

Franklin County MPO

FFY 2025 Annual Listing of Federally Obligated Projects

October 1, 2024 – September 30, 2025

Franklin County Metropolitan Planning Organization

The Franklin County Metropolitan Planning Organization (FCMPO) is an official transportation planning body that, in conjunction with the Pennsylvania Department of Transportation (PennDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) work to determine how federal transportation funds are allocated and applied to meet the planning needs of Franklin County. FCMPO works in partnership with PennDOT to conduct studies and approve investments in crucial vestiges of our transportation system, namely, the interstate and state highways, bridges, railroads, public transit, pedestrian and bicycle routes, and multimodal systems we use daily. Through this cooperation and study, four key documents are developed and approved by Franklin County MPO:

- Long Range Transportation Plan (LRTP)
- Transportation Improvement Plan (TIP)
- Public Participation Plan (PPP)
- Unified Planning Work Program (UPWP)

Key Documents and Other Important Factors

Long Range Transportation Plan (LRTP) <i>23 CFR 450.324</i>	To address federal requirements, FCMPO is required to develop and adhere to an encompassing transportation plan with a 20-year lifespan. The LRTP establishes the overall objectives of the MPO, records existing transportation conditions and their future projections, addresses transportation performance management (TPM), or a strategic approach utilizing system information to make investment and policy decisions to achieve performance goals, and provides a constrained project list. FCMPO's 2045 LRTP was adopted in April 2023 encompassing a 25-year lifespan - it is currently being updated, with anticipation for a 2028 adoption.
Transportation Improvement Plan (TIP) <i>23 CFR 450.326</i>	To meet approval for federal funding for highway and other transit projects, FCMPO is required to ratify a short-range TIP. This includes an outline of local, state, and federal funds for specific projects within limits of financial constraint based on a four-year federal fiscal year period, usually ranging from October to the following September. The listed TIP projects mirror the first four-year segment of Pennsylvania's Twelve-Year Program (TYP), which is developed at the same time as the TIP and ratified by the State Transportation Commission (STC). FCMPO adopted the 2025-28 TIP in May 2024, and is currently updating for the 2027-2030 TIP with anticipation for an August 2026 adoption.
Public Participation Plan (PPP) <i>23 CFR 450.316</i>	FCMPO updated the PPP in May 2024. This plan guides FCMPO's efforts to offer early, continuous, and meaningful opportunities for the public to help identify social, economic, and environmental impacts for proposed transportation policies, projects, and initiatives. As outlined by the updated PPP, proposed plans and programs such as TIP and LRTP must be available for public review for a 30-day public comment period, (with a minimum 14-day public comment period for amendments and revisions), that a public meeting

	is held during comment periods, and that public comments received by the FCMPO be reviewed by the PCMPO Policy Board prior to plan and program adoption.
Unified Planning Work Program (UPWP) <i>23 CFR 450.308</i>	FCMPO is further required to prepare a UPWP on a periodic basis, which outlines transportation planning activities that are to be completed by the MPO in partnership with local governments and agencies, as well as state and federal bodies. In the state of Pennsylvania, the UPWP is based on the state fiscal year which ranges from July to the following June, and usually covers a period of two years. The UPWP for FY 2025-27 covers the timespan from July 1, 2025 to June 30, 2027.
Air Quality Conformity <i>40 CFR Parts 51 & 93</i>	The Clean Air Act Amendments (CAAA) of 1990 specifies planning activities for MPO locations exhibiting air quality that is not in attainment with National Ambient Air Quality Standards (NAAQS). According to 1997 and 2008 8-hour ozone NAAQS, Franklin County has been designated as an attainment area. Furthermore, in a July 2018 Air Quality Conformity Report, Franklin County was found to be in conformity with State Implemented Plans (SIPs) and EPA requirements.
Coordinated Human Services Transportation Plan <i>FAST Act Section 5310</i>	In accordance with the Fixing America's Surface Transportation (FAST) Act's continuance with all previous federal transportation reauthorization bills, FCMPO is required to prepare a Coordinated Human Services Transportation Plan that will help the guidance of federal funds to transit programs that help in serving senior citizens, persons with disabilities, and low-income individuals. This plan is incorporated into FCMPO's LRTP 2045, and will be incorporated into the anticipated LRTP update.

Purpose of this Report

Current federal transportation law, namely the Infrastructure Investment and Jobs Act (IIJA), also commonly referred to as the Bipartisan Infrastructure Law (BIL), was passed and signed into Public Law 117-58 on November of 2021. Its passing hallmarked the largest long-term investment in national infrastructure in American history, providing \$550 billion over Federal Fiscal Year (FFY) 2022-2026 in new federal infrastructure investments, including to roads and highways, aviation, bridges, rail systems, mass transit, and broadband. Similar to the federal Fixing America's Surface Transportation (FAST) Act (Public Law 114-94357) in continuing 23 CFR 450.334, IIJA requires MPOs to develop and publish an Annual Listing of Obligated Projects for which federal funds were obligated during the FFY from October 1 to September 30. Federal regulation states:

In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

The Federal Highway Administration (FHWA) provides a more detailed definition of 'obligation' as "the federal government's legal commitment (promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs." As it stands, an obligated project is one that has been approved by the federal government for reimbursement, even if that reimbursement may have not yet occurred. Respectively, eligible cost reimbursements can be for projects that have been started in

previous years, or will not be completed until future years, with the chance of final project cost becoming different from the amount originally obligated. In a similar vein, funds may also become 'de-obligated' from projects due to lower-than-expected costs, project cancellation, or other respective reasons, allowing these freed resources to be redirected to other projects.

FCMPO, in accordance with PennDOT, is releasing this Annual Listing of Obligated Projects to meet our requirement as established by federal statute, as well as to better inform the wider public of Franklin County and its partners. It lists all federally funded transportation projects in the FCMPO area that were obligated for the 2025 Federal Fiscal Year, dating between October 1, 2024, and September 30, 2025.

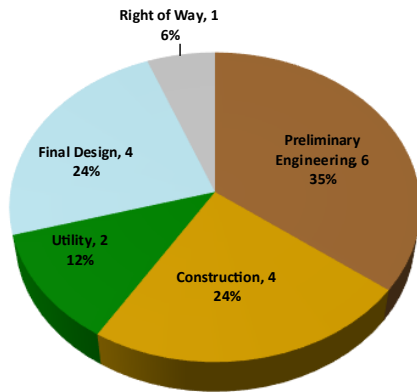
Project Breakdown by Phase and Project Type

The following lists all federally funded transportation projects in the Franklin County region spent in FFY 2025. In FFY 2025, \$10,886,822 was obligated for the advancement of 17 projects in the area. There was a total savings of \$129,923 from three de-obligated projects that were either canceled or completed under budget.

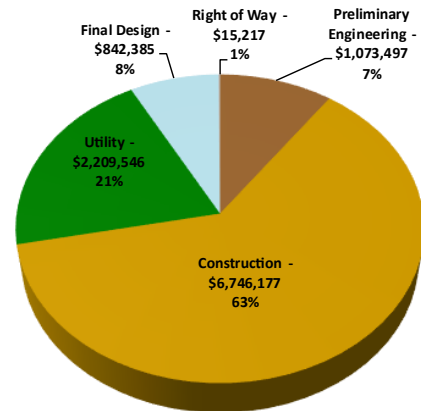
TIP funding is programmed and obligated by phase. Of the 17 obligated projects, 6 of the projects were designated as being in the Preliminary Engineering phase, which utilized 7% of obligated funds, followed by two of the projects being designated as Utility utilizing another 21% of funds, four Final Design projects utilizing 8% of funds, four Construction projects utilizing 63% of funds, and one Right of Way project utilizing 1% of funds. Regarding savings, three Construction projects were de-obligated with a total of \$129,923. More detail on this information can be found on the table and graphs below:

Phase	Obligated Funds	De-Obligated Funds
Preliminary Engineering	\$851,847	-
Construction	\$6,746,177	\$129,923
Utility	\$2,209,546	-
Final Design	\$842,385	-
Right of Way	\$15217	-
Total	\$10,886,822	\$129,923

Number and Percentage of Obligated Projects by Phase



Cost and Percentage of Obligated Projects by Phase



Bridge Projects

MPMS	Project Title	Phase	Obligated	De-Obligated
19304	West King Street Bridge	Construction	\$2,386,439	
78690	Fort Loudon Rd. over Buck Run	Preliminary Engineering	\$26,046	
117156	Swamp Fox Rd. over I-81	Preliminary Engineering	\$159,000	
117143	Hykes Rd. over I-81	Preliminary Engineering	\$90,167	
116963	Corner Road over Licking Creek	Final Design	\$304,000	
100046	US 30 over Campbell Run-A	Construction		\$15,360
63175	Paxton Run Road Bridge	Construction		\$28,032
		Subtotal:	\$2,965,652	\$43,392

Safety Projects

MPMS	Project Title	Phase	Obligated	De-Obligated
114555	Lincoln Way Intersection Safety Imp.	Preliminary Engineering	\$538,401	
111394	Waynesboro Pedestrian Safety Project	Construction	\$29,121	
106709	PA997 & SR2015 Intersection	Construction	\$3,872,778	
		Subtotal:	\$4,440,300	

Interstate Projects

MPMS	Project Title	Phase	Obligated	De-Obligated
93055	I-81 New Interchange (Exit 12)	Final Design	\$261,465	
93055	I-81 New Interchange (Exit 12)	Utility	\$2,195,657	
		Subtotal:	\$2,457,122	

Traffic Operations Projects

MPMS	Project Title	Phase	Obligated	De-Obligated
116146	Chambersburg Signals Imp. Phase 2	Final Design	\$169,940	
116146	Chambersburg Signal Imp. Phase 2	Construction	\$457,839	
121390	SR 16 Retaining Wall	Utility	\$13,889	
121390	SR 16 Retaining Wall	Right of Way	\$15,217	
112852	Franklin TSMPO ITS Device Project 2	Construction		\$86,531
		Subtotal:	\$656,885	\$86,531

Transit

MPMS	Project Title	Phase	Obligated	De-Obligated
121328	Microtransit Service	Preliminary Engineering	\$221,650	
		Subtotal:	\$221,650	

Reading the Obligation Report

- **MPMS:** Multimodal Project Management System, represented with a unique electronic inventory number. The MPMS number serves as an identifier specific to an individual project in the system, which provides an inventory of detailed information about the listed project, including phase milestones, funding, and overall status. Additional information about these projects can be found at PennDOT's [One Map](#) online interactive database and searching by the respective MPMS number. The One Map database also provides project search by region, highway route number, address, and a host of other options, as well as offers project details such as bid let date and estimated date of completion.
- **Project Title:** A short title for the project used in MPMS and TIP documents.
- **Project Description:** A brief project synopsis and summary of scope of improvements.
- **Project Administrator:** The lead sponsor and administrator of the project.
- **Phase:** The work/development phase the listed project is in. Work on these projects are typically categorized in one of five project phases:

- Preliminary Engineering
- Utility
- Construction
- Right of Way
- Final Design
- **District:** The PennDOT Engineering District in which the project is located. There are 11 PennDOT Engineering Districts in Pennsylvania, with Franklin County being located within District 8-0.
- **County:** The county in which the project is located.
- **State Route:** The State Route (SR) number assigned to highways in Pennsylvania. The route number may be 'signed' as US or PA Traffic Route, a four-digit PA roadway, or a four-digit number for roadways owned and maintained by counties or municipalities.
- **Obligation:** The amount of obligated federal funds for a project in the respective FFY of a report. This report covers obligations for FFY 2023. This heading also includes negative funding amounts, representing funds that have been 'de-obligated,' or unused as a result of projection completion or cancellation.
- **Program Total:** The amount of federal funding attributed to the project on the TIP. As the TIP covers four FFYs, the TIP this report is based on will cover FFY 2023-2026.
- **Federal Funds Remaining:** The amount of federal funds remaining and available to be re-distributed to future projects in subsequent years, which is typically determined by taking the difference between the Obligation funds and Program Totals.

FHWA Obligation Report Obligations 10/1/2024 to 9/30/2025										
MPMS	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT ADMINISTRATOR	PHASE	DISTRIC	COUNTY	STATE ROUTE	OBLIGATION* FFY 2025	PROG. TOTAL FFY 2025 TO 2028	FED FUNDS REMAINING
19304	West King Street Bridge	This project consists of a bridge replacement on US Route 11 over Norfolk Southern Railroad in Shippensburg Borough and Southampton Township, Franklin County.	PENNDOT	Construction	8	Franklin	11	\$2,386,439	\$5,347,314	\$2,960,875
116146	Chambersburg Signals Imp Phase 2	This project consists of upgrades of signals and interconnect improvements at 65 signalized intersections in Chambersburg Borough, Guilford and Hamilton Townships, Franklin County. These signal timing improvements aim to reduce vehicle stops and delays, reduce congestion, and improve air quality.	PENNDOT	Final Design	8	Franklin	11	\$169,940	\$169,940	\$0
116146	Chambersburg Signals Imp Phase 2	This project consists of upgrades of signals and interconnect improvements at 65 signalized intersections in Chambersburg Borough, Guilford and Hamilton Townships, Franklin County. These signal timing improvements aim to reduce vehicle stops and delays, reduce congestion, and improve air quality.	PENNDOT	Construction	8	Franklin	11	\$457,839	\$457,839	\$0
121390	SR 16 Retaining Wall	This project consists of a retaining wall improvement on SR 16 (Buchanan Tr) in Peters Township, Franklin County. Mitigation to correct existing, failing stone masonry retaining wall. Benefits of this project include improved resiliency of slope retaining structures and will allow continued passage without imminent risk of slope failure.	PENNDOT	Preliminary Engineering	8	Franklin	16	\$38,233	\$38,233	\$0
121390	SR 16 Retaining Wall	This project consists of a retaining wall improvement on SR 16 (Buchanan Tr) in Peters Township, Franklin County. Mitigation to correct existing, failing stone masonry retaining wall. Benefits of this project include improved resiliency of slope retaining structures and will allow continued passage without imminent risk of slope failure.	PENNDOT	Final Design	8	Franklin	16	\$106,980	\$106,980	\$0
121390	SR 16 Retaining Wall	This project consists of a retaining wall improvement on SR 16 (Buchanan Tr) in Peters Township, Franklin County. Mitigation to correct existing, failing stone masonry retaining wall. Benefits of this project include improved resiliency of slope retaining structures and will allow continued passage without imminent risk of slope failure.	PENNDOT	Utility	8	Franklin	16	\$13,889	\$13,889	\$0
121390	SR 16 Retaining Wall	This project consists of a retaining wall improvement on SR 16 (Buchanan Tr) in Peters Township, Franklin County. Mitigation to correct existing, failing stone masonry retaining wall. Benefits of this project include improved resiliency of slope retaining structures and will allow continued passage without imminent risk of slope failure.	PENNDOT	Right of Way	8	Franklin	16	\$15,217	\$15,217	\$0
111394	Waynesboro Ped Safety Project	This project consists of bike and pedestrian safety improvements on PA-16 (Main St) between Broad St and Franklin St, Walnut St between 2nd and 3rd St, PA-16 and Clayton Ave intersection in Waynesboro Boro. The scope of the project includes streetlight construction/improvement.	PENNDOT	Construction	8	Franklin	16	\$29,121	\$29,121	\$0
114555	Lincoln Way Intersection Safety Imp	This project may consist of safety improvements, potentially including an intersection realignment with lane widening or converting the intersection to a roundabout at the intersection of US 30 (Lincoln Way) and SR 4013 (Sollenberger Road) in Hamilton Township and Chambersburg Borough, Franklin County.	PENNDOT	Preliminary Engineering	8	Franklin	30	\$538,401	\$722,346	\$183,945
78690	Fort Loudon Rd ov Buck Run	This project consists of a bridge rehabilitation on PA 75 (Fort Loudon Road) over Buck Run in Peters Township, Franklin County.	PENNDOT	Preliminary Engineering	8	Franklin	75	\$26,046	\$26,046	\$0
93055	I-81 New Interchange (Exit 12)	This project consists of a new interchange (Exit 12) on I-81 at Guilford Springs Road overpass, Franklin County. Guilford Springs Road is a township road and the bridge over I-81 is a state-owned bridge.	PENNDOT	Final Design	8	Franklin	81	\$261,465	\$261,465	\$0
93055	I-81 New Interchange (Exit 12)	This project consists of a new interchange (Exit 12) on I-81 at Guilford Springs Road overpass, Franklin County. Guilford Springs Road is a township road and the bridge over I-81 is a state-owned bridge.	PENNDOT	Utility	8	Franklin	81	\$2,195,657	\$2,525,192	\$329,535
117156	Swamp Fox Rd over I-81	This project consists of a bridge preservation on PA 914 (Swamp Fox Road) over I-81 in Guilford Township, Franklin County.	PENNDOT	Preliminary Engineering	8	Franklin	914	\$159,000	\$159,000	\$0
106709	PA997 & SR2015 Intersection	This project consists of installing two roundabouts at the intersection of PA997 and SR2015 (Tomstown Road) and the intersection of PA997 and Washington Township Boulevard in Washington Township, Franklin County.	PENNDOT	Construction	8	Franklin	997	\$3,872,778	\$7,261,756	\$3,388,978
116963	Comer Road over Licking Cr	This project consists of a bridge rehabilitation on SR 3009 (Comer Road) over Licking Creek in Montgomery Township, Franklin County.	PENNDOT	Final Design	8	Franklin	3009	\$304,000	\$304,000	\$0
117143	Hykes Rd over I-81	This project may consist of bridge improvements (replacement, rehabilitation or preservation) on SR 3014 (Hykes Road) over I-81 in Antrim Township, Franklin County.	PENNDOT	Preliminary Engineering	8	Franklin	3014	\$90,167	\$90,167	\$0
100046	US 30 over Campbell Run-A	This project consists of a bridge replacement on US Route 30 (Lincoln Highway) over branch of Campbell Run in St Thomas Township, Franklin County.	PENNDOT	Construction	8	Franklin	30	\$(15,360)	\$0	\$0
112852	Franklin TSMO ITS Device Project 2	Retrofitting 3 Dynamic Message Signs (DMS) and installing a new centermount DMS along I-81 in Franklin County.	PENNDOT	Construction	8	Franklin	81	\$(86,531)	\$0	\$0
63175	Paxton Run Rd Bridge	This project consists of a bridge rehabilitation on SR 4018 (Paxton Run Road) over Tributary of Conodoguinet Creek in Lurgan Township, Franklin County.	PENNDOT	Construction	8	Franklin	4018	\$(28,032)	\$0	\$0

* Negative amounts in the obligation column are a result of de-obligating unused funds for a project. De-obligation is a release of funds due to either the cancellation or completion of a project.

SRTA
Federal Fiscal Year 2025
Obligation Report

<u>UZA</u>	<u>FAIN</u>	<u>STIP/TIP#</u>	<u>Scope</u>	<u>Project Amount</u>	<u>FTA Amounts</u>		<u>Status</u>	<u>Unliquidated Balance</u>	
					<u>5307</u>	<u>5339</u>		<u>Total</u>	<u>FTA</u>
Chambersburg	PA-2025-032	121328	Operating Assistance	\$ 443,301.00	\$ 221,650.00	\$ -	Closed	\$ -	\$ -
				\$ 443,301.00	\$ 221,650.00	\$ -		\$ -	\$ -