 Exit, PA 234 Exit, PA 94 Exit. US 15 North (Adams County) State line, and PA 94. US 15 South (Adams County) PA 234.

### STATE ROUTE DETAILS

SR:  SEG:  OFF:

DEVICE ID:

### DEVICE DESCRIPTION:

These are digital CCTV, with structures that will be installed onto full CCTV Structures; onto existing DMS structures or, onto wooden poles installed at the exits. Dynamic Message Board with structure, Full Matrix & Color

## JUSTIFICATION

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### DESCRIPTION OF EXISTING PROBLEM(S) TO BE ADDRESSED:

Currently there aren't any CCTV available to detect travel problems in these areas. Travel delays happen that cannot be detected. The DMS will be used to relay pertinent traveler information to motorist (i.e. Travel Times, Incidents, Weather & Amber Alerts, Roadwork)

DESCRIPTION OF ANTICIPATED BENEFITS:

Ability detect incidents, and other travel related problems that cause delays, and be able to relay pertinent information to motorists.  
Reduce impact of incident, congestion and roadwork.  
Close gaps within District 8-0 ITS infrastructure.

HOW DOES THIS IMPACT THE REGION?:

The ability to alert motorist to roadway conditions prior to the effected areas. This allows TMC operations to address incident, special events, roadwork, and re-occurring congestion.

DESCRIBE LIFECYCLE AND MANAGEMENT PLAN OF REQUEST:

These devices will have PMs done twice a year, and will be maintained under the District 8-0 ITS Maintenance contract.  
These devices will be scheduled for replacement after 12-15 years.

EXPLAIN HOW THE PROJECT IS INNOVATIVE IN IMPROVING SAFETY AND MOBILITY:

Creates a strategic method for utilizing Intelligent Transportation System (ITS) revolving around attaining key safety, productivity, energy and environment, and customer satisfaction objectives.

EXPLAIN HOW THE PROJECT IS COST EFFECTIVE:

Allows TMC to identify and address delay causing events (i.e. incidents, congestion, and roadwork) by relaying pertinent traveler information while improving travel times saving, reduction of user delay cost, secondary incident reduction.

EXPLAIN THE PROPOSED PROJECT SCHEDULE:

[Empty box for project schedule explanation]

**FUNDING**

PROJECT BUDGET:

<b>ACTIVITY</b>	<b>REQUEST AMOUNT</b>	<b>MATCHED AMOUNT</b>
PRELIMINARY ENGINEERING		
FINAL DESIGN COST	\$72,496.00	\$72,496.00
UTILITIES COST		
RIGHT-OF-WAY		
CONSTRUCTION COST	\$728,205.00	\$728,205.00
MISC. SERVICES		
<b>TOTAL</b>	<b>\$ 800,701.00</b>	<b>\$800,701.00</b>

TOTAL PROJECT COST:

\$ 800,701.00

MATCHED PERCENTAGE

50.00%

MATCHED FUNDING SOURCES:

- FEDERAL \$400,351
- STATE
- LOCAL
- PRIVATE
- OTHER

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## ATTACHMENTS

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Locate the "Attach File" annotation under the "Comment" pane located at the top right do attach supporting documents.

- PROJECT LOCATION MAP
  - PROJECT SCHEDULE
  - PROJECT COST ESTIMATE
  - ADDITIONAL SUPPORTING DOCUMENTS
- 

**SUBMIT FORM**

## **TERMS & CONDITIONS**

### **Eligible Applicants.**

Planning Partners (Metropolitan and Rural Planning Organizations)

### **Match Requirements.**

- At least a 50% applicant match.
- Transportation Improvement Program (TIP) funding can be used as match, but must be available to be programmed upon award.

### **Programs Focus.**

Ensures a high-quality, well-functioning intelligent transportation system. Promotes and supports implementation of TSMO strategies to resolve key mobility and safety issues.

### **Eligible Projects and Priority Level (Highest to Lowest).**

- 1)Replacement of antiquated permanent dynamic message signs (DMS) and cameras in locations with a documented impact on traffic operations.
- 2)Implementation of new ITS devices which will have a clearly demonstrated impact on traffic operations.
- 3)New or upgraded communication systems, including deployment of fiber, conduit, or other telecommunication systems as approved by PennDOT's (OAOA's) IT staff.
- 4)Deployment of an appropriate TSMO and PennDOT Connects solution identified in PennDOT's TSMO Guidebook – Part I Planning.
- 5)Connected and Automated Vehicle infrastructure pilot deployments (concurrence from Central Office's Advanced Vehicle Technology Unit is required).
- 6)Regional Operations Plan (ROP) or Regional ITS Architecture update.

### **Additional Application Details.**

- Application will be made available to applicants on the Program Center Share Point site.
- Applications need to identify all capital (installation) costs and other costs associated with each request.
- Applications need to identify life cycle costs and the plan for future sustainability and replacement of equipment, when applicable.
- Additional funds and cost increases will be the responsibility of the applicant.

### **Project Selection.**

- Projects will be reviewed by a team developed of Central Office staff in BOMO and Program Center.
- District Traffic Staff will be asked to provide feedback on application submissions, and prior scoping and collaboration is strongly encouraged.

- Project determinations will be made and approval requested by PMC prior to projects awards being announced.
- If the projects identified either do not meet the available award amount or if the selection team identifies other critical statewide projects, then those projects can be considered when an approval request to PMC is provided.

**Project Deployment.**

All projects will either be completed by an already established ECMS Agreement and/or Construction Contract or through a newly created TSMO Deployment contract.

**Application Coordination.**

- Prior to the submission of an application, the District RTMC Point of Contact should review and provide feedback on the proposed application.
- RTMC Point of Contact will coordinate with appropriate member District staff to obtain feedback and identify the applicable District Executive of the application request.

**Number of Application Submissions.**

There is no limit to the number of application submissions.

**Funding Request limitations.**

There is no limit to the funding request amount. Note that the intent of the program is to fund several projects.

**Project Tracking.**

Once awarded, projects will be placed on the appropriate Regional TIP, and project completion tracked.

**Anticipated project completion date.**

The TSMO Funding's intent is to award "shovel ready" projects. Therefore, all projects should be let based on approved schedule within application to ensure funds obligated before end of FFY where funds are awarded.

**Selection Criteria.**

- Meets statewide TSMO goals defined in PennDOT's Strategic Framework and Program Plan.
- Projects Regional Impacts and Benefits:
  - Priority of Eligible Projects.
  - Regional Impact and Benefits.
  - Corridor Impact and Benefits.
- Life Cycle and Sustainability evaluation and plan.

**Eligible Use of Funds.**

- Construction and equipment installation.
- Professional engineering and design service activities.

- Construction Inspection.
- Miscellaneous costs associated with construction, such as mobilization, signing, pavement markings, and temporary traffic control.
- Projects must also meet all requirements for Federal STP funds as well as other TIP funds that will be utilized as matching funds.

**Ineligible Cost.**

- Application preparation fees..
- Public relations.
- Outreach/Training.
- Communications documentation.
- Lobbying.
- Litigation.
- Fees for securing other financing.
- Interest on borrowed funds.
- Preventative and Response Maintenance.

**FFY 2019-2022 TIP MODIFICATIONS FORM**

Adams																			Informed Coordinating Committee: January 22, 2020			Informed Technical Committee: January 22, 2020		
Amendment - Highway					Funds		FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023 & >	Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.						
1	US 15 Improvements - Adams  15/038  Adams	102333	CON	Before	NHPP		1,558,142				1,393,858									Increasing the construction phase of US 15 Improvements - Adams in FFY 2021 by \$2,369,400 to match the most recent estimate. This is a safety improvement project on US 15 from Adams/York County Line to South Ridge Road in Latimore and Huntington Townships. The estimated let date is scheduled on March 12, 2020.				
				Before	NHPPs							2,000,000												
				Before	STP																			
				Adjust	NHPP											1,442,318								
				Adjust	NHPPs																			
				Adjust	STP												927,082							
				After	NHPP				1,558,142				1,393,858				1,442,318							
				After	NHPPs								2,000,000											
				After	STP												927,082							
2	Highway Reserve  Adams	87793	CON	Before	NHPP						270,390		1,442,318	335,000										
				Before	STP										930,505									
				Adjust	NHPP										-1,442,318									
				Adjust	STP											-927,082								
				After	NHPP								270,390			335,000								
				After	STP											3,423								
<b>Program Summary - Net Changes</b>				Before FFY Totals			1,558,142	0	0	3,393,858	270,390	0	2,372,823	335,000	0	0	0	0	0	0				
				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0	0				
				After FFY Totals			1,558,142	0	0	3,393,858	270,390	0	2,372,823	335,000	0	0	0	0	0	0				

**FFY 2019-2022 ACTPO TIP MODIFICATIONS FORM**

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Adams MPO																	Informed ACTPO Committee: January 22, 2020					
Administrative Modifications - Highway/Bridge					Funds		FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023 & >	Remarks		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
1	94 & 234 Intersection Imp  94/026  Adams	94897	FD	Before	NHPP								81							Changing the funding source of the final design, right-of-way, and construction phases of 94 & 234 Intersection Imp to better utilize the funds. This is an intersection improvement project at the intersection of Carlisle Pike and East Berlin Road in Reading Township. The current estimated let date is scheduled on August 20, 2020.		
				Before	CAQ		57															
				Adjust	NHPP											-81						
				Adjust	CAQ							81										
				After	NHPP																	
				After	CAQ		57						81									
2	94 & 234 Intersection Imp  94/026  Adams	94897	ROW	Before	NHPP								276									
				Before	CAQ																	
				Adjust	NHPP											-276						
				Adjust	CAQ							276										
				After	NHPP																	
				After	CAQ								276									
3	94 & 234 Intersection Imp  94/026  Adams	94897	CON	Before	NHPP								737									
				Before	STP		43								14							
				Before	CAQ		546								620							
				Adjust	NHPP											357						
				Adjust	STP																	
				Adjust	CAQ								-357									
				After	NHPP											737			357			
				After	STP		43									14						
After	CAQ		546									263										
4	Bridge Reserve  Adams	87792	CON	Before		185										66		90	Adding the utility phase of Heidlersburg Bridge-C in FFY 2021 for \$42,000. This is to the current estimated amount. This is a Bridge Replacement on PA 234 (Heidlersburg Road) over a Tributary to Conewago Creek in Tyrone Township, Adams County. This project is scheduled to be let on May 7, 2020.			
				Adjust		185										-42						
				After		185										24		90				
5	Heidlersburg Bridge-C  234/022  Adams	87426	UTL	Before																		
				Adjust		185											42					
				After		185											42					



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Administrative Modifications - Highway/Bridge					Funds		FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023 & >	Remarks		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.													
13	Highway Reserve	87793	CON	Before	STP	581							51	150						Cashflowing the final design and Right-of-Way phases of Eisenhower Drive Extension in FFY 2020 to FFY 2021 to better utilize available funds. This project consists of extending the roadway of Eisenhower Drive from High Street To SR 116 in Conewago Township. The current estimated let date is scheduled on October 28, 2021.		
				Before	NHPP										442							
				Adjust	STP	581						755					-150					
				Adjust	NHPP																	
				Adams		After	STP						755			51						
						After	NHPP									442						
14	Bridge Reserve	87792	CON	Before		185								605			90					
				Adjust		185										-605						
				Adams		After		185											90			
15	Eisenhower Drive Extension	58137	FD	Before		581					546											
				Adjust		581																
				0/RWY		Adjust		185								546						
				Adams		After		185								546						
16	Eisenhower Drive Extension	58137	ROW	Before		581					691											
				Adjust		581											150					
				0/RWY		Adjust		185									59					
						After		581					482				150					
				Adams		After		185									59					
17	Highway Reserve	87793	CON	Before	STP	581					755			51						Adding the preliminary engineering phase of "Carlisle Road Bridge 4" and "Piney Creek Bridge 2" in FFY 2020 to match the current estimate. These are bridge improvement projects on PA 34 (Carlisle Road) over a Tributary to Opossum Creek in Menallen Township and on PA 97 over a Tributary to Piney Creek in Germany Township, respectively. They are scheduled to be let on May 3 and May 18, 2023 respectively.		
				Before	NHPP										442							
				Adjust	STP	581																
				Adjust	NHPP																	
				Adams		After	STP	581					555			51						
						After	NHPP									442						
18	Carlisle Road Bridge 4	87433	PE	Before																		
				Adjust		581						100										
				Adams		After		581					100									
19	Piney Creek Bridge 2	90692	PE	Before																		
				Adjust		581						100										
				Adams		After		581					100									





**FFY 2019-2022 ACTPO TIP MODIFICATIONS FORM**  
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Administrative Modifications - Highway/Bridge					Funds		FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023 & >	Remarks		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
30	Latimore Valley Road Brg-C	73854	CON	Before	STP								269							Cashflowing \$215,005 of the construction phase of MPMS 73854 "Latimore Valley Road Brg-C" from FFY 2021 to FFY 2020. This is to better utilize current available funds. This project consists of Bridge Rehabilitation on SR 1005 (Latimore Valley Road) over Bermudian Creek in Latimore Township, Adams County. The current estimate let date is October 22, 2020.		
	1005-009			Before	BOF		490				35				106							
	Adams			Adjust	STP										-215							
				Adjust	BOF							215										
				After	STP											54						
				After	BOF			490				250				106						
31	Shippensburg Road Bridge	74952	FD	Before																		
	4010/011			Adjust	BOF																	
	Adams			After																		
32	Shippensburg Road Bridge	74952	FD	Before																		
	4010/011			Adjust	BOF																	
	Adams			After																		
33	Shippensburg Road Bridge	74952	CON	Before																		
	4010/011			Adjust	BOF																	
	Adams			After																		
34	Shippensburg Road Bridge	74952	ROW	Before																		
	4010/011			Adjust	BOF																	
	Adams			After																		
35	Shippensburg Road Bridge	74952	UTL	Before																		
	4010/011			Adjust	BOF																	
	Adams			After																		
36	Shippensburg Road Bridge	74952	PE	Before																		
	4010/011			Adjust	BOF																	
	Adams			After																		
37	Shippensburg Road Bridge	74952	FD	Before																		
	4010/011			Adjust	BOF																	
	Adams			After																		
38	Shippensburg Road Bridge	74952	UTL	Before																		
	4010/011			Adjust	BOF																	
	Adams			After																		
39	Shippensburg Road Bridge	74952	ROW	Before																		
	4010/011			Adjust	BOF																	
	Adams			After																		
40	Highway Reserve	87793	CON	Before	NHPP	581				420			1,442									
				Before	STP									51								
				Adjust	NHPP	581																
				Adjust	STP										215							
				After	NHPP	581					420				1,442							
	Adams			After	STP										266							



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Administrative Modifications - Highway/Bridge					Funds		FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023 & >	Remarks	
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.			
46	US 15 Bridge PM#2 15/041 Adams	99727	CON	Before		185								350						Removing the construction phase of MPMS 99727 "US 15 Bridge PM#2". This project will be reprioritized with the Draft 2021 TIP.	
	Adjust				185										-350						
	After																				
47	Wierman Mill Bridge 1009/012 Adams	87431	CON	Before		581								575						Swapping funds for the construction phase of MPMS 87431 "Wierman Mill Bridge" in FFY 2021. This is to better utilize current available funds. This project consists of a Bridge replacement on SR 1009 (Weirmans Mill Road) over Tributary to Bermudian Creek in Huntington Township, Adams County. The current estimate let date is February 11, 2021.	
	Adjust				581										-350						
	Adjust				185											350					
	After				581											225					
	After				185												350				
48	Highway Reserve Adams	87793	CON	Before	NHPP	581				420			1,442								
	Before			STP										916							
	Adjust			NHPP	581											350					
	Adjust			STP																	
	After			NHPP	581						420				1,442	350					
	After			STP												916					
49	Old Carlisle Rd Bridge 4001/012 Adams	18148	CON	Before		581														Increasing the construction phase of Old Carlisle Rd Bridge in FFY 2020 for drainage repair. This is a bridge replacement project on Old Carlisle Road over Opposum Creek in Butler Township. This project was let on July 13, 2017.	
	Adjust				581						150										
	After				581						150										
50	Highway Reserve Adams	87793	CON	Before	NHPP	581				420			1,442	350							
	Before			STP										916							
	Adjust			NHPP	581						-150										
	Adjust			STP																	
	After			NHPP	581						270				1,442	350					
	After			STP												916					

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Administrative Modifications - Highway/Bridge					Funds		FFY 2019			FFY 2020			FFY 2021			FFY 2022			FFY 2023 & >	Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.					
51	Shrivers Corner Bridge 394/009 Adams	87672	ROW	Before	STP	581							15								Changing the funding source of the right-of-way phase of Shrivers Corner Bridge in FFY 2021 by \$15,000 to better utilize the funds. This is a bridge replacement over Rock Creek in Straban Township. The current estimated let date is scheduled on April 8, 2021.		
				Adjust	STP	581									-15	15							
				After	STP	581											15						
52	Highway Reserve  Adams	87793	CON	Before	NHPP	581				270			1,442	350									
				Before	STP										916								
				Adjust	NHPP	581											-15						
				Adjust	STP												15						
				After	NHPP	581						270			1,442	335							
After	STP												931										
<b>Program Summary - Net Changes</b>				Before FFY Totals			1,978	0	0	3,334	5,757	0	21,238	3,201	0	4,051	270	0	0	215			
				Adjustments			0	0	0	215	0	0	0	0	0	0	0	0	0		0		
				After FFY Totals			1,978	0	0	3,549	5,757	0	21,238	3,201	0	4,051	270	0	0				