

ACTPO

January 27, 2015

Staff Updates

HOP/Traffic Study/Project Meetings

- New Oxford Sheetz – NE Quadrant of US 30/PA 94 Intersection
- York Springs Dollar General – PA 94, South of US 15
- Montessori Charter School – PA 394
- Grandview Station – PA 34
- Gettysburg Tours – Baltimore Pike (SR 2035)

Transportation Alternatives Program (TAP) Applications

- Application period was open from November 2, 2015 to January 8, 2016
- Approximately \$9 million available for statewide funding round
- No applications submitted from Adams County
- Future projects which could apply for TAP Funds:
 - Bendersville Safe Routes to School Project
 - North Gettysburg Trail Extension
 - Hamiltonban Township- meeting January 28th to discuss potential projects
 - New Oxford Center Square

Staff Updates

Adams County P3 Rapid Bridge Replacement Projects

2016 Bidding Schedule Released

- January:
 - #229 – Cranberry Road over Bermudian Creek (SR 1014) – Tyrone/Huntington – 8/12/16
- February:
 - #221 – PA 34 over Opossum Creek – Menallen – 6/15/17
 - #222 – PA 34 over Bermudian Creek (Idaville) – Menallen – 7/27/16
 - #225 – PA 194 over Beaver Creek – Abbottstown – 6/10/16
 - #231 – Coleman Road over CSX (SR 2006) – Straban – 3/30/17
- March:
 - #224 – PA 116 over Muddy Run – Highland/Hamiltonban – 6/6/16
- April:
 - #227 – PA 234 over Opossum Creek – Butler – 6/16/17
- July:
 - #232 – Knoxlyn Road (SR3013) over Marsh Creek – Highland – 9/27/16

FAST Act

- Signed by President Obama on December 4, 2015
- First long-term authorization act in a decade
- Result of bipartisan cooperation and compromise
- Provides 5 years of funding certainty for infrastructure planning and investment
- Authorizes \$305 B (all modes) over FY 2016-2020
- \$70 B in transfers to keep the Highway Trust Fund solvent; fully “paid for” (offset) by unrelated savings

\$305 B (all modes) over FY2016-2020

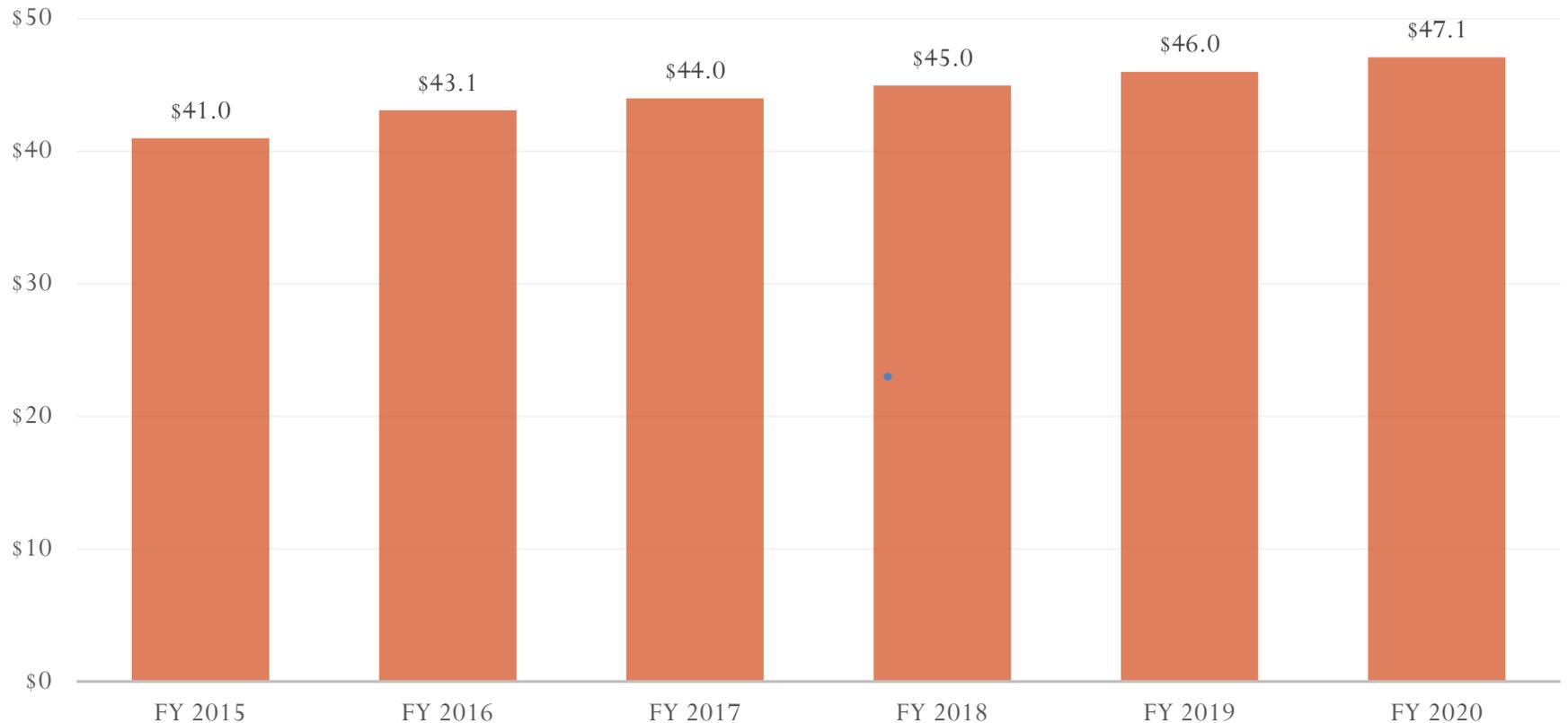
Program	5-Year Funding (billions)
Federal Highway Administration	\$ 226.3
Federal Transit Administration	61.1
Federal Motor Carrier Safety Administration	3.2
Pipeline and Hazardous Materials Administration	0.4
National Highway Traffic Safety Administration	4.7
Federal Railroad Administration	10.3
Total	305.0

Key Highway Facts

- \$226.3 B for highways over five years (FY 2016-2020)
 - \$225.2 B in contract authority
 - \$1.1 B from the General Fund
- Builds on the program structure and reforms of MAP-21
- Continued focus on accelerating project delivery
- Adds a new freight formula and expands freight network
- Adds a new discretionary program for nationally significant freight and highway projects
- Provides a new tribal self-governance option

Highway contract authority grows each year

Highway Authorizations from Trust Fund (billions)



Growth Varies by Program

Program	Avg. Annual Funding (millions)	Change from FY 2015
National Highway Performance Program	\$ 23,280	+6.3%
Surface Transportation <u>Block Grant</u> Program	11,654	+15.6
<i>Transportation Alternatives Set-aside</i>	[760]	+3.3
<i>Recreational Trails Program Set-aside</i>	[84]	0.0
<i>Surface Transportation Block Grant Program (net of TA & Rec Trails)</i>	[10,809]	+7.3
Congestion Mitigation & Air Quality Improvement	2,405	+6.1
Highway Safety Improvement Program	2,317	+5.7
Railway-Highway Crossings Program	235	+6.8
Metropolitan Planning	343	+9.5
Additional Highway Freight Program	1,249	NEW +100.0

Changes to NHPP and STP

Prgm	Changes
NHPP	<ul style="list-style-type: none">• TIFIA costs and V2I communication equipment now eligible• Bridge resurfacing/preservation/reconstruction on <u>non-NHS</u> Federal-aid highways now eligible
STP	<ul style="list-style-type: none">• Renamed: Surface Transportation <u>Block Grant</u> Program (STBG)• Eligibilities restated with none eliminated; new eligibilities for TIFIA costs, State P3 office, V2I communication equipment• In border States, up to 5% for infrastructure projects eligible under the SAFETEA-LU border program• More suballocation: +1%/year up to 55% (vs. 50% today)• Set-asides for Transportation Alternatives and Recreational Trails (see next slide)

Changes to TAP, CMAQ, and HSIP

Prgm	Changes
“TAP”	<ul style="list-style-type: none">• Same program, but no longer called TAP; no name specified• All funds set aside from STBG (vs. from all formula programs today)• Nonprofits responsible for local transportation safety programs may be project sponsors
CMAQ	<ul style="list-style-type: none">• V2I communication equipment eligible• Port-related equipment & vehicles eligible under PM2.5 set-aside• Exception from PM2.5 set-aside for low population density States (under certain conditions)
HSIP	<ul style="list-style-type: none">• Only listed project types eligible—mostly infrastructure-related• Adds eligibility for V2I communication equipment and certain pedestrian safety improvements• State need not collect certain data on unpaved roads (but can’t use HSIP funds on those roads until it collects the data)

National Highway Freight Program | **NEW**

- \$1.2 B / year (average), apportioned to States by formula
- Eligible activities include construction, operational improvements, freight planning and performance measures
- Highway focus, but $\leq 10\%$ for rail/port/intermodal projects
- No State freight plan, no freight formula \$ (beginning FY 2018)
- Federal share is determined under 23 USC 120
- Repeals special Federal share for freight projects

Natl. Significant Freight & Hwy. Projects | **NEW**

- \$900 M/year (average) for competitive grants or TIFIA loans for projects >\$100 M (reduced for States w/ small programs)
- Eligible activities:
 - Highway freight projects on National Highway Freight Network
 - NHS highway/bridge projects, projects in National Scenic Areas
 - Freight rail/intermodal/port projects (\leq \$500 M over 5-year period)
 - Rail-highway grade crossing or grade separation projects
- States, large MPOs, Tribes, localities, and FLMAs may apply
- OST selects projects; Congress has 60 days to disapprove
- Set-asides for rural areas and projects below cost threshold

Planning & Performance

- More consultation and participation
 - Enables participation by public ports, private transportation providers
 - Encourages MPO consultation with other types of planning activities
- Changes to selection criteria for MPO officials
- Other changes to planning and performance
 - TIPs/STIPs/long-range plans must include facilities that support intercity transportation
 - New planning considerations: resiliency/reliability, stormwater mitigation, and enhancement of travel/tourism
 - Long-range State plan must describe perf. measures and targets
 - Consequence (reporting) for State making insufficient progress toward freight targets

Accelerating Project Delivery

A major theme of the FAST Act, with 18 separate provisions in the highway title alone.

The Act—

- Adds New Flexibilities
 - Section 4(f) exemption for some bridges
 - Authorizes taking of nesting swallows in at-risk bridges
- Refines Existing Provisions
 - Narrows concurrence requirement for PEL
 - Pilot for substitution of State law for NEPA

Accelerating Project Delivery, cont'd

- Adds to Procedural Requirements
 - Requires a schedule, a checklist, and response to project initiation
 - Adds some new specific time frames for notices and reviews
- Builds on Existing Activities
 - Requires permitting dashboard (but covers all EISs & EAs)
- DOT to maximize use of authority to delegate project oversight to States on both a project and programmatic basis

US 15 Safety Improvements Project

- Public Meeting held December 16, 2015 at Northern Middle School
- Second Public Meeting Tentatively Scheduled for March 9th at York Springs Fire Company
- Met with York MPO in December on expanding the existing Crossing Study on the York TIP to include the Adams County Portion of US 15.

Bicycle/Pedestrian Planning

- North Gettysburg Trail Extension
 - Members of ACOPD, HABPI, Gettysburg Area School District, Straban Township Rec Board, and SpiriTrust Lutheran Village met to discuss a possible extension of the North Gettysburg Trail.
 - Project would add a extend the NGT terminus to buildings on Gettysburg High School property; crosswalk connecting SpiriTrust Lutheran Village to Gettysburg Area High School; extend the existing bicycle lane north on Old Harrisburg Road to Shealer Road.
 - A primary scope-of-work and three (3) separate layouts were sent to PennDOT for an informal review.

2016 – 2018 UPWP

UPWP Contract Years	Federal Funds	State Funds	Local Funds	Total	Average Funds Per Year
2012-2013	\$78,420	\$11,803	\$6,553	\$96,776	\$96,776
2013-2014	\$145,193	\$17,524	\$17,524	\$180,241	\$180,241
2014-2016	\$420,000	\$40,000	\$62,500	\$522,500	\$261,250
2016-2018	\$410,000	\$40,000	\$60,000	\$510,000	\$255,000

- Unified Planning Work Program's cover two state fiscal years instead of one.
- Funding amounts remain the same as the before.

2017-2020 TIP Update

Procedural Guidance

Dates to note:

- January 27, 2016 – First look at Draft 2017-2020 Adams County TIP
- March 23, 2016 – Approve Draft 2017-2020 Adams County TIP
- May to June 2016 – Hold 30-day public comment period on Draft TIP
- June 22, 2016 – Approve Final 2017-2020 Adams County TIP
- October 1, 2016 – 2017-2020 Adams County TIP is in effect

2017-2020 TIP Update

Financial Guidance

TIP Years Covered	Base Allocation (\$000's)	Notes
2013-2016	\$43,118	Adams County still an RPO; SAFETEA-LU expired, Act 44 in effect
2015-2018	\$49,198	Adams County becomes an MPO; MAP-21 (full) and Act 89 (partial) in effect.
2017-2020	\$47,334	Act 89 in full effect, FAST Act in effect.

Things to note:

- 2017-2020 base allocation is up 10% from the Act 44/pre-Act 89 era.
- However, it is down 4% from the 2015-2018 TIP.
 - State side is down, impacted by two areas.
 - Increased allocation to Department maintenance efforts
 - Increased PSP funding out of state transportation funds.

Next ACTPO Meeting

March 23, 2016

1:00 p.m.