

ADAMS COUNTY OFFICE OF PLANNING AND DEVELOPMENT

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

Sherri Clayton-Williams, AICP, Director

Date: July 23, 2020

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

Andrew D. Merkel

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

Subject: ACTPO Meeting: July 29, 2020

The next meeting of the ACTPO Committee is **Wednesday, July 29, 2020** from **1:00-3:00 p.m.** This meeting will be held remotely via WebEx. Meeting access information can be found at the bottom of the Draft Agenda.

Attached, please find the following documents:

- 1) Draft Agenda for the July 29th ACTPO meeting,
- 2) Draft Minutes from the June 8, 2020 ACTPO meeting,
- 3) Draft 2021-2024 Adams County TIP Materials, and
- 4) Administrative Actions for the 2019-2022 TIP.

Anyone needing special meeting accommodations should contact Andrew Merkel at 717-337-9824 or amerkel@adamscounty.us at least 24 hours in advance of the meeting.

Adams County Transportation Planning Organization

July 29, 2020

1:00 – 3:00 P.M.

1. Introductory Comments – Bob Gordon, ACTPO Chairman
2. Approval of Minutes: June 8, 2020
3. Transit Update
 - a. Commuter Services of Pennsylvania Update
 - b. Central Pennsylvania Transportation Authority Update
4. 2021-2024 TIP Update
 - a. Review of 2021 – 2024 TIP
 - b. Review of Public Comment Period Documentation
 1. Draft Resolution on TSM Alternative (Potential Action Required)
 - c. Approval of Air Quality Conformity Determination Report (Action Required)
 - d. Approval of Air Quality Resolution (Action Required)
 - e. Approval of Self-Certification Resolution (Action Required)
 - f. Approval of Procedures for 2021 – 2024 TIP/STIP Modification (Action Required)
 - g. Approval of 2021 – 2024 TIP (Action Required)
5. Long Range Transportation Plan Update
 - a. Discussion on Potential Sub Committee for LRTP Update
6. 2019-2022 TIP Update – Penn DOT
 - a. Administrative Actions
7. Penn DOT Comments
8. FHWA Comments
9. Public Comments
10. Member Comments
11. Next Meeting, Time and Place
 - a. 2020 ACTPO Meetings
 - October 28, 2020 (tentative until the dates of the 2020 Fall Statewide Planning Partners Meeting are known)

Meeting Instructions:

Join WebEx Meeting:

<https://adamscounty.webex.com/adamscounty/j.php?MTID=me9fa1da71d50ffb987ad592edab99413>

Meeting number (Access code): 160 878 0992

Meeting password: Transportation

Join by phone:

+1-415-655-0003 US Toll

Access code: 160 878 0992

Adams County Transportation Planning Organization (ACTPO)
Minutes for the Committee Meeting on June 8, 2020

Attendance:

Voting Members

Bob Gordon	Hamiltonban Township, (Chair)
David Scotty Bolton	Abbottstown Borough, ACBA (Vice-Chair)
David Laughman	Arendtsville Borough
Robert Jackson	Liberty Township
Jim Martin	Adams County Commissioner
Beth Nidam	CPTA – Rabbitransit
Robin Fitzpatrick	Adams County Economic Alliance
Anthony Sansone	PennDOT Central Office
Michelle Tarquino	PennDOT District 8-0

Legislative Representatives

Bev Frey	Senator Mastriano's Office
Catherine Wallen	Representative Ecker's Office

Adams County Office of Planning and Development

Sherri Clayton-Williams
Andrew Merkel
Laura Neiderer
Harlan Lawson
Lisa Angstadt

Others

Art Becker	York County Citizen
Dan Colgan	McSherrystown Borough Council (Vice-President)
Tom Klunk	Conewago Township Supervisor
Judie Butterfield	Gettysburg Borough
Matt Boyer	Commuter Services
Jonathan Owens	PennDOT District 8-0
Will Cameron	County Bridge Engineer
Emily Kelkis	York County MPO
Caroline Johnson	At Home in Adams County

Media

None

1. Introductory Comments

Mr. Gordon called the meeting to order just after 1:00pm. He explained that given the virtual format of the meeting, a roll-call vote will be implemented for the meeting.

- a. Mr. Gordon turned the opening comments over to Mr. Merkel, whom asked participants to identify themselves prior to comments/remarks. He also explained that those having access to the meeting via video can view the meeting documents being shared virtually.
- b. Mr. Merkel took roll-call of voting members. It was determined that a quorum was in attendance.

2. Approval of Minutes

Mr. Martin questioned the presence of Charlotte Shaffer at the January 22, 2020 meeting, as she was not noted as being in attendance in the minutes. It was confirmed that she was not in attendance. Mr. Martin also questioned the term “let” in item 4.C. Mr. Merkel explained the word “let” also has the same meaning as “bid”. He would substitute the term to clarify in the meeting minutes. With the change, Mr. Martin motioned to approve, and Mr. Bolton seconded. The motion was approved unanimously by roll-call vote.

3. 2021-2024 TIP Update

Mr. Merkel explained that due to COVID-19, the predetermined ACTPO meeting date of March 25, 2020 had to be rescheduled, shifting the timeline for the TIP Public Comment Period and the ACTPO meeting seeking approval of the 2021-2024 TIP Update. He noted that this particular TIP update is lengthier than previous plan years and new sections were added. He indicated that hardcopies will be made available at select county offices and the document is also available in electronic format via the county website. Mr. Merkel noted important dates moving forward.

- a. Mr. Merkel explained the main purpose for this meeting is to seek authorization from ACTPO to advertise the 2021-2024 Draft TIP document for the 30-day Public Comment Period opening June 15, 2020 and ending July 17, 2020. Mr. Bolton motioned to approve, Mr. Laughman seconded the motion and it was approved unanimously by a roll-call vote.

4. 2019-2022 TIP Update – PennDOT

Ms. Tarquino explained that the construction phase of the RT94 & RT234 Intersection safety project requires additional funding. The increase is roughly \$1.8 million. The project consists of left turning lanes, and the increase in road surface requires storm water permits and appropriate design/infrastructure modifications. She explained that an amendment is necessary for the current TIP, so action is needed from the board.

- a. Mr. Martin asked if the project included a left turn signal. Ms. Tarquino replied that she would look into the specifics of the project and get back to the board. Mr. Merkel added that there are left turning lanes planned for all legs of the intersection. Mr. Bolton asked if there would be any conflicts on the TIP update. Ms. Tarquino replied that consideration was given to the TIP update and no conflicts will occur. Mr. Martin motioned, and Mr. Bolton seconded. Approval was unanimous by roll-call vote.

5. PennDOT Comments

Ms. Tarquino noted that construction resumed May 1, 2020 and crews are moving forward to continue through summer. Spring maintenance crews, although delayed, are back in the field. Mr. Bolton expressed gratitude for the remediation efforts in Abbottstown on RT30.

6. FHWA Comments

No Comments – Not represented

7. Public Comments

Mr. Becker, a concerned York County citizen, addressed the board, asking that the TSM Alternative option of the Eisenhower Extension Project be condemned by a board resolution. Mr. Becker noted that some project information, including property setback, published by PennDOT is not accurate. Mr. Becker voiced many other concerns related to the TSM Alternative option, including how it will affect the community and people directly impacted by eminent domain. Mr. Klunk, Conewago Township Supervisor, expressed to the board that he, and Conewago Township at large, are against the Eisenhower Extension Project. He noted that RT116 through McSherrystown has never been improved and the project would accomplish nothing. Mr. Bolton asked both gentlemen if they own property directly impacted by the Eisenhower Extension Project plan. Both gentlemen answered accordingly. Mr. Colgan addressed the board referencing a letter written on behalf of the McSherrystown Borough Council. Mr. Colgan cited that the letter outlines the reasoning why the McSherrystown Borough Council is against both the TSM Alternative option and the 5C option of the proposed Eisenhower Extension Project.

8. Member Comments

Mr. Boyer commented on the current state of Commuter Services. He noted that carpooling/vanpooling has ceased. The entity is conducting virtual meetings and new hire orientation is continuing. Mr. Bolton asked Mr. Boyer on his opinion of public transportation in the current times. Mr. Boyer explained that the goal of public transportation is always to keep SOV's off the road, however, Commuter Services is not promoting carpooling/vanpooling given the circumstances of the pandemic. Carpooling/vanpooling remains vital for those still needing transportation to work. He commented that first time considerations of public transportation by residents will be slower as public transportation begins to move toward normal operations; Everyone will return to "normal" as appropriate for their own needs. Ms. Nidam commented that CPTA has adjusted routes as appropriate and paratransit is operating for life-threatening trips only. Moving forward, bus capacity will be monitored, and measures will be taken to keep both riders and drivers healthy. Drivers are being brought back from furlough to continue select routes as of Sunday June 14, 2020.

Mr. Gordon announced that all comments will be considered by the Board. Mr. Merkel explained that comments received to this point will be forwarded to the Public Comment Period and all comments need to be addressed by the Board in some form or another. Mr. Gordon asked if the comments are to be addressed at the July 29, 2020 meeting. Mr. Merkel confirmed. Ms. Fitzpatrick asked if ACOPD staff will be available to answer questions related to the

Eisenhower Extension Project. Mr. Merkel confirmed that staff can answer project related questions. Ms. Fitzpatrick questioned if the board ultimately approves or disapproves projects. Mr. Merkel explained that the ACTPO approves to fund projects and the board can take a stance. Mr. Martin asked Mr. Merkel how phone conversation comments get recorded. Mr. Merkel explained that in the past, comments relayed via phone were added to the file as a Memo, however, new technology is being explored to capture phone comments.

9. Next Meeting, Time and Place

The next ACTPO Board meeting will be held July 29, 2020. At this point, the format is to-be-determined. Mr. Merkel explained that the county staff was legally advised that e-mail ballots should no longer be conducted, and a revision to the ACTPO by-laws will need to occur in the future. Mr. Gordon suggested that members attend the July 1, 2020 Public Participation Meeting. The meeting was adjourned at 2:13 pm.

DRAFT

PUBLIC COMMENT PERIOD DOCUMENTATION

Legislative Requirements

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

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

- Adams County Commissioners Office – 117 Baltimore Street, Room 201, Gettysburg, PA 17325
- Adams County Office of Planning and Development – 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325

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

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

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

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

Tribal Contacts

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

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

Legal Advertisement

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

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

Comments Received

July 1st, 2020 – Online Public Meeting

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

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

July 15th, 2020 – Adams County Planning Commission

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

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

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

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

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

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

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

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

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

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

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

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

Hi Andrew,

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

Thank you,
Art and Jen Becker

Sent from my iPhone

MEMORANDUM

TO: DRAFT 2021-2024 TIP PUBLIC COMMENT FILE

FROM: LAURA NEIDERER

SUBJECT: CORRESPONDENCE WITH NANCY BENNETT

DATE: 6/22/2020

CC:

MEMO TO FILE –

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

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

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

COMMUNICATION ON BEHALF OF THE CUMBERLAND TOWNSHIP BOARD OF SUPERVISORS;

TO: ADAMS COUNTY TRANSPORTATION IMPROVEMENT ORGANIZATION,

RE: 2021-2024 TIP COMMENT:

16 JULY 2020

Greetings Adams County Transportation Planning Organization:

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

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

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

cid:image001.jpg@01CE19C0.98EF5500



Ben Thomas, Jr.

Cumberland Township Manager
C/T Authority Administrative Manager
Member, American Planning Assn. #321373
1370 Fairfield Road

Gettysburg, PA 17325

Phone: 717.334.6485 (Ext. 2200)

Fax: 717.334.3632

www.cumberlandtownship.com

e-mail: bthomas@cumberlandtownship.com

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Borough of McSherrystown, Pennsylvania

Daniel P Colgan

Author on Behalf
338 Main Street
McSherrystown PA 17344

Pennsylvania Dept. of Transportation

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

RE: Eisenhower Drive Extension Project

February 27, 2020

Dear Sirs,

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

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

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

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

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

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

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

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

With the greatest respect,

ACTUAL SIGNATURE

Daniel P Colgan

Councilman; Author on Behalf
McSherrystown Borough Council

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

Daniel P Colgan – Contact information

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

ADMINISTRATIVE OFFICE

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

March 24, 2020

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

Sherry Clayton Williams,

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

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

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

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

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

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

On behalf of the Conewago Township Board of Supervisors,


Charlotte Shaffer, Chair



Thursday, March 12, 2020

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

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

Ahoy Secretary Gramian!

Greetings from Conewago Township, Pennsylvania

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

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

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

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

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

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

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

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

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

Thank you so much for your kind attention!



Very respectfully,

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

Cc:

Acting Pennsylvania Secretary of Transportation Yassmin Gramian

Ben Singer, EEP Program Manager

Nathan Walker – PennDOT Transportation Planning Manager

Michelle Tarquino – PennDOT Engineering District 8-0

PA Secretary of Agriculture Russell C. Redding

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

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

PA Governor Tom Wolf

PA Lieutenant Governor John Fetterman

PA Secretary Kathy Boockvar

PA Auditor General Eugene A. DePasquale

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

Commissioner Jim Martin (Adams County PA)

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

Executive Director Andrew Loza, Pennsylvania Land Trust Association

Will Clark, York County Transportation Planning

Chad Nicholson, Pennsylvania Organizer, Community Environmental Legal Defense Fund

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

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

PA Senator Pat Toomey

PA Senator Bob Casey

PA Congressman John Joyce

PA State Rep. Kate Klunk

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March 3, 2020

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

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

RE: Eisenhower Drive Extension Project

Dear Mr. Merkel:

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

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

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

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

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

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

² The following are examples:

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

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

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

Mr. Andrew Merkel
March 3, 2020
Page 3

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

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

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

Very truly yours,

Arthur J. Becker, Jr.

Enclosures

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

Eisenhower Extension TSM Alternative: Possible Displacements

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

Eisenhower Extension TSM Alternative: Possible Displacements

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

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

RESOLUTION NO. 939

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

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

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

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

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

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

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

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

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

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

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

Board of Commissioners of Penn Township

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

ATTEST:

Donna M. Sweeney
Donna M. Sweeney, Township Secretary

NO. 1257
RESOLUTION

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

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

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

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

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

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

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

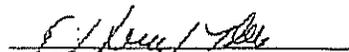
WHEREAS, The TSM Alternative Option initiative is being considered at a time when there are major revitalization efforts in process where local commercial momentum is strong with substantial commercial investment, and two active projects bringing residential luxury living and new restaurants into the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

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

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

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

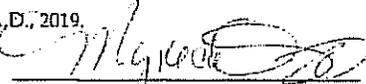
ATTEST:


Borough Secretary

THE BOROUGH OF HANOVER


Council President

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


Mayor

Project Summary – Eisenhower Drive Extension

A. Project Background

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

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

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

B. Current Design Alternatives

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

1) No Build Alternative

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

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

Cost: \$0

2) Transportation System Management (TSM) Alternative

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

Impacts: 53 potential property displacements

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

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

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

Total – \$19 Million

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

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

Total – \$7 Million

3) Off-Alignment Build Alternative (5C)

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

Impacts: 7 potential property displacements

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

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

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

Total – \$6 Million

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

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

Total – \$30 Million

C. History of Funding Projects Crossing MPO Boundaries

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

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

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

D. Current Policy Positions:

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

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

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

Staff Position and Recommendations

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

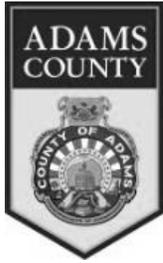
Additionally, ACOPD staff does not support the No Build Alternative. Over the past 30 years, there have been multiple studies performed that identify congestion, safety and traffic management issues in the Hanover UZA. We acknowledge that not everyone will agree on a single solution. However, using that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

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

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

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

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



ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION

670 Old Harrisburg Road, Suite 100 | Gettysburg, PA 17325

Ph: 717-337-9824 | Fx: 717-334-0786

Sherri Clayton-Williams, AICP, Director

RESOLUTION #2020 – 1

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

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

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

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

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

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

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

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

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

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

Approved this 29th day of July, 2020.

ATTEST:

Robert Gordon, Chair

David Bolton, Vice-Chair

Transportation Conformity Determination Report
1997 Ozone NAAQS

Transportation Conformity Determination
Adams County, PA

2021-2024 Transportation
Improvement Program (TIP)

May 2020

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APPENDIX A: Regionally Significant Project List (Adams County)

Executive Summary

As part of its transportation planning process, the Adams County Transportation Planning Organization (ACTPO) completed the transportation conformity process for the Adams County 2021-2024 Transportation Improvement Program (TIP). This report documents that the current TIP meets the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Adams County was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Adams County is currently designated as part of the *York, PA* maintenance area under the 1997 8-hour ozone NAAQS. The county is in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour PM_{2.5} and 2012 annual PM_{2.5} NAAQS.

Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July, 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018 the D.C. Circuit reached a decision in *South Coast Air Quality Management District v. EPA*, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, Adams County was designated as part of the *York, PA* “orphan” maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA’s original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Adams County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Adams County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 ACTPO TIP

MPO/RPOs each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the individual TIPs representing each Planning Partner. Federal Law requires TIPs to be updated at least every four years. Pennsylvania's MPOs and RPOs update their TIPs every two years during the TYP update process.

Appendix A provides a listing of the regional significant projects that are funded in the ACTPO TIP. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the ACTPO 2021-2024 TIP.

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111),

¹ The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation.

² Available from <https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf>

consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the *York, PA* SIP maintenance plan (which includes Adams County) does not include any TCMs.

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including PennDOT, DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

Meeting and conference calls were conducted on October 23, 2019 and February 4, 2020 to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The TIP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, ACTPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period, which included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The ACTPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The ACTPO TIP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the ACTPO TIP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List

Adams County

Project Name	Description	Municipality
FY 2021-2024 Highway-Bridge TIP		
US-15/US-30 Interchange (MPMS 58136)	This project consists of improving the interchange at US Route 15 & US Route 30.	Straban Township
Eisenhower Drive Extension (MPMS 58137)	This project consists of connecting Eisenhower Drive from High Street to Route 116.	Conewago Township

**AIR QUALITY RESOLUTION FOR THE
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

Conformity of the 2021-2024 Transportation Improvement Program (TIP) in Accordance with the Clean Air Act Amendments of 1990.

WHEREAS, the Congress of the United States enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as “the CAAA”; and,

WHEREAS, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in nonattainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and,

WHEREAS effective July 15, 2004, Adams County was designated by EPA as a nonattainment area under the 1997 8-hour ozone NAAQS; and,

WHEREAS, on January 14, 2008, Adams County was re-designated under the 1997 8-hour ozone standard as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plan (SIP) maintenance plan; and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements for areas that remain designated nonattainment for the revoked NAAQS; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone maintenance areas that are in attainment of all subsequent ozone NAAQS for which Adams County satisfies the criteria; and,

WHEREAS, the transportation plans and programs are required to conform to the purposes of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d)); and,

WHEREAS, the Adams County Transportation Planning Organization, the Metropolitan Planning Organization for Adams County, Pennsylvania, is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and,

WHEREAS, the final conformity rule (and subsequent amendments) requires that the Adams County Transportation Planning Organization determines that the transportation plans and programs conform with the CAAA requirements by meeting the criteria described in the final guidelines; and,

NOW, THEREFORE BE IT RESOLVED THAT the Adams County Transportation Planning Organization has found that the 2021-2024 TIP contribute to the achievement and maintenance of the ambient air quality standards; and,

NOW, THEREFORE BE IT FURTHER RESOLVED THAT the Adams County Transportation Planning Organization finds that the 2021-2024 TIP is consistent with the final conformity rule and subsequent amendments.

I hereby certify that this Resolution was adopted by ACTPO on July 29, 2020.

ATTEST:

ACTPO Chair
Robert Gordon

ACTPO Vice-Chair
David Bolton

Adams County Transportation Planning Organization

Self-Certification Resolution

RESOLUTION OF THE Adams County Transportation Planning Organization (ACTPO) to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.334 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration and the Federal Transit Administration as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Sections 134 and 135 of Title 23 USC, 49 USC 5303-5304, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a TIP and LRTP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the TIP continues to be financially constrained as required by 23 CFR Part 450.324 and the FTA policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity ; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the American Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Section 1101(b) of MAP-21 (Public Law 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects have been met; and

WHEREAS, the provisions of 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority Populations and Low Income Populations) have been met; and

WHEREAS, the provision of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met; and

NOW, THEREFORE, BE IT RESOLVED that ACTPO, the Metropolitan Planning Organization for Adams County, Pennsylvania certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's plans and programs, including the FFY 2021-2024 TIP.

I, Robert Gordon, **HEREBY CERTIFY** that I am Chair of the Adams County Transportation Planning Organization: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 29th day of July 2020, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

Robert Gordon, Chair

David Bolton, Vice-Chair

TIP REVISION PROCEDURES

MEMORANDUM OF UNDERSTANDING (MOU)

Adams County Transportation Planning Organization (ACTPO) Procedures for FFY 2021-2024 Transportation Improvement Program (TIP) Revisions

Purpose

This Memorandum of Understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT), the Federal Highway Administration (FHWA), the Adams County Transportation Planning Organization (ACTPO) and the Federal Transit Administration (FTA) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2021-2024 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.218](#) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation by federal statute. The STIP includes regional TIPs developed by the MPOs, RPOs and PennDOT developed Statewide Programs. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's Twelve Year Program (TYP), required by state law, includes the STIP/TIPs in the first four-year period.

How and When is a STIP/TIP Developed?

For more information on the development of the STIP/TIP, see *Pennsylvania's 2021 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2021 Transportation Program Financial Guidance*. These documents were both released on July 31, 2019 and can be found on the [STIP page](#) on the STC Website under 2021 Guidance Documents.

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a MPO/RPO, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in [23 CFR 450](#) govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming

actions. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

STIP/TIP revisions must be consistent with Pennsylvania's Performance Management (TPM) requirements, Pennsylvania's Long Range Transportation Plan (LRTP), and the MPO's/RPO's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

STIP/TIP revisions must correspond to the adopted provisions of the MPO's/RPO's Public Participation Plans (PPP). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by the MPO/RPO. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the MPO/RPO region's PPP.

The federal planning regulations, [23 CFR 450.324\(c\)](#), define update cycles for MPO/RPO LRTPs. If ACTPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for ACTPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within ACTPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulations.

Revisions – Amendments and Administrative Modifications

In accordance with the federal transportation planning regulations [23 CFR 450](#) revisions to the STIP/TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source;**

- Adds a new project, deletes a project that utilizes federal funds, or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds that exceeds the threshold established in this Memorandum of Understanding;
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation;
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and ACTPO (not to exceed any federally-funded threshold contained in this MOU);
 - Results in a change in the scope of work on any federally-funded project that is significant enough to essentially constitute a new project.

Approval by ACTPO is required for *Amendments*. ACTPO must then initiate PennDOT Central Office approval using the e-STIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modification actions that occurred along with or were presented with this action at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) materials, if available.

The initial submission and approval process of the federally-funded Statewide Program or increases/decreases exceeding the thresholds defined in the STIP MOU will be considered an amendment to the STIP (subsequent placement of these individual projects or line items on respective MPO/RPO TIPs will be considered an administrative modification). In the case of Statewide Programs, including the Interstate Management Program and other federally-funded statewide programs, approval by PennDOT's PMC and FHWA is required.

An *Administrative Modification* is a minor revision to a STIP/TIP that:

- Any changes to the federally-funded Statewide Program, including any funding increases/decreases to project phases will be considered an administrative modification on the ACTPO TIP. In the case of Statewide Programs, including the IM Program and other federally-funded statewide programs, approval by PennDOT's PMC and FHWA is required.
- Shifts federally-funded projects, a federally-funded project phase(s), or federal funds to existing federally-funded projects or a federally-funded project phase(s) in the approved TIP and must maintain year-to-year TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that uses 100 percent state or non-federal funding, or ACTPO TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency repairs to a highway, bridge or transit project, except those involving substantial functional, location, or capacity changes;
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the thresholds established above. (A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project);
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects to facilitate project delivery;
- Advances a project phase from the 2nd or 3rd four years of the TYP or ACTPO's RTP for a project that has another phase included in the TIP using federal funds;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established in the MOU between PennDOT and the MPO/RPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and does not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and the MPO/RPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative action that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

All revisions, amendments, and administrative modifications shall be identified and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the MPO/RPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third years of the TYP and/or the respective regional LRTP.

Transit Statewide Managed Funds

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

Funding Threshold for Amendments and Administrative Modifications

The threshold for ACTPO processing a STIP/TIP modification as an amendment is \$1 million.

Financial Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through a FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#) for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each Federal Fiscal Year (FFY). At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. The reports can be used by ACTPO as the basis for compiling information to meet the federal annual listing of obligated projects requirement [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

STIP/TIP Transportation Performance Management

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and ACTPO will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

MPO/RPO TIP Revision Procedures

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. **In all cases, any individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document.** If the MPO/RPO subsequently elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing federally-funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2020, and remain in effect until September 30, 2022, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles.

Robert Gordon
ACTPO Chair

Date

David Bolton
ACTPO Vice-Chair

Date

Mr. Larry S. Shifflet
Deputy Secretary for Planning
Pennsylvania Department of Transportation

Date

FFY 2019-2022 ACTPO TIP MODIFICATIONS FORM

Jan 22, 2020 to Jul 29, 2020

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Adams MPO

Informed ACTPO Committee: July 29, 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	Mummasburg Road Bridge	87435	FD	Before		185					50									Increasing the final design phase of Mummasburg Road Bridge in FFY 2020 by \$209,000 to match the most recent estimate. This is a bridge replacement on Mummasburg Road over Mud Run in Franklin Township. The current estimated let date is scheduled on January 14, 2021.		
	3017/028			Before		581																
	Adams			Adjust		185																
				Adjust		581							209									
				After		185							50									
				After		581							209									
2	Highway Reserve	87793	CON	Before	NHPP	581					270		1,442	335								
	Adams			Before	STP										931							
				Adjust	NHPP	581							-209									
				Adjust	STP																	
				After	NHPP	581							61		1,442	335						
	After			STP											931							
3	Wierman Mill Bridge	87431	FD	Before		185					125									Increase the final design phase of Wierman Mill Bridge in FFY 2020 by \$28,000. This is to the current estimated amount including refined work hours. This is a bridge replacement project on Wierman Mill Road over a tributary to Bermudian Creek in Huntington Township. The current estimated let date is scheduled on February 11, 2021.		
	Adams			1009/012	After		581															
				Adjust		185																
				Adjust		581							28									
				After		185							125									
	After				581							28										
4	Highway Reserve	87793	CON	Before	STP	581					61		3	335								
	Adams			Adjust	STP	581						-28										
				After	STP	581							33		3	335						
5	Highway Reserve	87793	CON	Before	STP	581					33		3	335					Decreasing the right-of-way phase of Eisenhower Drive Extension by \$481,623, the funds are programmed on the draft TIP. This is a 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.			
	Adams			Adjust	STP	581						482										
				After	STP	581							515		3	335						
6	Eisenhower Drive Extension	58137	ROW	Before		581					482			150								
	Adams			0/RWY	Before		185									59						
				Adjust		581							-482									
				Adjust		185																
				After		581										150						
	After				185											59						

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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.					
7	Highway Reserve	87793	CON	Before	STP	581					515		3	335							Increasing the preliminary engineering phase of Eisenhower Drive Extension by \$736,964 for preliminary structures and geotechnical tasks. This is a 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.		
	Adjust			STP	581							-515				-222							
	After			STP	581										3	113							
8	Eisenhower Drive Extension	58137	PE	Before		581		664			1,141										The current estimated let date is scheduled on October 28, 2021.		
	Before				185		100					306											
	Adjust				581							515											
	Adjust				185																		
	After				581		664						1,656										
	After				185		100						306										
9	Bridge Reserve	87792	CON	Before		185												90			Decreasing the preliminary engineering phase of Conewago Creek Brdg2 in FFY 2021 by \$250,000. This project is programmed in the outer years on the draft TIP. This is a bridge improvement project on Red Bridge Road over Conewago Creek in Straban Township. The current estimated let date is scheduled on April 10, 2025.		
	Adjust				185																		
	After				185															90			
10	Conewago Creek Brdg2	78642	PE	Before		185															The current estimated let date is scheduled on April 10, 2025.		
	Adjust				185																		
	After				185																		
11	Mummasburg Road Bridge	87435	CON	Before		185															Changing the funding source of the construction phase of Mummasburg Road Bridge in by \$339,750 to better utilize the funds. This is a bridge replacement on Mummasburg Road over Mud Run in Franklin Township. The current estimated let date is scheduled on January 14, 2021.		
	Before				581																		
	Adjust				185																		
	Adjust				581																		
	After				185																		
	After				581																		
12	Bridge Reserve	87792	CON	Before		185															The current estimated let date is scheduled on January 14, 2021.		
	Adjust				185																		
	After				185																		
13	Highway Reserve	87793	CON	Before	STP	581							3	113							The current estimated let date is scheduled on January 14, 2021.		
	Adjust			STP	581																		
	After			STP	581										3	453							

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Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.					
14	US 15 Pipe Replacement 15/054 Adams	114278	CON	Before		185														Programming the construction phase of US 15 Pipe Replacement this project is being moved onto the TIP. This is a pipe replacement project on SR 15 from a tributary to Rock Creek in Sachs Road in Cumberland Township. This project was let on January 10, 2020.			
				Before		581																	
				Adjust		185																	
				Adjust		581											350						
				After		185																	
				After		581											350						
15	Highway Reserve Adams	87793	CON	Before	STP	581								3	453								
				Adjust	STP	581											-350						
				After	STP	581										3	103						
16	US 15 Improvements - Adams 15/038 Adams	102333	CON	Before	NHPP		1,558				1,394			1,442						Increasing the construction phase of US 15 Improvements - Adams in FFY 2021 by \$86,750 for minor adjustments to unit price and item quantities. 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 May 21, 2020.			
				Before	NHPPs							2,000											
				Before	STP											927							
				Adjust	NHPP																		
				Adjust	NHPPs																		
				Adjust	STP								87										
				After	NHPP		1,558						1,394				1,442						
				After	NHPPs								2,000										
17	US 30 Resurfacing #4 30/115 Adams	101480	CON	Before																			
				Adjust	STP																		
				After																			
18	Rock Creek Bridge 3002/016 Adams	99832	CON	Before	BOF												366			Cashflowing the construction phase of Rock Creek Bridge from FFY 2020 to 2024 by \$534,000 to better utilize the funds. This is a bridge replacement project on Mason Dixon over Rock Creek in Cumberland and Mount Joy Townships. The current estimated let date is scheduled on September 16, 2021.			
				Before	STP										134			400					
				Adjust	BOF																		
				Adjust	STP											-134			-400			534	
				After	BOF														366				
				After	STP																		534
19	Highway Reserve Adams	87793	CON	Before	STP	581								3	103								
				Adjust	STP	581										134			400			-534	
				After	STP	581										137	103		400			-534	

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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.			
28	Highway Reserve	87793	CON	Before		581									90					Programming the utility phase of 94 & 234 Intersection Imp to match the most recent estimate. 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 October 22, 2020.	
	Adjust				581																
	After				581												4				
29	94 & 234 Intersection Imp	94897	UTL	Before		581														Programming the utility phase of 94 & 234 Intersection Imp to match the most recent estimate. 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 October 22, 2020.	
	94/026			Adjust		581															
	Adams			After		581											86				
Program Summary - Net Changes				Before FFY Totals		1,558	764	0	3,394	2,993	0	5,031	3,364	0	2,418	180	0	0	0	1,137	
				Adjustments		0	0	0	1,137	0	0	0	0	0	0	0	0	0	0		0
				After FFY Totals		1,558	764	0	4,531	2,993	0	5,031	3,364	0	2,418	180	0	0	0		