



# 2027-2030 Transportation Improvement Program

Franklin County Metropolitan Planning Organization

DRAFT

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# Franklin County Metropolitan Planning Organization Transportation Improvement Program

**2027-2030**

**Adoption Date: Draft 2026**



## VOTING MEMBERS:

Sam Cressler (Chair), Jason Stains (Vice Chair), Travis Brookens, Sharon Coffman, Carrie Gray, David Mackley, Ted Sheehe, Carey Mullins, Jessee McMath, Dean Horst, Robert Ziobrowski, John Flannery

## EX-OFFICIO MEMBERS:

Senator Dave McCormick, Senator John Fetterman, Representative John Joyce, Senator Doug Mastriano, Representative Rob Kauffman, Representative Chad Reichard, Representative Rich Irvin, Ronnique Bishop (FHWA), Matthew Mullenax (HEPMPO)

PREPARATION AND STAFF SUPPORT PROVIDED BY:

Franklin County Planning Department

272 North Second Street Chambersburg, PA 17201. 717-261-3855

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**Franklin County Planning Commission**  
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Resolution Number 2026-XX

**Franklin County Metropolitan Planning Organization (FCMPO) Resolution for Transportation Improvement Program (TIP) for FY 2027-2030**

**Recitals**

WHEREAS, the MPO is required to develop a Transportation Improvement Program (TIP) in accordance with the requirements of the Infrastructure Investment and Jobs Act (IIJA) AND Bipartisan Infrastructure Law (BIL); and

WHEREAS, the attached FY 2027-2030 TIP was developed in cooperation with the Pennsylvania Department of Transportation; and

WHEREAS, the attached FY 2027-230 TIP was developed in accordance with FCMPO's Public Participation Plan which provides significant opportunity for input in the planning process; and

WHEREAS, the FCMPO Board has reviewed the proposed Transportation Improvement Program and recommended adoption; and

WHEREAS, the FCMPO Board has determined that the proposed FY 2027-2030 Transportation Improvement Program is consistent with its proposed plans and programs.

NOW, THEREFORE BE IT RESOLVED by the Franklin County Metropolitan Planning Organization Board that the Transportation Improvement Program for FY 2027-2030 is hereby adopted.

PASSED AND DULY ADOPTED after motion this 21<sup>st</sup> day of May 2026.

Franklin County  
Metropolitan Planning Organization

By: \_\_\_\_\_

Sam Cressler, Chairman

Attest: \_\_\_\_\_

## **Overview of an MPO**

The Franklin County Metropolitan Planning Organization (FCMPO and/or MPO) was established in 2013 as a transportation policy-making and decision-making entity. The MPO is composed of pertinent staff and a Policy Board. FCMPO is responsible for comprehensive, cooperative, and continuous planning for highways, roads, bridges, and public transportation. The MPO coordinates with PennDOT and local municipalities in planning for the transportation needs of the County.

The MPO Policy Board is composed of 13 voting members, including the Franklin County Commissioners, local municipality representatives, and school districts representatives, and acts as the decision-making entity.

The MPO Policy Board meets on a quarterly basis in the Franklin County Administration Building located at 272 N 2nd Street, Chambersburg, PA 17201. For additional information such as the time and dates of FCMPO meetings, please contact the Franklin County Planning Department at 717-261-3855 or visit the Franklin County website.

MPOs are mandated to implement the metropolitan transportation planning process outlined in the federal transportation regulations (23 USC 134 and 49 USC 5303). Federal law and regulations establish five (5) core functions of an MPO that include the following objectives:

1. Establish and manage a fair and impartial setting for effective regional decision-making in the transportation planning area.
2. Identify and evaluate alternative transportation improvement options by using data and planning methods to generate and evaluate alternatives.
3. Prepare and maintain a Long-Range Transportation Plan (LRTP). The MPO is responsible for developing and updating LRTPs for the planning area for a period of at least twenty (20) years that fosters mobility and access for people and goods; efficient system performance and preservation; and good quality of life.
4. Develop a Transportation Improvement Program (TIP). The MPO is responsible for developing a short-range (four-year) program of transportation improvements based on the LRTP. The TIP should be designed to achieve the area's goals using spending, regulating, operating, management, and financial tools.
5. Involve the general public and all significantly affected sub-groups residing in Franklin County in the four (4) core functions listed above.

## **Purpose of TIP**

The Transportation Improvement Program (TIP) is a short-range of priority projects and acts as an action plan for the upcoming 4 years. It is a prerequisite for federal funding assistance for implementing transportation projects within the metropolitan planning area. The MPO is responsible for developing the TIP in partnership with PennDOT and municipalities and updating it every two years. The TIP project list covers a four-year period and serves as the first four years of the Statewide Twelve-Year Program (STIP).

The TIP is consistent with the Long-Range Transportation Plan (LRTP), which includes projects addressing safety and congestion issues, highway/bridge maintenance projects, bicycle/pedestrian projects, and freight-related improvements. The LRTP is the primary source for identifying priority projects to be implemented in the TIP. As with all FCMPO planning practices, the LRTP is developed with comprehensive, cooperative, and continuous methods.

The TIP must be financially constrained each year. Funding sources and cost estimates for professional engineering, right-of-way acquisitions, and construction for programmed projects cannot exceed anticipated federal, state, and local resources. Additionally, all public and private revenues and/or resources that will finance the program are indicated on the TIP, including innovative fiscal techniques. If additional or alternative funding resources become available during a TIP cycle, FCMPO may adopt a revision to include other projects. If funding becomes available in the current fiscal year for a project listed in later years, that project can be advanced to the current fiscal year fund cycle without an amendment or revision if the MPO approves.

Additionally, federal law requires that all transportation projects which use federal aid under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 provisions must be listed in the TIP. The most recent transportation act, Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015, and authorizes the Transportation Improvement Program (TIP) through the following statutes:

- 23 United States Code (U.S.C.) 134 (j) and (k)(3),(4)
- 23 U.S.C. 204
- 49 U.S.C 5304
- 23 C.F.R. [Code of Federal Regulations] 450.320, 450.324, 326, 328, 330, and 332
- 23 C.F.R. 500.109, 500.110, and 500.11

### **Project Selection Process**

The FCMPO staff coordinated closely with PennDOT District 8-0 and Central Office to ensure planning consistency on the TIP, PennDOT's Central Office and Engineering District 8-0 are involved in Franklin County's planning process and are frequently consulted to provide guidance and insight into best practices on the TIP. The Policy Board was provided copies of the Draft 2027-2030 in the May and August Policy Board Meetings. All meetings had a presentation and time allotted for questions. Policy Board voting members had no objections against the proposed project listing.

### **Financial Plan**

The financial plan is derived from a comprehensive, cooperative, and continuous planning process for the Franklin County region. The TIP must be financially constrained each year. Funding sources and cost estimates for professional engineering, right-of-way acquisitions, and construction for programmed projects cannot exceed anticipated federal, state, and local resources. The financial considerations are conducted by PennDOT as part of the development of the State Transportation Improvement Program (STIP). The Franklin County MPO will

continue to pursue opportunities where additional funding may be available to enhance transportation for the County.

The federal and state-funded projects in the 2027-2030 Franklin County TIP can be implemented using current and proposed revenue sources. Funds are presented in Year of Expenditures (YOE) dollars and are adjusted for inflation from the present time to the year of construction for a more accurate cost estimate.

### **ADA Assurances**

Franklin County Metropolitan Planning Organization in partnership with PennDOT complies with the Americans with Disabilities Act of 1990 (ADA). The ADA grants civil rights protections to those with disabilities and guarantees equal opportunities to such individuals regarding employment, transportation, public accommodation, state and local government services, and telecommunications. In accordance with section 29 U.S.C 794, electronic and information technology is made to be accessible to those with disabilities, including employees and members of the public.

### **Title VI Assurances**

The Franklin County Metropolitan Planning Organization (MPO) assures that no person shall on the grounds of race, color or national origin as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (Public Law 100.259), and the Pennsylvania Department of Transportation (PennDOT) Title VI Plan, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity. The FCMPO further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms “programs and activities” to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors/consultants, regardless of whether such programs and activities are themselves federally assisted (P.L. 100.259 [S.557] March 22, 1988). In the event the FCMPO as the recipient distributes federal aid funds to a sub-recipient, the FCMPO will include Title VI language in all written agreements and will monitor for compliance.

The Franklin County Planning Department is responsible for initiating and monitoring Title VI activities, preparing reports, and other responsibilities as required by 23 Code of Federal Regulations (CFR) 20 and 49 CFR 21.

### **Public Participation Process**

The Public Participation Plan (PPP) includes policies and guidance for public outreach the MPO shall follow when developing, amending, or adopting various planning documents. The PPP works to ensure that all members of the public - including populations that have been underserved by the transportation system and/or have lacked access to the decision-making

process - are given the opportunity to participate in the metropolitan transportation planning process that shapes Franklin County. The PPP guides the FCMPO's efforts to offer early, continuous, and meaningful opportunities for the public to help identify social, economic, and environmental impacts of proposed transportation policies, projects, and initiatives. This document was created under the guidance of the FAST Act to encourage a decision-making process that allows the public the opportunity for engagement and is responsive to local needs. The public participation process for the Transportation Improvement Program will meet the Federal Transit Administration public participation requirements for the Franklin County MPO.

1. The FCMPO's Public Participation Process strives to achieve the following objectives: Provide opportunities for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed Metropolitan Transportation Plan (MTP)/Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), with adequate public notice and access to underlying technical and policy information.
2. Provide timely information about transportation issues and decision-making processes to citizens, affected public agencies, and stakeholders including representatives of public transportation users and users of bicycle and pedestrian facilities, representatives of the disabled, private transportation providers, providers of freight transportation services, freight shippers, representatives of public transportation employees, and other interested parties; and
3. Provide participation opportunities to those traditionally underserved by existing transportation systems, such as low-income and minority populations.

The Draft FY 2027-2030 TIP was released for a 30-day public comment period from April 15, 2026, to May 15, 2026. An advertisement was placed in *The Mercersburg Journal* on April 15 for one day requesting public review and comment on the 2027-2030 TIP and information on the TIP Public Open House. The FCMPO held an Open House for the Draft FY 2027-2030 TIP on April 30, 2026 at 1:30 PM. EST at the Franklin County Administrative Building, 272 N. Second Street in Chambersburg. The meeting was offered both virtually and in person. The final adoption of the FY 2027-2030 TIP was acted on in the **May XX, 2026** MPO meeting.

### **Administration**

The TIP document is maintained and administered by the staff of the Franklin County Metropolitan Planning Organization (MPO). During the life of the TIP, situations may arise which require changes to be made to the current TIP document. Amendments of the approved TIP that occur in off-cycle that are deemed by the FCMPO as "Administrative Changes" or "Adjustments" are not subject to formal public notification. Public involvement and comments will be accepted but not solicited. An amendment to the TIP may be considered an "Administrative Change" based on any of the following criteria:

- To correct a non-substantive clerical error;
- Adds, deletes, or increases/decreases phases of an existing project using federal funds, but does not exceed established threshold;
- Adds federal or state capital funds from low-bid savings, de-obligations, or savings on programmed phases to another programmed project phase or line item that does not exceed established threshold;
- Changes in funding levels that are less than two (2) million dollars or are part of a STIP grouped project category;

- Adds a project for emergency relief (ER) program, exception those involving substantial functional changes;
- The affected project/s are not regionally significant and exempt from transportation conformity requirements;
- Changes in the funding type, as well as drawing-down or returning of funding from an existing TIP reserve line, but overall funding levels remain constant or do not exceed the requirement prior;
- Any other changes approved by the ISC that meet the criteria of an "administrative change".

### PA Transportation Funding Not in the STIP

In addition to the baseline STIP/TIP funding identified in PennDOT’s Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities and through PennDOT maintenance. This funding includes:

- County/Municipal Liquid Fuels Tax Fund Allocations
- PennDOT County Maintenance A-582/A-409
- Statewide Distribution of Funds:
  - Green Light Go
  - Highway Transfer/Turnback Program
  - Highway Systems Technology
  - Debt Service
  - Pennsylvania Infrastructure Bank (PIB)
  - Act 44 Bridge
  - \$5 County Fee for Local Use Fund
  - Marcellus Shale
  - A-409 Discretionary

As defined by [23 USC 450.218\(m\)](#), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

Beyond the baseline federal and state funding, Pennsylvania invests more than \$2.4 Billion annually to operate and maintain the Commonwealth’s transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth and contributes significantly to providing a state of good repair. It should be noted that existing and future transportation needs are much greater than what current financial resources can provide in Pennsylvania. These needs go beyond traditional highway and bridge infrastructure and include multi-modal facilities such as public transit, aviation, rail, marine, ports, bicycle, pedestrian, and other assets.

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 24-25	SFY 25-26	SFY 26-27	SFY 27-28	SFY 28-29
Franklin	24,184,870	24,186,022	24,223,584	26,782,138	26,579,317

## Transportation Performance Management

The Infrastructure Investment and Jobs Act (IIJA) continued the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires the Federal Highway Administration (FHWA) to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

National Goal Areas	
<b>Safety</b>	<ul style="list-style-type: none"> <li>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</li> </ul>
<b>Infrastructure Condition</b>	<ul style="list-style-type: none"> <li>To maintain the highway infrastructure asset system in a state of good repair</li> </ul>
<b>Congestion Reduction</b>	<ul style="list-style-type: none"> <li>To achieve a significant reduction in congestion on the National Highway System</li> </ul>
<b>System Reliability</b>	<ul style="list-style-type: none"> <li>To improve the efficiency of the surface transportation system</li> </ul>
<b>Freight Movement and Economic Vitality</b>	<ul style="list-style-type: none"> <li>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</li> </ul>
<b>Environmental Sustainability</b>	<ul style="list-style-type: none"> <li>To enhance the performance of the transportation system while protecting and enhancing the natural environment</li> </ul>
<b>Reduced Project Delivery Delays</b>	<ul style="list-style-type: none"> <li>To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices</li> </ul>

## Performance Based Planning and Programming

Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- Statewide Transportation Improvement Program (STIP)

- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based on these resources, PennDOT and MPOs/RPOs have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA), state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided on the [PennDOT Talk PA Transportation website](#).

## Evaluating 2027-2030 STIP Performance

The Federal Fiscal Year (FFY) 2027-2030 Statewide Transportation Improvement Program (STIP) supports the goal areas established in PennDOT’s current long range transportation plan ([Pennsylvania 2045](#)). These include safety, mobility, equity, resilience, performance, and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.



The following sections provide an overview of the federal performance measures and how the current project selection process for the FY 2027-2030 STIP supports meeting future targets. Over the 4-year STIP,

nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

## Safety Performance Measures (PM1)

Background		
The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) ( <a href="#">81 FR 13881</a> and <a href="#">81 FR 13722</a> ) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at <a href="#">23 CFR 490 Subpart B</a> and <a href="#">23 CFR 924</a> . Targets for the safety measures are established on an annual basis.		
Data Source		
Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).		
2026 Safety Measures and Targets (Statewide)		
Measure	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	1,174.8	<b>1,140.4</b>
Rate of fatalities per 100 million VMT	1.216	<b>1.176</b>
Number of serious injuries	4746.2	<b>4722.0</b>
Rate of serious injuries per 100 million VMT	4.914	<b>4.870</b>
Number of non-motorized fatalities & serious injuries	864.6	<b>944.0</b>
Methods for Developing Targets		
An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on the five-year average value for each measure from 2020-2024. The 2025 and 2026 values are projected from the actual 2024 values. A determination of having met or made significant progress toward meeting the 2024 safety targets will be issued by the FHWA in April 2026.		

**FCMPO has approximately \$4.335 million programmed into the FFY 2027-2030 TIP for safety related projects. The first two projects are programmed to be funded through HSIP, with the last project receiving PROTECT grant funding:**

MPMS #	Project	Location	Description
114555	Lincoln Way Intersection Safety Improvements	Hamilton Township and Chambersburg Borough	This project consists of safety improvements, potentially including an intersection alignment 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.
106709	PA 997 & SR 2015 Intersection	Intersection of PA 997 and SR 2015 (Tomstown Road), Washington Township	This project consists of intersection improvements at the intersection of PA 997 and SR 2015 (Tomstown Road) in Washington Township, Franklin County. This intersection improvement project has several potential solutions, through PE phase alternatives will be developed from line striping adjustments, realignment of Tomstown Road or Orchard Road to create a 4-way intersection with the potential for a new signal and potentially a traffic circle.
121390	SR 16 Retaining Wall	Sr 16 (Buchanan Trail), Peters Township	This project consists of a retaining wall improvement on SR 16 (Buchanan Trail) 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.

### Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and L RTPs are developed and managed to support progress toward the achievement of the statewide safety targets. Currently, only the Delaware Valley Regional Planning Commission (DVRPC) has elected to establish their own regional safety targets. All other MPOs/RPOs have adopted the statewide targets.

PennDOT's [Strategic Highway Safety Plan](#) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

2022 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	Impaired Driving
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to [23 CFR 490.211\(c\)\(2\)](#), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least 4 of the 5 safety performance targets established under [23 CFR 490.209\(a\)](#) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target.

Pennsylvania has not made significant progress toward meeting the statewide targets in recent years and has been subject to the provisions of [23 U.S.C. 148\(i\)](#). This has required the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department has been subject to obligation requirements. The requirements to complete an implementation plan and meet annual obligation targets will be in place for every year Pennsylvania does not meet its safety performance targets.

The FHWA has established certain special rules for HSIP under [23 U.S.C. 148\(g\)](#). Among them is the Vulnerable Road User Safety special rule created by the IIJA [23 U.S.C. 148\(g\)\(3\)](#). This special rule provides that the total annual fatalities of vulnerable road users in a state represents not less than 15% of the total annual crash fatalities in the state. [Additional guidance](#) on the Vulnerable Road Users Safety special rule was released by FHWA on February 2, 2022.

Pennsylvania has been subject to the Vulnerable Road Users Safety special rule since 2023 requiring the obligation of at least 15% of HSIP funding toward projects that address the safety of vulnerable road users. This requirement will remain in place for each year that Pennsylvania triggers this special rule.

In addition, Pennsylvania triggers the High-Risk Rural Roads special rule when the rate of fatalities and serious injuries on rural roads increases over the most recent 2-year period. Additional obligation requirements are imposed, such as they were during 2026, that direct HSIP funds toward rural major and minor collectors and rural local functional class roadways.

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. This progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

**Franklin County TIP:**

- *As part of the annual target coordination with the MPOs the Department has provided the planning partners with their comparable data so they can evaluate their target setting with regards to the methodology that is being used from a statewide perspective.*
- *The MPOs can access data about their region through the Pennsylvania Crash Information Tool (PCIT).*
- *Franklin County works closely with PennDOT Central Office and Engineering District 8-0 Staff to ensure planning consistency with PennDOT's Performance Measure Targets. PennDOT's Central Office and Engineering District 8-0 are involved in Franklin County's planning process and are frequently consulted to provide guidance and insight into best practices based on PennDOT's strategy for meeting established performance measures.*

**Evaluation of STIP for Target Achievement:**

The following will ensure that planned projects on the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2027-2030 STIP includes \$536 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives. A complete listing of the HSIP projects is included on Page 4.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process of selecting safety projects for inclusion in the STIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPOs in evaluating different factors to address the safety concern.

- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.<sup>1</sup>
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638 and Publication 638A. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

### **Franklin County TIP (PM 1)**

- *The amount of regional TIP funding that is used to support safety for the FFY 2027-2030 TIP is \$4,334,889 million.*
- *Franklin County will continue to work with PennDOT Central Office and Engineering District 8-0 and review progress towards achieving the established Statewide Performance Measure Targets on an ongoing basis to ensure continuing, comprehensive, and coordinated approaches towards meeting the Performance Measure Targets.*
- *On November 20, 2025, FCMPO adopted the Safety Performance Targets set forth by PennDOT. FCMPO plans on engaging in an ongoing safety planning effort in collaboration with PennDOT Central Office and Engineering District 8-0. These ongoing safety planning efforts will enable FCMPO to evaluate the results of its efforts and identify any additional actions necessary to achieve the long-term goal of eliminating crashes.*
- *FCMPO will follow PennDOT Engineering District 8-0 guidance and network screening on the process for selecting Highway Safety Improvement (HSIP) candidates and applications for the selection on the TIP. During the TIP updates and adoption, programming of candidate locations for HSIP funding will be at the discretion of FCMPO.*

<sup>1</sup> For more information on SPFs: [https://www.pa.gov/content/dam/copapwp-pagov/en/penndot/documents/travelinpa/safety/documents/pa-hsm-tools\\_and\\_data/d---pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf](https://www.pa.gov/content/dam/copapwp-pagov/en/penndot/documents/travelinpa/safety/documents/pa-hsm-tools_and_data/d---pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf)

## Pavement/Bridge Performance Measures (PM2)

<b>Background</b>			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program ( <a href="#">82 FR 5886</a> ) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at <a href="#">23 CFR 490</a> . Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
<b>Data Source</b>			
Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).			
<b>2022-2025 Pavement Performance Measure Targets (Statewide)</b>			
<b>Measure</b>	<b>Baseline 2021</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
<b>Bridge Performance Measure Targets (Statewide)</b>			
<b>Measure</b>	<b>Baseline 2021</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%
<b>Methods for Developing Targets</b>			
Pennsylvania's pavement and bridge targets were established by PennDOT in February 2023. The targets were developed through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. <sup>2</sup> Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.			

<sup>2</sup> For more information on LLCC: <https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/asset-management/lowest-life-cycle-cost-infographic.pdf>

**The FCMPO FFY 2027 TIP has four (4) projects that are located on the National Highway System. These projects represent the ongoing I-81 Exit 12 Interchange project, as well as bridge and pavement improvements within the Franklin County region.**

MPMS #	Project	Location	Description
93055	I-81 New Interchange (Exit 12)	Guilford Township	This project consists of a new interchange (Exit 12) on I-81 at Guilford Springs Road overpass.
117142	Black Gap Road Bridge Replacement	Greene Township	This project consists of a bridge replacement for Black Gap Road (PA 997) over Mountain Run.
19304	West King Street Bridge Replacement	Shippensburg Borough and Southampton Township	This project consists of a bridge replacement for US 11 over Norfolk Southern Railroad.
117144	Lincoln Way Bridge Rehabilitation	Peters Township	This project invests in the rehabilitation of the bridge for Lincoln Way (US 30) over the West Branch of Conococheague Creek.

### **Progress Towards Target Achievement and Reporting:**

At the mid-performance period, PennDOT has met the 2023 pavement and bridge targets for all measures except the “% of NHS bridges by deck area in Good condition”. The timing of project completion has likely caused the target to not be met, as more recent data has shown values that meet the target. Assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026. The Baseline Performance Period report containing targets for the period from 2026-2029 will also be due for submission to FHWA by October 1, 2026. MPOs/RPOs will be responsible for adopting targets 180 days after the submission of the Baseline Performance Period report.

Improving Pennsylvania’s pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania’s transportation network at the State and Federal level. Improving the condition and performance of transportation assets is another goal area of the 2045 Statewide LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA’s TPM program and is a vital force behind infrastructure performance.

Within its asset management framework, it was necessary for PennDOT to transition away from a “worst-first” programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. “Worst-first” prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT’s revised strategy reflects its asset management motto and guiding principle: “The right treatment at the right time.” This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment.

PennDOT’s [TAMP](#) formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT’s Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair. PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition, and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices should be applied on all state and local networks.

### Franklin County (PM 2)

- *FCMPO staff continues to work closely with PennDOT Engineering District 8-0 to ensure consistency with Performance Measure 2 targets as established by PennDOT.*
- *FCMPO remains supportive of all PennDOT statewide targets and will continue to work closely with District 8-0 on an ongoing basis to ensure planning and project programming stay consistent with PennDOT best practices.*
- *FCMPO will continue to monitor annual reports provided by PennDOT.*

### Evaluation of STIP for Target Achievement:

The following has helped to ensure that planned projects in the STIP will help to maintain the desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2027 Twelve Year Program (TYP) and 2027-2030 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT, MPOs/RPOs, FHWA, and FTA jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.<sup>3</sup> The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The General and Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2027 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization

<sup>3</sup> The 2027 Financial Guidance can be found at: <https://www.talkpatransportation.com/how-it-works/tip>

and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.

- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

### **Franklin County (PM 2)**

- *Bridge and pavement conditions are integrated into the MPO process by utilizing data received from PennDOT Central Office and Engineering District 8-0. FCMPO takes this data and considers it throughout the TIP project selection process and during Long Range Transportation Plan preparation.*
- *Concerning current bridge system assets and their projected future conditions, local/non-NHS needs are considered through a Capital Improvement Program, which allows us to balance project proposals based on PennDOT data with local input, and consider such needs according to strict fiscal constraint.*
- *Research through existing PennDOT-provided data systems such as OneMap and RITIS, in combination with surveying local municipalities for input on bridges and roadways of regional concern helps to ascertain existing conditions within the confines of fiscal constraint, thereby allowing FCMPO to organize projects by a lowest life cycle cost approach.*
- *Reflection on the BAMS and PAMS system, in collusion with an ongoing local Capital Improvement Program help FCMPO to project future projects that will require focus.*
- *The total amount of bridge deck area for projects listed in the 2027-2030 TIP is 37,970 square feet.*
- *The total amount of improved pavement miles for projects listed in the 2027-2030 TIP is 2.35 miles.*
- *FCMPO anticipates that the projects selected for the TIP will work toward achieving performance measures as established by PennDOT and help maintain travel feasibility for commuters and freight throughout the region.*

## System Performance Measures (PM3)

<b>Background</b>			
The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (82 FR 5970)</i> became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at <a href="#">23 CFR 490 Subparts E, F, G &amp; H</a> . Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
<b>Data Source</b>			
The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and emissions measures.			
<b>Travel Time and Annual Peak Hour Excessive Delay (PHED) Targets</b>			
<b>Measure</b>	<b>Area</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
Interstate Reliability	<i>Statewide</i>	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	<i>Philadelphia</i>	15.2	15.1
	<i>Pittsburgh</i>	10.5	10.5
	<i>Reading</i>	6.5	6.5
	<i>Allentown</i>	8.4	8.4
	<i>Harrisburg</i>	9.1	9.1
	<i>York</i>	6.4	6.4
	<i>Lancaster</i>	3.7	3.7
<b>Non-SOV Travel Measure Targets</b>			
<b>Measure</b>	<b>Area</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	<i>Philadelphia</i>	30.0%	30.0%
	<i>Pittsburgh</i>	27.0%	27.0%
	<i>Reading</i>	20.2%	20.2%
	<i>Allentown</i>	18.6%	18.6%
	<i>Harrisburg</i>	20.2%	20.2%
	<i>York</i>	15.8%	15.8%
	<i>Lancaster</i>	21.9%	21.9%
<b>CMAQ Emission Targets</b>			
<b>Measure</b>	<b>Area</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
VOC Emissions (kg/day)	<i>Statewide</i>	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000
CO and PM10 Emissions (kg/day)		0.000	0.000

### Methods for Developing Targets

The System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process. The System Performance measure targets for the next performance period (2026-2030) will be established in 2026 with MPO/RPO coordination occurring by early 2027.

### Progress Towards Target Achievement and Reporting:

At the mid-performance period, PennDOT has met the 2023 reliability and freight measure targets. Several regions have not met their 2023 targets for the PHED and On-road emission measures related to the CMAQ program. An assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026.

PennDOT and the MPOs/RPOs work to ensure that the STIP, regional TIPs, and LRTP are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the MPOs/RPOs. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps MPOs/RPOs, in collaboration with each PennDOT District, to assess progress and pinpoint areas for capacity or traffic flow improvements to meet the established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP (where applicable) in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre- and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

*PennDOT LRTP Mobility Goal and Objectives*

<b>MOBILITY</b>	<p>Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.</p>	<ul style="list-style-type: none"> <li>• Continue to improve system efficiency and reliability.</li> <li>• Continue to improve public transportation awareness, access, and services throughout Pennsylvania.</li> <li>• Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.</li> <li>• Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.</li> <li>• Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.</li> <li>• Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)</li> </ul>
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**Franklin County TIP (PM 3)**

- *FCMPO will continue to work with PennDOT Central Office and Engineering District 8-0 in support of established statewide targets. In coordination with PennDOT, FCMPO will maintain a continuing, comprehensive, and coordinated approach towards meeting Performance Measure Targets.*
- *FCMPO regularly monitors performance trends giving credence to those that show the most impact to current and projected commuter mobility and integrating those concerns that meet financial constraint in our LRTP.*
- *FCMPO will continue to integrate federal and state guidance in the MPO planning process.*

The following projects will contribute to Franklin County meeting the PM 3 target:

MPMS #	Project	Location	Description
93055	I-81 New Interchange (Exit 12)	Guilford Township	This project consists of a new interchange (Exit 12) on I-81 at Guilford Springs Road overpass.
88666	STRP Rideshare Program	Regionwide	This project maintains Franklin County Cooperation with Susquehanna Regional Transportation Partnership for rideshare utilization.

**Evaluation of STIP for Target Achievement:**

The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize

infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2027-2030 STIP includes over \$483 million of funding dedicated to congestion relief projects.

- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity-increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$426 million is provided in the STIP for multimodal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- Currently, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until several years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

### **Franklin County TIP (PM 3)**

- *System performance measures are integrated into the FCMPO planning and project selection process, in coordination with PennDOT Central Office and Engineering District 8-0. This process ensures a continuous, comprehensive, and coordinated approach toward meeting PM 3 targets.*
- *FCMPO does not have CMAQ projects within the region.*
- *There is \$20 million of spike NHPP funding programmed into the 2027-2030 TIP for Franklin County for the I-81 New Interchange (Exit 12) project (MPMS# 93055).*
- *Although there are no new CRP projects that were proposed for the 2027-2030 TIP, potential projects are evaluated according to project type and potential for efficient emissions reduction, project scope and scalability, project readiness, and long-term viability.*

## Transit Asset Management Performance Measures

Background				
<p>In July 2016, FTA issued a final rule (<a href="#">TAM Rule</a>) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: <a href="#">Transit Asset Management   FTA (dot.gov)</a></p>				
Data Source				
<p>The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT’s website at <a href="#">PennDOT Group Plan</a>. The group plan is updated annually with new targets as well as the current performance of the group.</p>				
Transit Asset Management Targets (for all agencies in PennDOT Group Plan)				
Performance Measure	Asset Class	FY 2024-25 Target	Current Performance	FY 2025-26 Target
Rolling Stock (Revenue Vehicles)				
<p><b>Age</b> % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)</p>	AO-Automobile	21%	6%	<b>6%</b>
	BR-Over-the-road Bus	37%	48%	<b>48%</b>
	BU – Bus	28%	30%	<b>30%</b>
	CU-Cutaway	59%	59%	<b>59%</b>
	MV-Minivan	78%	68%	<b>68%</b>
	VN-Van	59%	54%	<b>54%</b>
	SV-Sports Utility Vehicle	71%	83%	<b>83%</b>
Equipment (Non-Revenue Vehicles)				
<p><b>Age</b> % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL</p>	Automobiles	46%	43%	<b>43%</b>
	Trucks / Rubber Tire Vehicles	17%	16%	<b>16%</b>
Facilities				
<p><b>Condition</b> % of facilities with a condition rating below 3.0 on the FTA TERM scale</p>	Administrative / Maintenance Facilities	3%	4%	<b>4%</b>
	Passenger / Parking Facilities	6%	6%	<b>6%</b>
Methods for Developing Targets				
<p>PennDOT annually updates performance targets based on two primary elements: the prior year’s performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.</p>				

### **Progress Towards Target Achievement and Reporting:**

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT Bureau of Public Transit (BPT), transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

### **Evaluation of STIP for Target Achievement:**

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status.
- Identify assets that are not in a state-of-good-repair, using the following priority process:
  - Vehicles that surpass age and mileage ESL

- Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard.
- Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity.
- Determine available funding based on federal and state funding sources.
- Develop projects within the CPT Planner based upon funds availability.
  - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects.
  - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding.
- Import CPT Planner into DotGrants for the execution of capital grants.

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process.

### **Franklin County TIP Transit Asset Management**

- *FCMPO ensures the integration of system performance measure considerations into its planning and selection processes, in coordination with PennDOT Central Office and Engineering District 8-0. This process ensures a continuous, comprehensive, and coordinated approach toward meeting PM 3 targets.*
- *Franklin County does not have a transit provider. The FCMPO coordinates with York/Adams County Transportation Authority for rabbittransit services provided throughout the county.*

## **Public Transit Safety Performance Measures**

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule ([49 CFR 673](#)) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of [FTA Section 5307](#) funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive only [Section 5311](#) (Formula Grants for Rural Areas) or [Section 5310](#) (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

As part of the plan development process, performance targets must be established for the following areas:

1. Fatalities,
2. Injuries,
3. Safety Events
4. System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to

share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

**Franklin County TIP Public Transit Safety**

- *FCMPO does not have public transit available*

# **Susquehanna Regional Transportation Authority**

## FINANCIAL CAPACITY ANALYSIS REPORT

### 2027-2030 TRANSPORTATION IMPROVEMENT PLAN

#### Background

The Federal Transit Administration (FTA) through Section 5307(c)(1)(A) of Title 49, Chapter 53 requires a grantee receiving FTA assistance under the Urban Formula Program to certify that it “has or will have the legal, financial and technical capacity to carry out the Program of Projects including safety and security aspects of the program submitted in the annual Transportation Improvement Plan (TIP). FTA Circular C 7008.1A dated January 30, 2002 provides the proper guidance for providing a Financial Capacity Analysis.

#### Requirement

FTA Circular C7008.1A identifies two aspects of financial capacity that must be addressed. The first is the general financial condition of the Susquehanna Regional Transportation Authority (SRTA,) the administrator of funds authorized to the Adams, Dauphin/Cumberland, Franklin, Hanover, and York UZAs for use by SRTA (rabbittransit) and the non-federal funding entities to include the State and local funding sources. The second aspect that must be addressed is the capability of SRTA and its funding sources to meet future financial commitments for operating and capital projects as outlined in the TIP. The level of detail required is proportionate to the size of the system and the projects included in the TIP. As SRTA’s program requirements are relatively modest an extensive analysis is not appropriate or necessary to verify SRTA’s capability to operate current levels of service and implement planned capital projects.

#### FY 2027-2030 Transit Transportation Improvement Program

The regional Metropolitan Planning Organizations (ACTPO, FMCPO, HATS and YAMPO) will be adopting the 2027-2030 TIP for transit related projects as shown in Table 1. This plan includes four (4) operating assistance projects for each of the four fiscal years from 2027 through 2030. The plan also includes the capital projects in each year of the TIP. These projects are consistent with SRTA’s past operations, as well as continued, expected future operations. The combined operating and capital projects will require a total funding of \$144,358,575. The total required funds will be broken down in the following amounts: Federal funds - \$87,516,827; Commonwealth of Pennsylvania funds - \$52,855,354; Local municipal funds - \$3,986,394 are expected to be provided by the local jurisdictions that support SRTA (Adams, Cumberland, Dauphin, Franklin, and York Counties plus Harrisburg City).

The Federal funds required to implement this TIP are available through SRTA’s formula apportionments that it receives annually. The non- federal share of funding will be provided through state transit dedicated Act 89 grants designated to SRTA, ACT 89 discretionary funds, and general revenues of the local jurisdictions.

Table 1. 2027-2030 Transportation Improvement Plan

Type of Funding	MPO/UZ A	Project Description	Federal	State	Local	Total
Capital Assistance Grant	FMCPPO	Microtransit Vehicles	400,000	96,775	3,225	500,000
Operating Assistance Grant	FMCPPO	Operating Assistance Franklin	600,000	145,163	4,838	750,000
Operating Assistance Grant	HATS	Operating Assistance Dauphin, Cumberland, Harrisburg	5,577,247	0	0	5,577,247
Capital Assistance Grant	HATS	Fixed Route Buses & Equipment	7,829,177	1,875,542	62,502	9,767,221
Capital Assistance Grant	HATS	Shelter Improvements & Expansion	1,200,000	145,162	4,838	1,350,000
Capital Assistance Grant	HATS	Lemoyne Transit Center	742,680	1,050,270	35,000	1,827,950
Capital Assistance Grant	HATS	Maintenance Equipment & Facility Improvements	200,000	48,388	1,612	250,000
Capital Assistance Grant	HATS	Operations/Maintenance Facility	8,000,000	967,750	32,250	9,000,000
Operating Assistance Grant	YAMPO	Operating Assistance York	3,572,771	9,910,000	870,160	14,352,931
Operating Assistance Grant	YAMPO	Operating Assistance Hanover	520,000	0	0	520,000
Capital Assistance Grant	YAMPO	Fixed Route Buses & Equipment	5,738,268	1,388,301	23,095	7,149,664
Capital Assistance Grant	YAMPO	Bus Shelters & Stops	1,200,000	145,162	4,838	1,350,000
Capital Assistance Grant	YAMPO	Maintenance Equipment	60,000	14,516	484	75,000
<b>FFY 2027 Totals</b>			35,640,143	15,787,029	1,042,842	52,470,014

<b>Type of Funding</b>	<b>MPO/UZ A</b>	<b>Project Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
Capital Assistance Grant	FMCPPO	Microtransit Vehicles	630,000	152,421	5,079	787,500
Operating Assistance Grant	FMCPPO	Operating Assistance Franklin	400,000	96,775	3,225	500,000
Operating Assistance Grant	HATS	Operating Assistance Dauphin, Cumberland, Harrisburg	5,744,564	0	0	5,744,564
Capital Assistance Grant	HATS	Fixed Route Buses & Equipment	3,550,500	997,629	33,246	4,581,375
Capital Assistance Grant	HATS	Maintenance Equipment & Facility Improvements	200,000	48,388	1,612	250,000
Operating Assistance Grant	YAMPO	Operating Assistance York	3,679,954	10,207,300	896,265	14,783,519
Operating Assistance Grant	YAMPO	Operating Assistance Hanover	535,600	0	0	535,600
Capital Assistance Grant	YAMPO	Fixed Route Buses & Equipment	4,560,600	1,103,379	26,150	5,690,129
Capital Assistance Grant	YAMPO	Maintenance Equipment	60,000	14,516	484	75,000
<b>FFY 2028 Totals</b>			<b>19,361,218</b>	<b>12,620,408</b>	<b>966,061</b>	<b>32,947,687</b>

<b>Type of Funding</b>	<b>MPO/UZA</b>	<b>Project Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
Operating Assistance Grant	FMCPPO	Operating Assistance Franklin	661,500	160,042	5,333	826,875
Operating Assistance Grant	HATS	Operating Assistance Dauphin, Cumberland, Harrisburg	5,916,901	0	0	5,916,901
Capital Assistance Grant	HATS	Fixed Route Buses & Equipment	3,550,500	997,629	33,246	4,581,375
Capital Assistance Grant	HATS	Maintenance Equipment & Facility Improvements	200,000	48,388	1,612	250,000
Operating Assistance Grant	YAMPO	Operating Assistance York	3,790,353	10,513,519	923,153	15,227,025
Operating Assistance Grant	YAMPO	Operating Assistance Hanover	551,668	0	0	551,668
Capital Assistance Grant	YAMPO	Fixed Route Buses & Equipment	1,399,800	338,663	11,287	1,749,750
Capital Assistance Grant	YAMPO	Maintenance Equipment	60,000	14,516	484	75,000
<b>FFY 2029 Totals</b>			16,130,722	12,072,757	975,115	29,178,594

<b>Type of Funding</b>	<b>MPO/UZA</b>	<b>Project Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
Capital Assistance Grant	FMCPPO	Microtransit Vehicles	480,000	116,130	3,870	600,000
Operating Assistance Grant	FMCPPO	Operating Assistance Franklin	694,675	168,044	5,600	868,219
Operating Assistance Grant	HATS	Operating Assistance Dauphin, Cumberland, Harrisburg	6,094,408	0	0	6,094,408
Capital Assistance Grant	HATS	Fixed Route Buses & Equipment	2,977,500	858,999	28,626	3,865,125
Capital Assistance Grant	HATS	Maintenance Equipment & Facility Improvements	200,000	48,388	1,612	250,000
Operating Assistance Grant	YAMPO	Operating Assistance York	3,904,063	10,828,925	950,847	15,683,835
Operating Assistance Grant	YAMPO	Operating Assistance Hanover	568,218	0	0	568,218
Capital Assistance Grant	YAMPO	Fixed Route Buses & Equipment	1,405,980	340,158	11,337	1,757,475
Capital Assistance Grant	YAMPO	Maintenance Equipment	60,000	14,516	484	75,000
<b>FFY 2030 Totals</b>			<b>16,384,744</b>	<b>12,375,160</b>	<b>1,002,376</b>	<b>29,762,280</b>

## Financial Condition of Susquehanna Regional Transportation Authority

SRTA is a Municipal based in the City of Harrisburg, with a services area that includes the counties of Adams, Columbia, Cumberland, Dauphin, Franklin, Montour, Northumberland, Perry, Snyder, Union, York and Harrisburg City.

Fixed route transit service is mainly in the counties of Cumberland, Dauphin and York. SRTA additionally has shared ride services, county-wide in all the listed counties and has a microtransit service providing transportation in Chambersburg, Fayetteville, York, Columbia, Montour, Northumberland, Snyder and Union counties in areas where traditional fixed route services are not cost effective.

Table 2 summarizes key financial data for SRTA for fiscal years FY 2024-FY 2026.

Specifically for FY 2026 projected: The Authority is anticipating recovering approximately 37.9% of its operating expenses with operating revenue for the year ended June 30, 2026. The remaining operating expense balance has been funded with federal, state, and local grants. A substantial portion of the Authority's support is received from these grants. Therefore, a significant reduction in the level of this support would have a major effect on the Authority's operations. However, based on historical trends and expected future grant amounts, the Authority is confident that when combined with the changes being made internally through the creation of SRTA, the funding received will allow SRTA to sustain its operations comfortably in the short and long-term.

The creation of SRTA, a merger with CAT and CPTA in FY2023, has had positive financial effects. Operations are continuously being examined and improved with efficiencies in the organization that have resulted from the merger and shared functions. SRTA continues to streamline operations and identify additional cost-savings as the organization grows.

In addition, SRTA was able to utilize Federal CARES and ARP funds through FY 2023, which has allowed the organization to improve its current financial position. SRTA has been able to operate since the beginning of the pandemic with no service interruptions because of the increased Federal funds. This influx of funding has also allowed CPTA to be more efficient in the use of its State Act 89 operating funds, which will now be available for future use. SRTA expects to see continued improvement (in financial stability, service, and technology) over the next several years and will be able to maximize its funding and revenue, while keeping expenses at reasonable levels, despite inflation effects. SRTA will remain fully funded in the foreseeable future. SRTA's annual budget will be balanced with Federal, State, and Local receipts.

Our local match partners are supportive and current on payments with commitments to meet their obligations through 2026. SRTA expects these commitments and relationships to continue with no interruptions into the future.

SRTA has no long-term liabilities nor outstanding debt and has the financial capacity to undertake the programs identified in the TIP.

Table 2. Trends in operations and expenses and sources of funds for SRTA

	FY 23-24	FY 24-25	FY 25-26**
Operating Expense	\$64,820,705	\$71,293,327	\$79,157,054
Operating revenue	\$24,888,453	\$26,858,075	\$29,969,456
Federal Operating Assistance	\$13,484,209	\$10,612,637	\$25,264,197
State Operating Assistance	\$21,262,405	\$32,948,781	\$22,423,302
Local Operating Assistance	\$2,026,805	\$2,195,815	\$2,602,325

\*\*FY2026 is projected financial information for SRTA.

### Financial Capacity of Non-federal Funding Partners

The Commonwealth of Pennsylvania is the major non-federal funding source for SRTA. Through regular appropriations from the General Assembly all public transit providers identified in Act 89 of 2013 (which includes SRTA) receive annual operating grants. Act 89 also provides dedicated funding for SRTA with annual increases. Act 89 funds may be used for operating costs. Capital funds are competitive with other transit systems in the state; however, projects that are already funded with federal dollars hold a priority. SRTA is the designated recipient for funds that are provided to the Cumberland, Dauphin, Franklin, Hanover, and York UZAs, which are to be used for transportation in the region. The funds that are received by SRTA are, and will continue to be, used on behalf of each designated UZA for transportation purposes in SRTA’s operating region. The full faith and goodwill of the Commonwealth of Pennsylvania is behind the receipt and distribution of these funds and SRTA has every confidence that this funding source will be available during the project period outlined in the TIP.

The local jurisdictions of Cumberland, Dauphin, Franklin, York, Adams Counties and Harrisburg City that provide a portion of the non- federal share of these projects are expected to remain fiscally viable as evidenced in the continued increases shown in Table 3. Table 3 below shows several factors that indicate continued growth for York and Adams Counties and show that they can reasonably be expected to continue providing the same level of support that they have been providing. Taken as a whole, the population and housing and income growth for the local municipalities is sufficient to justify and continue the transportation projects on the TIP.

Table 3 Local Funding Partner Statistics

Municipality	Housing units		Median Income		Population		
	2023	2025	2023	2025	2023	2025	%+/-
York County	180,000	181,000	80,000	83,000	458,000	462,000	0.8%
Adams County	44,100	44,337	80,500	84,092	106,800	107,594	0.7%
Cumberland County	111,500	112,500	85,000	86,500	268,300	272,000	1.4%
Dauphin County	124,000	126,000	72,500	75,000	286,500	289,000	0.9%
Franklin County	70,000	72,000	74,000	75,500	156,000	158,000	1.0%

Conclusion

Based on the analysis presented in this report, SRTA has the financial capacity to undertake the projects listed in the 2027-2030 TIP. SRTA is confident that its non-federal funding sources are stable and will continue to provide funding in the same or increased amounts that they have been providing. SRTA’s service levels will remain consistent and justify the reasonable level of public transportation provided in its service area, and the creation of SRTA through the merger with CAT and CPTA has improved financial stability and efficiency in its operations. SRTA has no long-term liabilities and holds a capital reserve account to assist with the non-federal share of the projects listed on the TIP, if required, for SRTA to continue services.

Prepared April 8, 2026

## **FY 2027-2030 TIP Development Schedule**

March 2025 – Call was held with Planning Partners to discuss 2027 draft TIP development schedule with PennDOT District 8-0 representatives.

March-April 2025 – STC Public Comment Period.

April-May 2025 – PennDOT District 8-0 prepared pavement, bridge, and safety candidates. District goal was to have candidates to Planning Partners by May 29, 2025.

06/04/2025 – Received Financial Guidance, as well as General and Procedural Guidance, from PennDOT.

06/25/2025 – Outreach email was sent to municipalities to gauge interest in discussing transportation and safety improvement needs and priorities.

July-August 2025 – Met with interested municipalities to discuss pavement, bridge and safety carryovers and to discuss local candidate projects (roadway, bridge, safety, etc.):

08/21/2025 – Met with PennDOT to discuss bridge & pavement candidates and local priorities.

10/30/2025 – Received draft NHPP Spike recommendations from Central Office.

12/31/2025 – Submitted finalized draft TIP project list.

March/April 2026 – Submitted TIP draft to CO for review.

April/May 2026 – 30-day public commentary period, air quality analysis, and public meetings.

April 30, 2026, 1:30pm – Public Meeting on draft TIP, AQCA Report, and related issues.

5/21/2026 – TIP adoption at FCMPO Policy Board Meeting (Anticipated).

June 2026 – Submitted finalized TIP packet to PennDOT.

## **Project Selection Process:**

Projects can get on the TIP several different ways. However, the standard method is done by PennDOT and regional municipalities submitting projects to the FCMPO. The MPO Policy Board reviews the draft listing to approve, deny, or recommend other funding resources and then makes a motion to approve or deny the document. Municipalities were contacted on 7/28/2025 by MPO staff to solicit their traffic safety and improvement concerns. Staff met with Chambersburg Borough and sent a list of municipal concerns to PennDOT District 8-0 for consideration into the FY 2027-2030 TIP. The Policy Board was provided a copy of the Draft FY 2027-2030 in the August Policy Board meeting. The meeting had a presentation and time allotted for questions. Policy Board voting members had no objections against the proposed project listing.

## **TIP PROJECT PRIORITIZATION PROCESS**

The following criteria for the prioritization of transportation projects were developed during the development of the Long-Range Transportation Plan. These criteria are published as part of the Action Plan in the final version of the Long-Range Transportation Plan which can be found at [www.franklincountylrtp.com](http://www.franklincountylrtp.com).

Criteria for the Prioritization of Transportation Projects:

- Consistency with County Goals and Objectives (project aligns with county goals/policies)
- Consistency with Local Goals and Objectives (project aligns with local goals/policies)
- Local Commitment (project is supported through local resources)
- System Preservation (project helps meet optimal replacement cycle for asset maintenance)
- Environment (the potential impact of project on natural and manmade environments)
- Social Impact
- Air Quality
- Natural Resources
- Accessibility and Mobility (project facilitates improved movement of people and freight)
- System Management and Operation
- Integration and Connectivity  
Providing New Capacity
- Safety and Security (project improves safety and/or security)
- Economic Vitality (the impact a project has on the ability to provide jobs or economic benefit)

The role of the MPO is to continually monitor the funding available through the TIP and the evaluation criteria adopted during the development of the LRTP to match project proposals to address transportation system needs within the available funding. The use of these criteria as improvement proposals to compete for available funding helps ensure that the Franklin County TIP will continue to meet the goals and objectives of the LRTP, address the federally mandated planning factors, and address the asset management approach to programming as set by PennDOT. The LRTP update was adopted in April 2023.

## **PennDOT District 8-0 Bridge and Roadway Project Prioritization Process for 2027-2030 TIP**

### **Bridge**

State and Federal policy has shifted in recent years from an emphasis on "reducing the number of structurally deficient bridges" (i.e. worst-first replacements) to an emphasis on obtaining "Lowest Lifecycle Cost" (LLC). In response to this policy shift, District 8-0 direction for the 2025 TIP update and beyond will also be switching from programming bridge candidates in a "worst-first" ranking over to a Lowest Lifecycle Cost (LLC) ranking. Through a comprehensive exercise the District 8-0 Bridge Unit analyzed the entire state-owned bridge network in District 8-0. During the review of state-owned bridges, the Bridge Unit determined that a number of current bridge projects on the Twelve-Year Program (TYP) could be re-scoped as preservations to follow the LLC approach and provide additional capacity for future funding.

PennDOT's Bridge Asset Management (BAMS) Tool is named Bridge Care and seeks to develop a LLC program weight according to Bridge Risk Score. The Bridge Risk Score Calculation is shown below and can best be thought of as a bridge "importance score" primarily based on the size of the bridge and the amount of traffic using it. This software, along with extensive manual review of potential candidates, was used to determine the bridge candidates to submit to the MPO's for consideration in the 2027 Transportation Improvement Program (TIP) update. After the MPO's received the candidates from District 8-0, they compared them to their scoring process to see how they ranked against their bridge priorities for programming.

### **Pavement**

District 8-0 utilized data from the Roadway Management System (RMS) along with input from our County Maintenance Managers to identify our TIP and A-409 pavement candidates for the 2027 TIP update. Both our District Maintenance Services Manager and District Maintenance Program Manager analyzed segments of roadway on our four business plan networks based on International Roughness Index (IRI), Overall Pavement Index (OPI), Average Daily Traffic (ADT), Average Daily Truck Traffic (ADTT) and last year of resurfacing. The County Maintenance Manager identified pavement priorities for their county and shared the list with our District Maintenance Services Manager and District Maintenance Program Manager, which were compared with the RMS data to identify the candidates for the A- team rides.

County A-Team rides were conducted including the following staff: District Executive, Assistant District Executive-Design and Maintenance, District Maintenance Services Manager, District Maintenance Program Manager District Highway Design Engineer, District Traffic Engineer, and County Maintenance Manager. The A- Team ride provides the District staff within person knowledge of the priorities to help determine the needs.

Maintenance Staff then conducted a meeting to discuss the priorities and funding availability from both maintenance and Transportation Improvement Programs (TIP) with the Planning and Programming Manager. Projects deemed to be more appropriate for TIP Funding were shared with the MPO for funding consideration. A-409 considered projects were also shared with the MPO for any specific feedback.

Appendix A:  
Air Quality Conformity  
Analysis

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**Transportation Conformity Determination Report**  
**1997 Ozone NAAQS**

*Transportation Conformity Determination*  
*Franklin County*

2027-2030 Transportation  
Improvement Program (TIP)  
and 2045 Long Range  
Transportation Plan (LRTP)

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March 2026

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**APPENDIX A: Regionally Significant Project List (Franklin County)**

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## Executive Summary

As part of its transportation planning process, the Franklin County Metropolitan Planning Organization (FCMPO) completed the transportation conformity process for the 2027-2030 Transportation Improvement Program (TIP) and the 2045 Long Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meets the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the LRTP is being reaffirmed, and there are no changes to the LRTP.

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, 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. Franklin 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.

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## 1.0 Background

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### 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.

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### 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.

Franklin County is currently designated as a 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<sub>2.5</sub> and 2012 annual PM<sub>2.5</sub> 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, Franklin County was designated as an “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. Franklin 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. Franklin County is in attainment of the 2015 8-hour ozone NAAQS.

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## **2.0 FCMPO TIP and LRTP**

MPOs and Rural Planning Organizations (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.

The LRTP serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The LRTP was adopted by the [FCMPO](#) on April 6, 2023 and guides decision-making about transportation improvements in the county. The planning factors specified in federal regulations provide the framework for developing the LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and local policies and plans play a role in LRTP development to ensure transportation investments address current and future needs. The Franklin County LRTP includes projects from the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP).

The February 16, 2018, *South Coast vs. EPA* Court decision did not vacate EPA’s revocation of the 1997 ozone standard and the decision does not change the area’s attainment status. Therefore, while such areas might be required to meet conformity requirements as part of anti-backsliding controls, such areas are not considered nonattainment or maintenance areas under the Transportation Planning Rule (23 CFR 450.104). Such areas continue to complete 5-year plan update cycles as described in 23 CFR 450.324(c). The 5-year metropolitan transportation plan update cycle continues to apply from the date of the most recent MPO metropolitan transportation plan adoption (not the most recent FHWA/FTA conformity determination). While these areas have a 5-year plan cycle for transportation planning purposes, as a result of the court decision they must still meet the 4-year frequency requirements for conformity determinations on TIPs and LRTPs as required by 40 CFR 93.104.

**Appendix A** provides a listing of the regional significant projects that are funded in the TIP and LRTP within Franklin County. 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.

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### 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 EPA<sup>1</sup> 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 addresses transportation conformity for the FCMPO 2027-2030 TIP and 2045 LRTP.

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<sup>1</sup> 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](http://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation) .

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## 4.0 Transportation Conformity Requirements

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### 4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**<sup>2</sup> (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), 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)

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### 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 Franklin County SIP maintenance plan does not include any TCMs.

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<sup>2</sup> Available from [Policy and Technical Guidance for State and Local Transportation | US EPA](#)

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### **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 the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

A meeting was conducted on January 29, 2026 to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The TIP, LRTP 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, FCMPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft conformity document was made available for a 30-day public review and comment period starting April 15<sup>th</sup>, which included a public meeting.

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### **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 FCMPO, 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 FCMPO TIP and LRTP has been determined to be financially constrained.

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## **5.0 Conclusion**

The conformity determination process completed for the FCMPO TIP and LRTP 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*

### *Franklin County*

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Project Name	Description
<b>FY 2027-2030 Highway-Bridge-Transit TIP</b>	
I-81 New Exit 12 Interchange (MPMS 93055)	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..
PA997 & SR2015 Intersection (MPMS 106709)	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.
Lincoln Way Intersection Safety Improvements (MPMS 114555)	This project consists 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.
<b>2045 Long Range Transportation Plan (Integrates PennDOT's 12-Year Program) (same as previous conformity determination)</b>	
I-81 / Buchanan Trail Improvements (MPMS #95662)	This project includes installation of a new signal at the northbound ramps of I-81, including detectors on the rams to prevent backups on the mainline of I-81 and signal timing coordination with two other signals.

**FRANKLIN COUNTY METROPOLITAN PLANNING ORGANIZATION  
2026 Air Quality Conformity Resolution**

Conformity of the 2027-2030 Franklin County Metropolitan Planning Organization (FCMPO) Transportation Improvement Program (TIP) and the 2045 Long Range Transportation Plan (LRTP) 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, Franklin County was designated by EPA as a nonattainment area under the 1997 8-hour ozone NAAQS; and,

**WHEREAS**, on July 25, 2007, Franklin County was re-designated under the 1997 8-hour ozone NAAQS 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; and,

**WHEREAS**, the U.S. Court of Appeals for the D.C. Eighth 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 Franklin County satisfies the criteria; and,

**WHEREAS**, the EPA issued the Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018 to address how transportation conformity determinations can be made for the 1997 ozone NAAQS; 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 FCMPO, the Metropolitan Planning Organization for Franklin 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 the FCMPO to determine that its transportation plans and programs conform with the CAAA requirements by meeting the Final Rule on Transportation Conformity; and

**WHEREAS**, an air quality analysis and conformity determination has been prepared for the Franklin County 2027-2030 TIP and 2045 LRTP for the 1997 ozone standard;

**NOW, THEREFORE BE IT RESOLVED**, that FCMPO has found the 2027-2030 TIP and 2045 LRTP contribute to the achievement and maintenance of the 1997 8-hour ozone NAAQS and is consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments; and that this conformity determination demonstrates that the requirements of 40 CFR Part 93 regarding conformity to the State Implementation Plan are met.

I hereby certify that this Resolution was adopted by the Policy Board on **May XX, 2026**.

ATTEST:

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MPO Director  
Quentin Clapper

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MPO Chairperson  
Sam Cressler

Appendix B:  
FY 2027-2030 TIP  
Implemented Projects



Appendix C:  
Community Demographic  
Analysis

# 2027-2030 Franklin County MPO TIP Community Demographic Analysis

## Introduction

The public involvement efforts for the Department of Transportation are guided by several federal mandates to ensure nondiscrimination in federally funded activities. These mandates are designed so that planning and public involvement activities are conducted equitably and in consideration of all citizens, regardless of race, nationality, sex, age, ability, language spoken, or economic status. These mandates include:

- **Title VI of the Civil Rights Act of 1964** - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." PennDOT and its partners are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color or national origin.
- **Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994)** - Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. PennDOT and its partners are committed to providing opportunities for full and fair participation by minority and low- income communities in the transportation decision-making process.
- **Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. PennDOT and its partners are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually-impaired participants.
- **Executive Order on Limited English Proficiency** - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable steps to ensure meaningful access to programs and activities by LEP person." PennDOT and its partners will make special arrangements for the provision of interpretative services upon request.

## Franklin County MPO 2027-2030 TIP Community Demographic Assessment

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FHWA recently introduced the Community Demographic Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the potential impacts of transportation plans and programs on the community. PennDOT and the Franklin County MPO are committed to following the Core Elements approach, which includes:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on all demographic and income level populations.
- Ensure full and fair participation by all involved community members in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by all demographic and income level populations.

By integrating the Core Elements into the planning process, state and local agencies are better equipped to carry out investment strategies and project selection. The CDA process should be comprehensive and continuous with each task informing and cycling back to influence the next step.

### Identifying All Demographic and Income Populations

In development of the 2027-2030 Transportation Improvement Program (TIP), the Franklin County MPO conducted a Community Demographic Assessment of potential impacts of transportation projects on the community. A distributive geographic analysis was conducted to identify the locations and concentrations of all varying population and income disparities.

The identification of this population disparity is essential to establishing effective strategies for engaging the public as a whole in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of the local community at large to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of the population disparity not only provides a baseline for assessing impacts of the transportation investment program but also aids in the development of an effective public involvement program.

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Native who live in geographic proximity, while White (Non-Hispanic or Latino) population is defined as any readily identifiable group of Caucasian who live in geographic proximity, all of whom would be similarly affected by a proposed FHWA program, policy, or activity. Below Poverty Level population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines, while Above Poverty Level population is defined as any readily identifiable group of persons above that same metric, who all live in a geographic proximity that would be similarly affected by a proposed FHWA program, policy, or activity.

As shown in **Table 1**, based on the 2019-2023 American Community Survey (ACS) data, minority persons in Franklin County are 15 percent of the total population compared to White Non-Hispanic percentage of 85. The number of persons in poverty is just under 8 percent of

Franklin County MPO 2027-2030 TIP Community Demographic Assessment

the total county population, with over 92 percent of the population positioned above poverty level.

Table 1: Profile of Population Demographic Indications, 2023

Demographic Indicator	Franklin County	
	Regional Population	Regional Percentage
Total	156,626	
White, Non-Hispanic	133,129	85%
Minority	23,497	15%
Black or African American, Non-Hispanic	4,875	3.1%
American Indian and Alaska Native, Non-Hispanic	46	0.0%
Asian alone, Non-Hispanic	1,471	0.9%
Native Hawaiian and Oter Pacific Islander, Non-Hispanic	0	0.0%
Some other race. Non-Hispanic	482	0.3%
Two or more races, Non-Hispanic	5,405	3.5%
Hispanic	11,218	7.2%
Below Poverty Level Households	4,938	7.8%
<b>Below Poverty Level Population</b>	<b>11,995</b>	<b>7.8%</b>
Above Poverty Level Households	58,090	92.2%
<b>Above Poverty Level Population</b>	<b>142,584</b>	<b>92.2%</b>
<b>Other Potentially Disadvantaged Populations</b>		
Limited English Proficiency (LEP)	4,155	2.8%
Persons with a Disability	24,740	16%
Housing Units with No Vehicle	2,869	4.6%

Source: US Census Bureau, 2019-2023 ACS 5-Year Estimates

**Table 2** identifies the total population by race and income category. Based on those numbers, **Figure 1** highlights the poverty rate for each racial/ethnic group. The White Non-Hispanic category has the highest population and most individuals that are low-income, however, the overall poverty percentage of this group is only about 7.2% percent, which is just below the county average of 7.8 percent. In contrast, roughly 14.8 percent of the Asian population and nearly 22 percent of ‘some other race alone’ are estimated to be impoverished.

**Figure 2A and 2B** show the concentrations of Minority and White populations by Census “block groups” based on 2019-2023 ACS data. **Figures 3A and 3B** shows the concentrations of households below the poverty county average by Census block groups, also based on 2019-2023 ACS data.

Franklin County MPO 2027-2030 TIP Community Demographic Assessment

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Table 2: Population Tabulations by Racial/Ethnic Groups and Poverty Categories

<b>White</b>	Total:	136,020
	Low-Income	9,797
	% Low-income	7.20%
<b>Black</b>	Total:	4,899
	Low-Income	205
	% Low-income	4.2%
<b>American Indian</b>	Total:	561
	Low-Income	0
	% Low-income	0.0%
<b>Asian</b>	Total:	1,429
	Low-Income	212
	% Low-income	14.80%
<b>Native Hawaiian</b>	Total:	25
	Low-Income	0
	% Low-income	0.00%
<b>Some Other Race</b>	Total:	4,124
	Low-Income	906
	% Low-income	22%
<b>Two or More</b>	Total:	7,521
	Low-Income	875
	% Low-income	11.60%
<b>Hispanic</b>	Total:	11,069
	Low-Income	1,546
	% Low-income	14.00%
<b>Total Population</b>		165,648
<b>Total Poverty</b>		13,541

Source: S1701 2019-2023 ACS 5-Year Estimates

Figure 1: Cross Tabulation of Poverty Rate

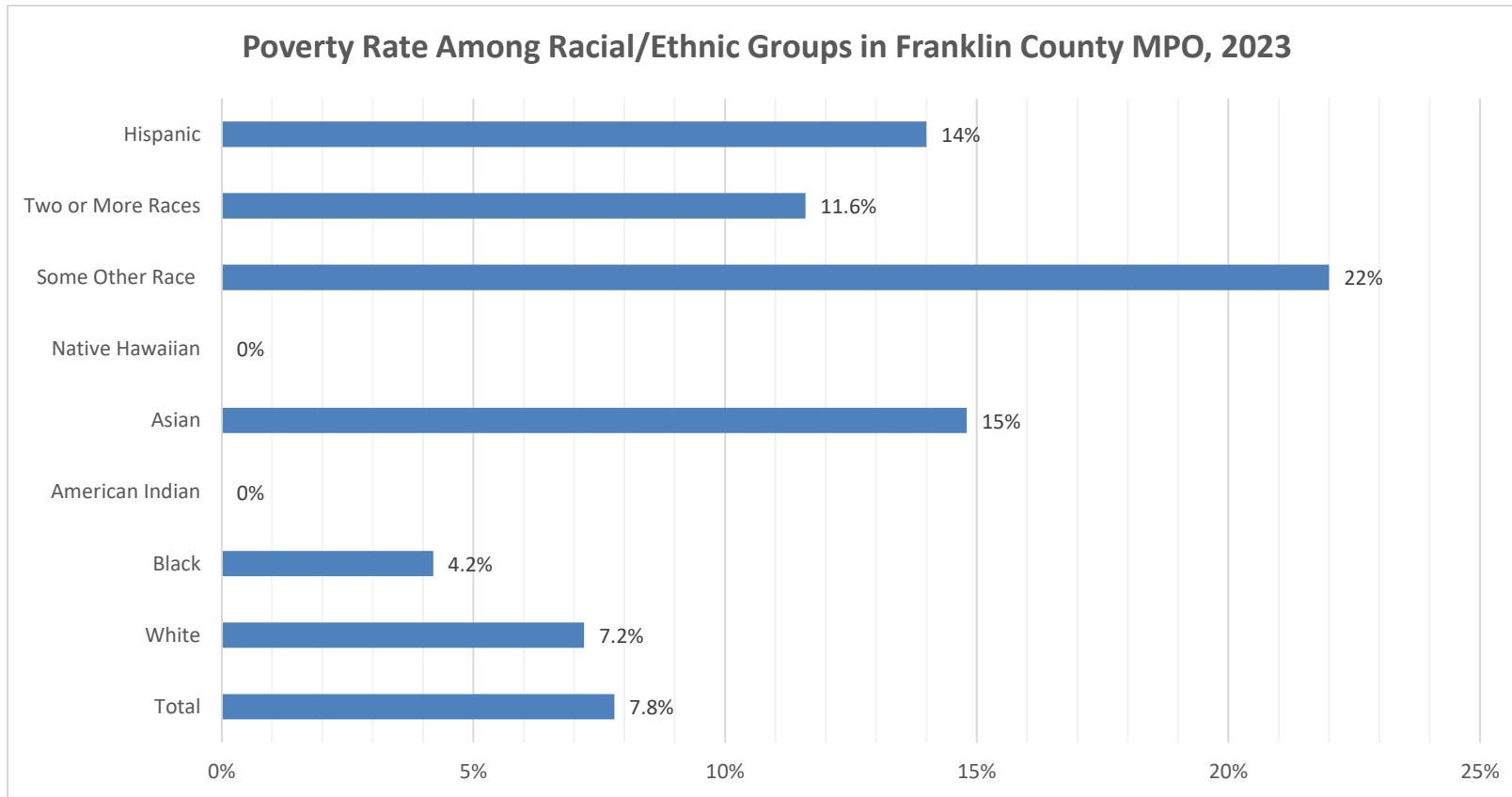


Figure 2A: Concentrations of Minority Populations by Census Block Groups

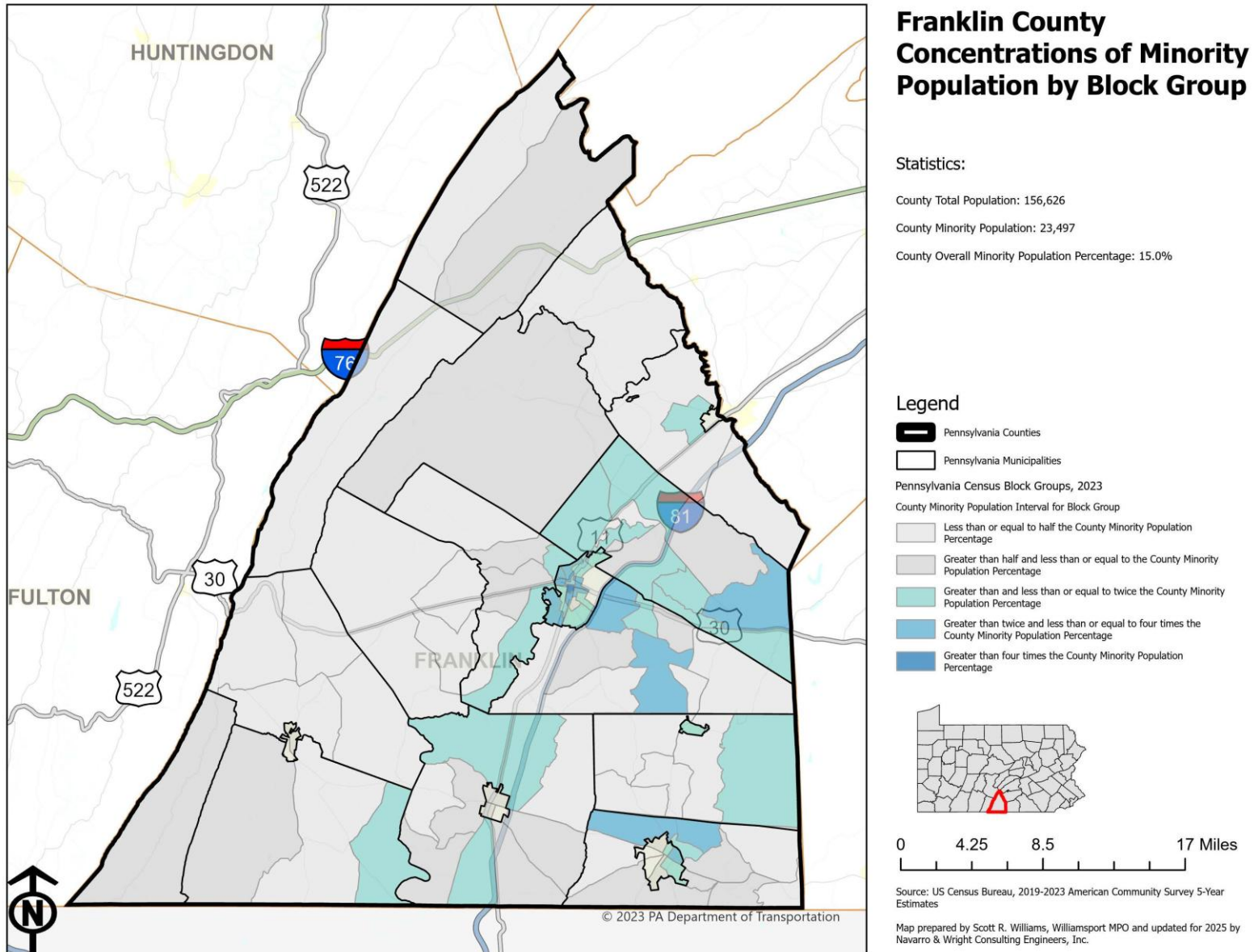


Figure 2B: Concentrations of White Populations by Census Block Groups

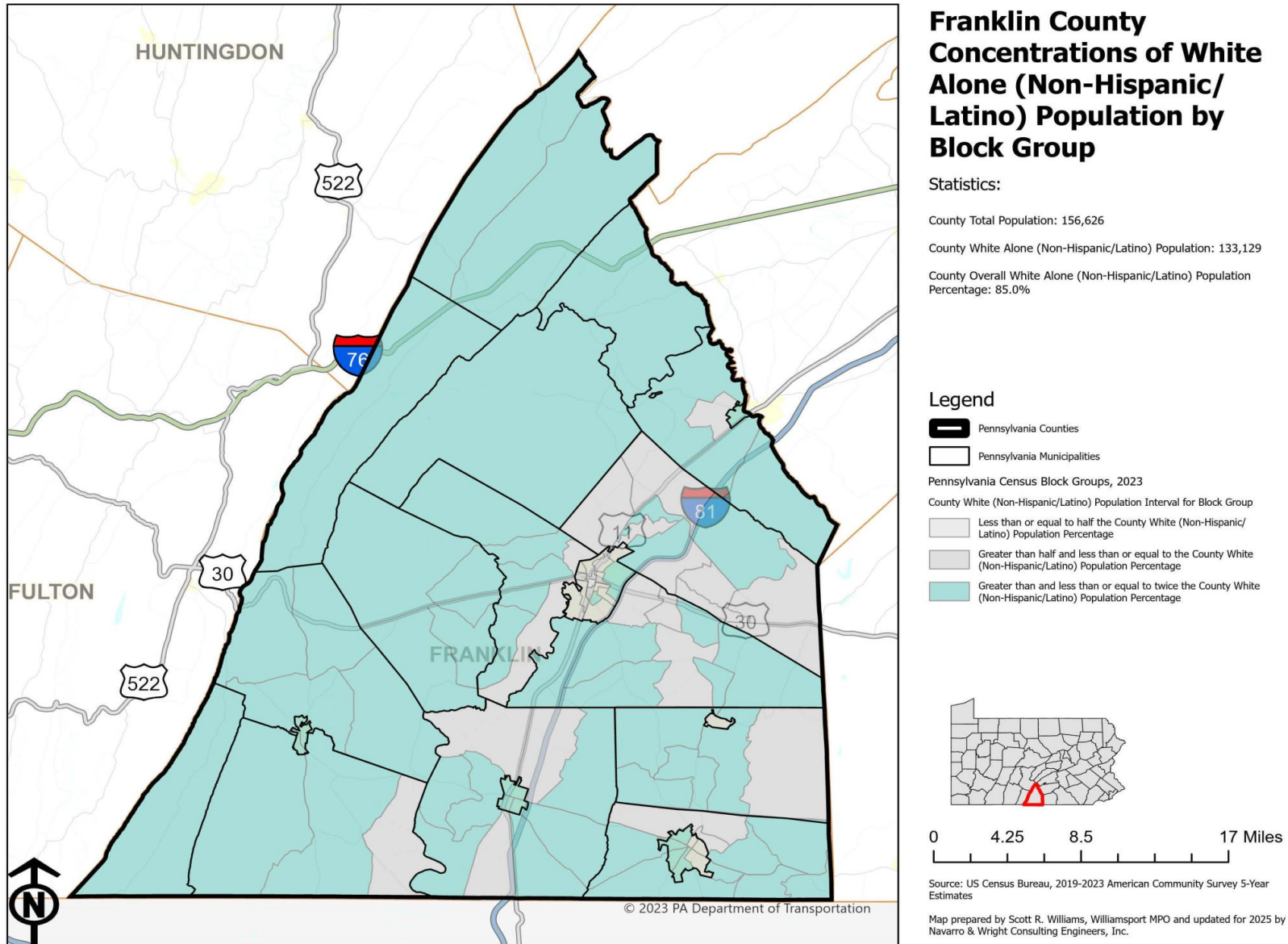


Figure 3A: Concentrations of Below Poverty Level by Census Block Group

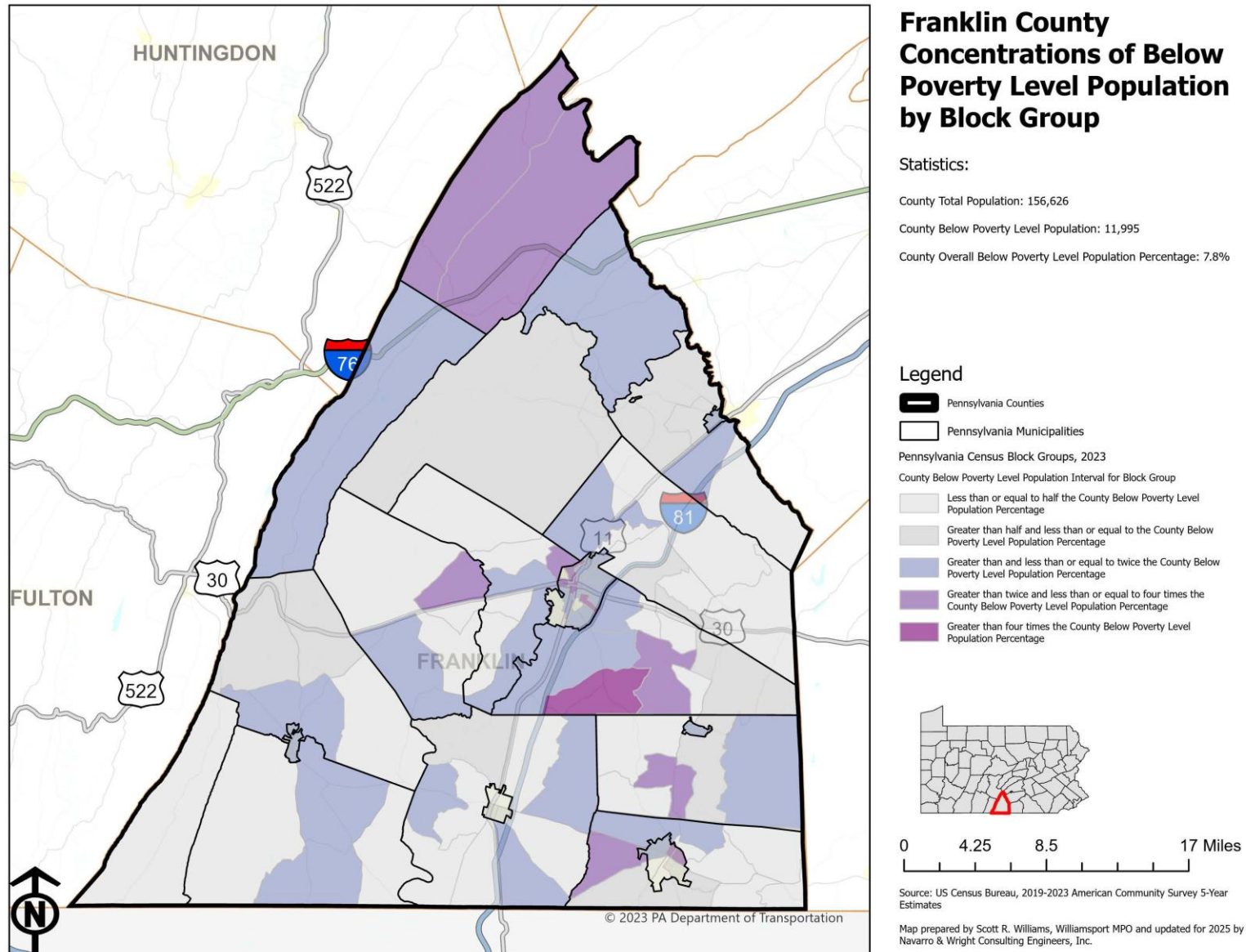
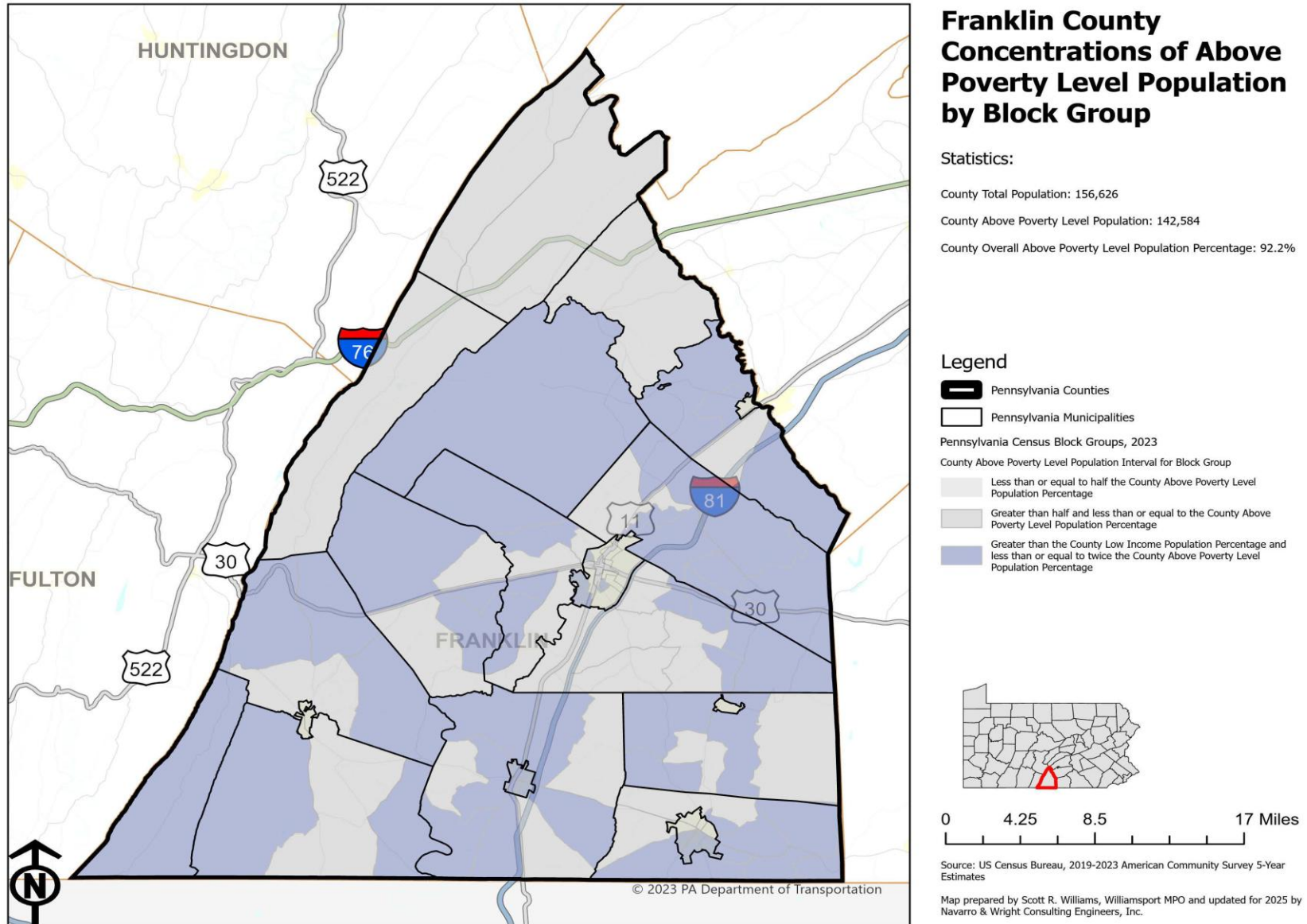


Figure 3B: Concentrations of Above Poverty Level by Census Block Group



## CONDITION ASSESSMENT

In order to meaningfully analyze benefits and adverse effects of the transportation program, the MPO has examined the existing conditions of transportation assets throughout the region and safety performance measures among all population sectors. These data assessments allow the MPO to track changes in crashes, poor condition bridges, and poor pavement mileage in the region and identify safety gaps and distribution disparities between minority and low-income populations. An explanation of methodology can be found on Page 16.

**Table Groups 3 and 4** provide the number and percentage of bridges by condition and by the concentration of Minority, White, below poverty level, and above poverty level populations. Franklin County currently has at most 56 bridges in poor condition according to various interval counts. Of those bridges, none are located within block groups that exceed the minority average for the county of 15 percent. However, 34 of the poor condition bridges are within block groups that exceed the poverty average for the county of 7.8% percent. Based on the available conditions data, there is not a disproportionate number of poor-conditioned bridges in areas with higher concentrations of Minority or below poverty level income populations when compared to areas of higher White or above poverty level populations.

*Please note: Some features within an interval may be counted more than once because they're on a boundary for Tables 3-10.*

Table 3A: Distribution of Poor Condition Bridges by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					Total
	1	2	3	4	5	
<b>Poor Condition Bridge Count</b>	26	13	10	7	0	<b>56</b>
<b>Percentage</b>	8.0%	6.2%	6.8%	10.6%	0.0%	<b>7.49%</b>
<b>Total Population</b>	53,179	42,547	39,642	19,877	1,381	<b>156,626</b>
<b>Total Population (in %)</b>	33.95%	27.17%	25.31%	12.69%	1.0%	<b>100%</b>
<b>Minority Population</b>	1,533	4,724	8,248	7,902	1,090	<b>23,497</b>
<b>Minority Population (in %)</b>	2.88%	11.10%	20.80%	39.76%	78.93%	<b>15%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 3B: Distribution of Poor Condition Bridges by White Population Intervals

Population/Asset	Percent White Population Intervals			Total
	1	2	3	
<b>Poor Condition Bridge Count</b>	0	15	38	<b>53</b>
<b>Percentage</b>	0.0%	7.73%	7.84%	<b>7.81%</b>
<b>Total Population</b>	1,381	59,519	95,726	<b>156,626</b>
<b>Total Population (in %)</b>	1.0%	38.0%	61.12%	<b>100%</b>
<b>White Population</b>	291	43,369	89,469	<b>133,129</b>
<b>White Population (in %)</b>	21.07%	72.87%	93.46%	<b>85%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 4A: Distribution of Poor Condition Bridges by Below Poverty Population Intervals

<i>Population/Asset</i>	<b>Percent Below Poverty Population Intervals</b>					<b>Total</b>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
<b>Poor Condition Bridge Count</b>	17	12	22	4	0	<b>55</b>
<b>Percentage</b>	6.56%	8.96%	9.02%	4.76%	00.0%	<b>7.61%</b>
<b>Total Population</b>	57,930	28,062	52,253	16,673	1,708	<b>156,626</b>
<b>Total Population (in %)</b>	36.70%	17.92%	33.40%	10.65%	1.10%	<b>100%</b>
<b>Below Poverty Population</b>	1,106	1,442	5,299	3,487	661	<b>11,995</b>
<b>Below Poverty Population (in %)</b>	1.91%	5.14%	10.14%	20.91%	38.70%	<b>7.66%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 4B: Distribution of Poor Condition Bridges by Above Poverty Level Intervals

<i>Population/Asset</i>	<b>Percent Above Poverty Population Intervals</b>			<b>Total</b>
	<b>1</b>	<b>2</b>	<b>3</b>	
<b>Poor Condition Bridge Count</b>	0	25	27	<b>52</b>
<b>Percentage</b>	0.0%	7.89%	7.46%	<b>7.66%</b>
<b>Total Population</b>	0	70,634	85,992	<b>156,626</b>
<b>Total Population (in %)</b>	0.0%	45.1%	54.9%	<b>100%</b>
<b>Above Poverty Population</b>	0	59,711	82,873	<b>142,584</b>
<b>Above Poverty Population (in %)</b>	0.0%	84.54%	96.37%	<b>91.04%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

**Table Groups 5 and 6** show the number and percentage of bicycle and pedestrian-related crashes in Franklin County from 2019-2023. Of the total crashes, 12 crashes occurred in higher Minority block groups compared to 10 crashes occurring in higher White block groups. Also, 11 crashes occurred in below poverty level block groups, compared to 9 occurring in above poverty level block groups. This information shows that there is no disproportionate number of bicycle and pedestrian-related crashes occurring in block groups with higher populations of low poverty level and Minority populations compared to block groups with higher populations of above poverty level and White populations.

Table 5A: Distribution of Bicycle & Pedestrian related crashes by Minority Population Intervals

<i>Population/Asset</i>	<b>Percent Minority Population Intervals</b>					<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
<b>Bike Crash Count</b>	5	5	9	3	0	<b>22</b>
<b>Percentage</b>	22.7%	22.7%	40.9%	13.6%	0%	<b>100%</b>
<b>Pedestrian Crash Count</b>	22	11	32	21	10	<b>96</b>
<b>Percentage</b>	22.9%	11.4%	33.3%	21.9%	10.4%	<b>100%</b>
<b>Total Population</b>	53,179	42,547	39,642	19,877	1,381	<b>156,626</b>
<b>Total Population (in %)</b>	33.95%	27.17%	25.31%	12.69%	0.01%	<b>100%</b>
<b>Minority Population</b>	1,533	4,724	8,248	7,902	1,090	<b>23,497</b>
<b>Minority Population (in %)</b>	2.88%	11.10%	20.80%	39.76%	78.93%	<b>15%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 5B: Distribution of Bicycle & Pedestrian related crashes by White Population Intervals

<i>Population/Asset</i>	<b>Percent White Population Intervals</b>			<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	
<b>Bike Crash Count</b>	0	11	10	<b>21</b>
<b>Percentage</b>	0.0%	52.4%	47.6%	<b>100%</b>
<b>Pedestrian Crash Count</b>	10	39	27	<b>76</b>
<b>Percentage</b>	13.2%	51.3%	35.5%	<b>100%</b>
<b>Total Population</b>	1,381	59,519	95,726	<b>156,626</b>
<b>Total Population (in %)</b>	1.0%	38.0%	61.12%	<b>100%</b>
<b>Minority Population</b>	291	43,369	89,469	<b>133,129</b>
<b>Minority Population (in %)</b>	21.07%	72.87%	93.46%	<b>85%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 6A: Distribution of Bicycle & Pedestrian related crashes by Below Poverty Level Population Intervals

<i>Population/Asset</i>	<b>Percent Below Poverty Population Intervals</b>					<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
<b>Bike Crash Count</b>	6	3	8	3	0	<b>20</b>
<b>Percentage</b>	30.0%	15.0%	40.0%	15.0%	0.00%	<b>100%</b>
<b>Pedestrian Crash Count</b>	16	10	32	31	0	<b>89</b>
<b>Percentage</b>	17.98%	11.24%	35.96%	34.83%	0.00%	<b>100%</b>
<b>Total Population</b>	57,930	28,062	52,253	16,673	1,708	<b>156,626</b>
<b>Total Population (in %)</b>	36.70%	17.92%	33.40%	10.65%	1.10%	<b>100%</b>
<b>Below Poverty Population</b>	1,106	1,442	5,299	3,487	661	<b>11,995</b>
<b>Below Poverty Population (in %)</b>	1.91%	5.14%	10.14%	20.91%	38.70%	<b>7.66%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 6B: Distribution of Bicycle & Pedestrian related crashes by Above Poverty Level Population Intervals

<i>Population/Asset</i>	<b>Percent Above Poverty Population Intervals</b>			<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	
<b>Bike Crash Count</b>	0	11	9	<b>20</b>
<b>Percentage</b>	0.0%	55.0%	45.0%	<b>100%</b>
<b>Pedestrian Crash Count</b>	0	52	23	<b>75</b>
<b>Percentage</b>	0.0%	69.33%	30.67%	<b>100%</b>
<b>Total Population</b>	0	70,634	85,992	<b>156,626</b>
<b>Total Population (in %)</b>	0.0%	45.1%	54.9%	<b>100%</b>
<b>Below Poverty Population</b>	0	59,711	82,873	<b>142,584</b>
<b>Below Poverty Population (in %)</b>	0.0%	84.54%	96.37%	<b>91.04%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

**Table Groups 7 through 10** identify the number and percentage of roadways with poor or excellent International Roughness Index (IRI) within all population block group intervals. This information shows that there is a disproportionate amount of poor condition pavement in the Block Group 5 minority interval, where out of the 3.4 total segment miles that were accounted for, 2.3 miles were categorized as being in poor IRI.

There is only 6.75% of poor pavement distribution in Minority populations compared to 6.14% poor pavement distribution in White population, and 5.23% poor pavement distribution in below poverty level populations compared to 4.15% poor pavement distribution in above poverty level populations. The data does shows mutually considerable high mileage numbers for excellent condition pavement in areas with high Minority and high White populations (161.7 miles, or 47.4% of total segment miles compared to 136.2 miles, or 48.6% of total segment miles) as well as in below and above poverty level populations (158.3, or 50.1% of total road segments compared to 145.1 miles, or 52.2% of total road segments). This represents most segment miles measured overall, with those rated with ‘Good’ and ‘Fair’ IRI being the second and third most prevalent, respectively. Figure Groups 4 and 5 illustrate each population sector in relation to the Federal Aid System.

Table 7A: Distribution of Poor Pavement by Minority Population Intervals

<i>Population/Asset</i>	<b>Percent Minority Population Intervals</b>					<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
<b>Poor Pavement Mileage</b>	5.1	4.9	6.0	4.7	2.3	<b>23.0</b>
<b>Percentage</b>	22.17%	21.3%	23.1%	20.44%	1.0%	<b>100%</b>
<b>Total Population</b>	53,179	42,547	39,642	19,877	1,381	<b>156,626</b>
<b>Total Population (in %)</b>	33.95%	27.17%	25.31%	12.69%	0.01%	<b>100%</b>
<b>Minority Population</b>	1,533	4,724	8,248	7,902	1,090	<b>23,497</b>
<b>Minority Population (in %)</b>	2.88%	11.10%	20.80%	39.76%	78.93%	<b>15%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 7B: Distribution of Poor Pavement by White Population Intervals

<i>Population/Asset</i>	<b>Percent White Population Intervals</b>			<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	
<b>Poor Pavement Mileage</b>	2.3	6.8	8.1	<b>17.2</b>
<b>Percentage</b>	13.37%	39.54%	47.1%	<b>100%</b>
<b>Total Population</b>	1,381	43,369	89,469	<b>156,626</b>
<b>Total Population (in %)</b>	1.0%	38.0%	61.12%	<b>100%</b>
<b>White Population</b>	291	43,369	89,469	<b>133,129</b>
<b>White Population (in %)</b>	21.07%	72.87%	93.46%	<b>85%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 8A: Distribution of Poor Pavement by Below Poverty Level Population Intervals

<i>Population/Asset</i>	<b>Percent Below Poverty Level Population Intervals</b>					<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
<b>Poor Pavement Mileage</b>	2.0	2.1	5.9	6.7	0.0	<b>16.7</b>
<b>Percentage</b>	11.98%	12.58%	35.33%	40.12%	0.00%	<b>100%</b>
<b>Total Population</b>	57,930	28,062	52,253	16,673	1,708	<b>156,626</b>
<b>Total Population (in %)</b>	36.70%	17.92%	33.40%	10.65%	1.10%	<b>100%</b>
<b>Below Poverty Population</b>	1,106	1,442	5,299	3,487	661	<b>11,995</b>
<b>Below Poverty Population (in %)</b>	1.91%	5.14%	10.14%	20.91%	38.70%	<b>7.66%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 8B: Distribution of Poor Pavement by Above Poverty Level Population Intervals

<i>Population/Asset</i>	<b>Percent Above Poverty Level Populations Intervals</b>			<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	
<b>Poor Pavement Mileage</b>	0.0	8.5	3.0	<b>11.5</b>
<b>Percentage</b>	0.0%	73.91%	26.09%	<b>100%</b>
<b>Total Population</b>	0	70,634	85,992	<b>156,626</b>
<b>Total Population (in %)</b>	0.0%	45.1%	54.9%	<b>100%</b>
<b>Above Poverty Population</b>	0	59,711	82,873	<b>11,995</b>
<b>Above Poverty Population (in %)</b>	0.0%	84.54%	96.37%	<b>91.04%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 9A: Distribution of Excellent Pavement by Minority Population Intervals

<i>Population/Asset</i>	<b>Percent Minority Population Intervals</b>					<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
<b>Excellent Pavement Mileage</b>	82.5	38.1	31.0	10.1	0.0	<b>161.7</b>
<b>Percentage</b>	51.02%	23.56%	19.17%	6.25%	0.0%	<b>100%</b>
<b>Total Population</b>	53,179	42,547	39,642	19,877	1,381	<b>156,626</b>
<b>Total Population (in %)</b>	33.95%	27.17%	25.31%	12.69%	0.01%	<b>100%</b>
<b>Minority Population</b>	1,533	4,724	8,248	7,902	1,090	<b>23,497</b>
<b>Minority Population (in %)</b>	2.88%	11.10%	20.80%	39.76%	78.93%	<b>15%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 9B: Distribution of Excellent Pavement by White Population Intervals

<i>Population/Asset</i>	<b>Percent White Population Intervals</b>			<b>Total</b>
	<b>1</b>	<b>2</b>	<b>3</b>	
<b>Excellent Pavement Mileage</b>	0.0	35.7	100.5	<b>136.2</b>
<b>Percentage</b>	0.0%	26.21%	73.79%	<b>100%</b>
<b>Total Population</b>	1,381	59,519	95,726	<b>156,626</b>
<b>Total Population (in %)</b>	1.0%	38.0%	61.12%	<b>100%</b>
<b>White Population</b>	291	43,369	89,469	<b>133,129</b>
<b>White Population (in %)</b>	21.07%	72.87%	93.46%	<b>85%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 10A: Distribution of Excellent Pavement by Below Poverty Level Population Intervals

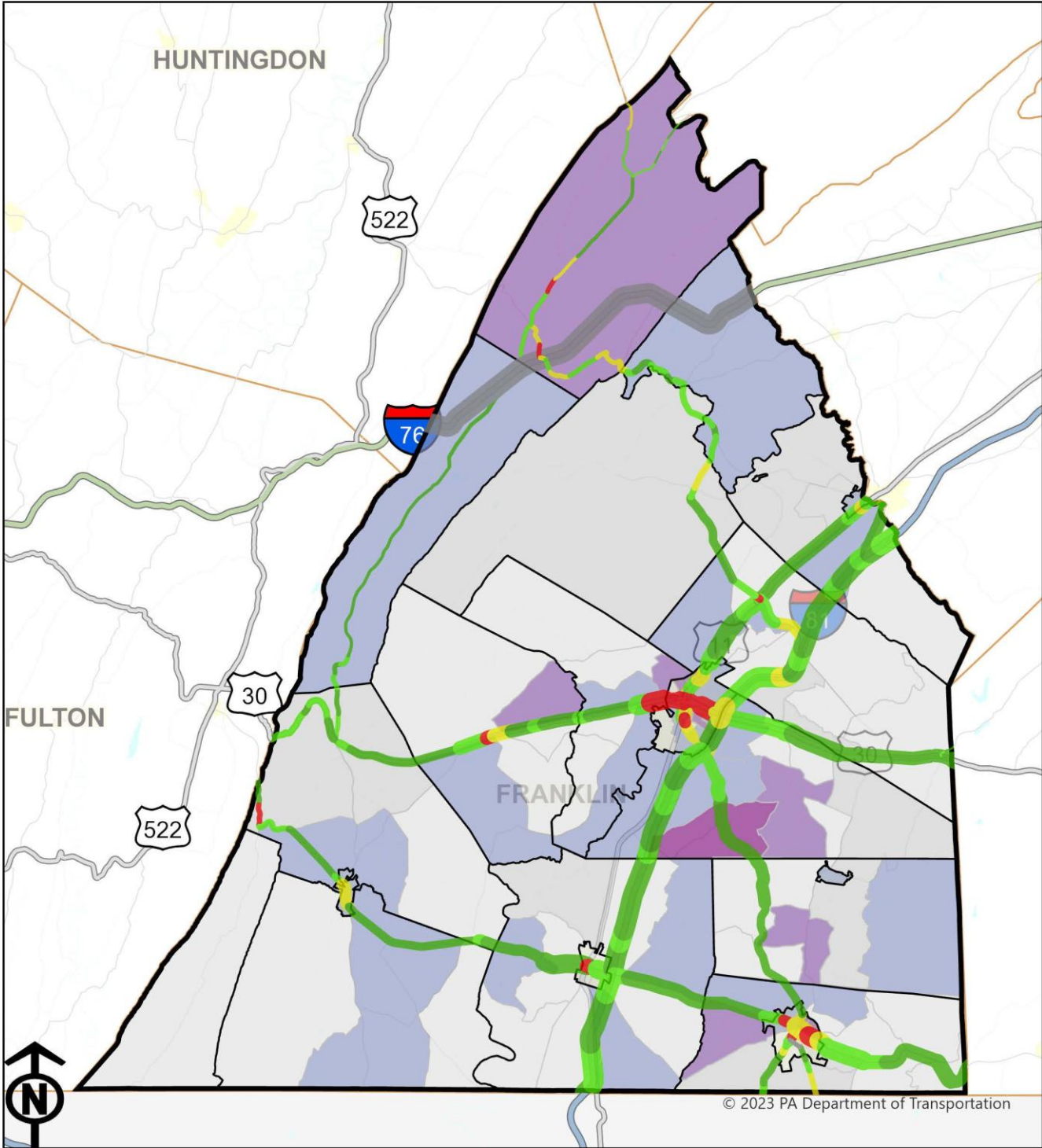
<i>Population/Asset</i>	<b>Percent Below Poverty Level Population Intervals</b>					<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
<b>Excellent Pavement Mileage</b>	56.9	18.7	63.5	13.5	5.7	<b>158.3</b>
<b>Percentage</b>	35.94%	11.81%	40.11%	8.53%	3.60%	<b>100%</b>
<b>Total Population</b>	57,930	28,062	52,253	16,673	1,708	<b>156,626</b>
<b>Total Population (in %)</b>	36.70%	17.92%	33.40%	10.65%	1.10%	<b>100%</b>
<b>Below Poverty Population</b>	1,106	1,442	5,299	3,487	661	<b>11,995</b>
<b>Below Poverty Population (in %)</b>	1.91%	5.14%	10.14%	20.91%	38.70%	<b>7.66%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT

Table 10B: Distribution of Excellent Pavement by Above Poverty Level Population Intervals

<i>Population/Asset</i>	<b>Percent Above Poverty Level Population Intervals</b>			<i>Total</i>
	<b>1</b>	<b>2</b>	<b>3</b>	
<b>Excellent Pavement Mileage</b>	0	75.6	69.5	<b>145.1</b>
<b>Percentage</b>	0.0%	52.1%	47.9%	<b>100%</b>
<b>Total Population</b>	0	70,634	85,992	<b>156,626</b>
<b>Total Population (in %)</b>	0.0%	45.1%	54.9%	<b>100%</b>
<b>Above Poverty Population</b>	0	59,711	82,873	<b>142,584</b>
<b>Above Poverty Population (in %)</b>	0.0%	84.54%	96.37%	<b>91.03%</b>

Source: 2019-2023 ACS 5-Year Estimates, PennDOT



# Franklin County Concentrations of Below Poverty Level Population and Federal Aid Road Segments

## Legend

Federal Aid Road Segments (PennDOT RMS)  
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

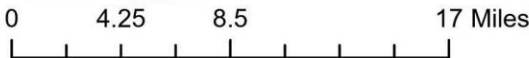
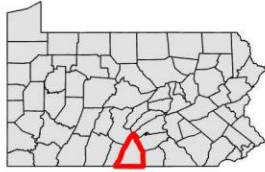
- 318
- 5,212
- 10,106
- 15,000

- Pennsylvania Counties
- Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2023

County Below Poverty Level Population Interval for Block Group

- Less than or equal to half the County Below Poverty Level Population Percentage
- Greater than half and less than or equal to the County Below Poverty Level Population Percentage
- Greater than and less than or equal to twice the County Below Poverty Level Population Percentage
- Greater than twice and less than or equal to four times the County Below Poverty Level Population Percentage
- Greater than four times the County Below Poverty Level Population Percentage



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.

# Franklin County Concentrations of Above Poverty Level Population and Federal Aid Road Segments

## Legend

Federal Aid Road Segments (PennDOT RMS)  
Pavement Condition (IRI rating)

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

- 318
- 5,212
- 10,106
- 15,000

- Pennsylvania Counties
- Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2023

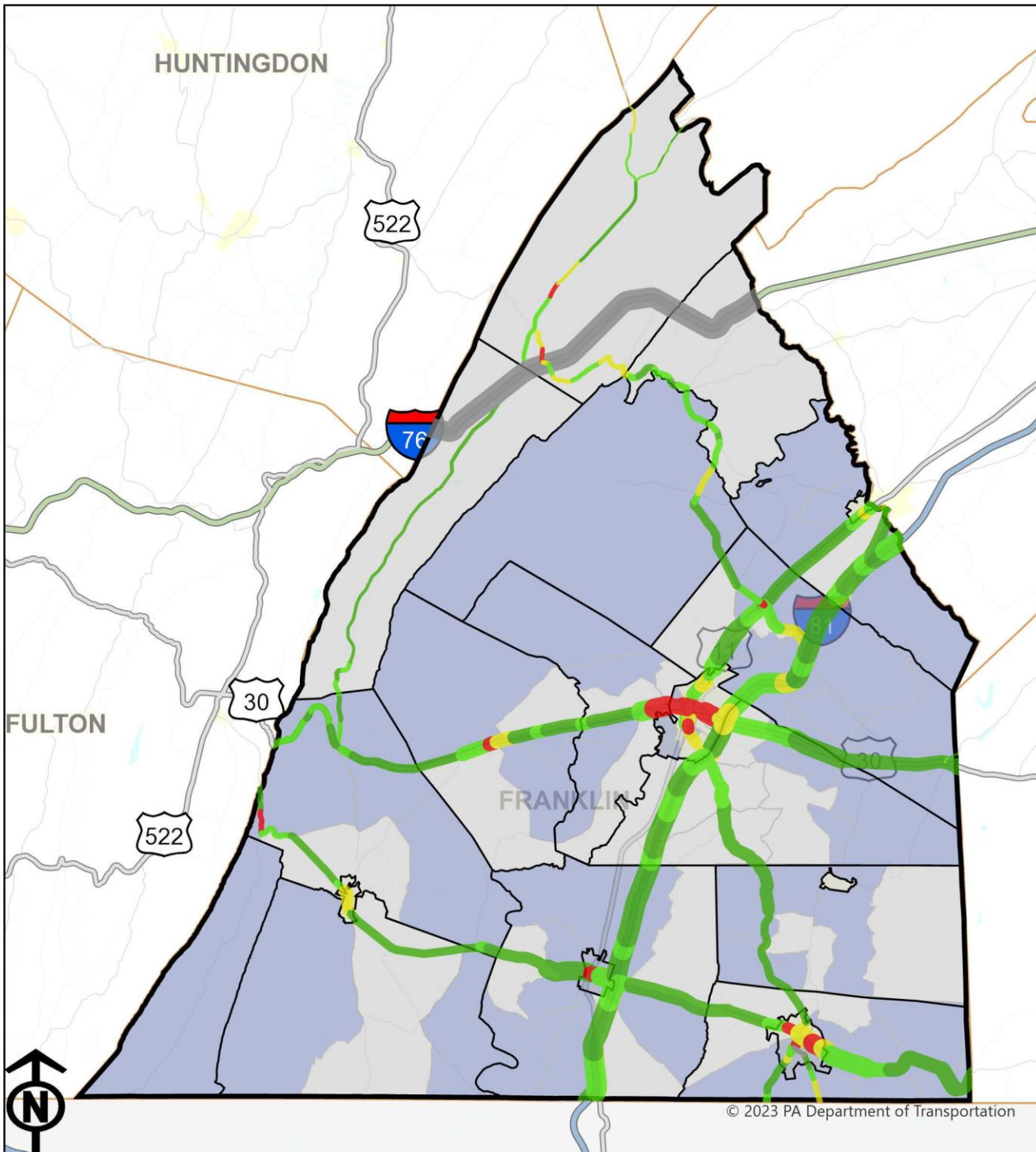
County Above Poverty Level Population Interval for Block Group

- Less than or equal to half the County Above Poverty Level Population Percentage
- Greater than half and less than or equal to the County Above Poverty Level Population Percentage
- Greater than the County Above Poverty Level Population Percentage and less than or equal to twice the County Above Poverty Level Population Percentage

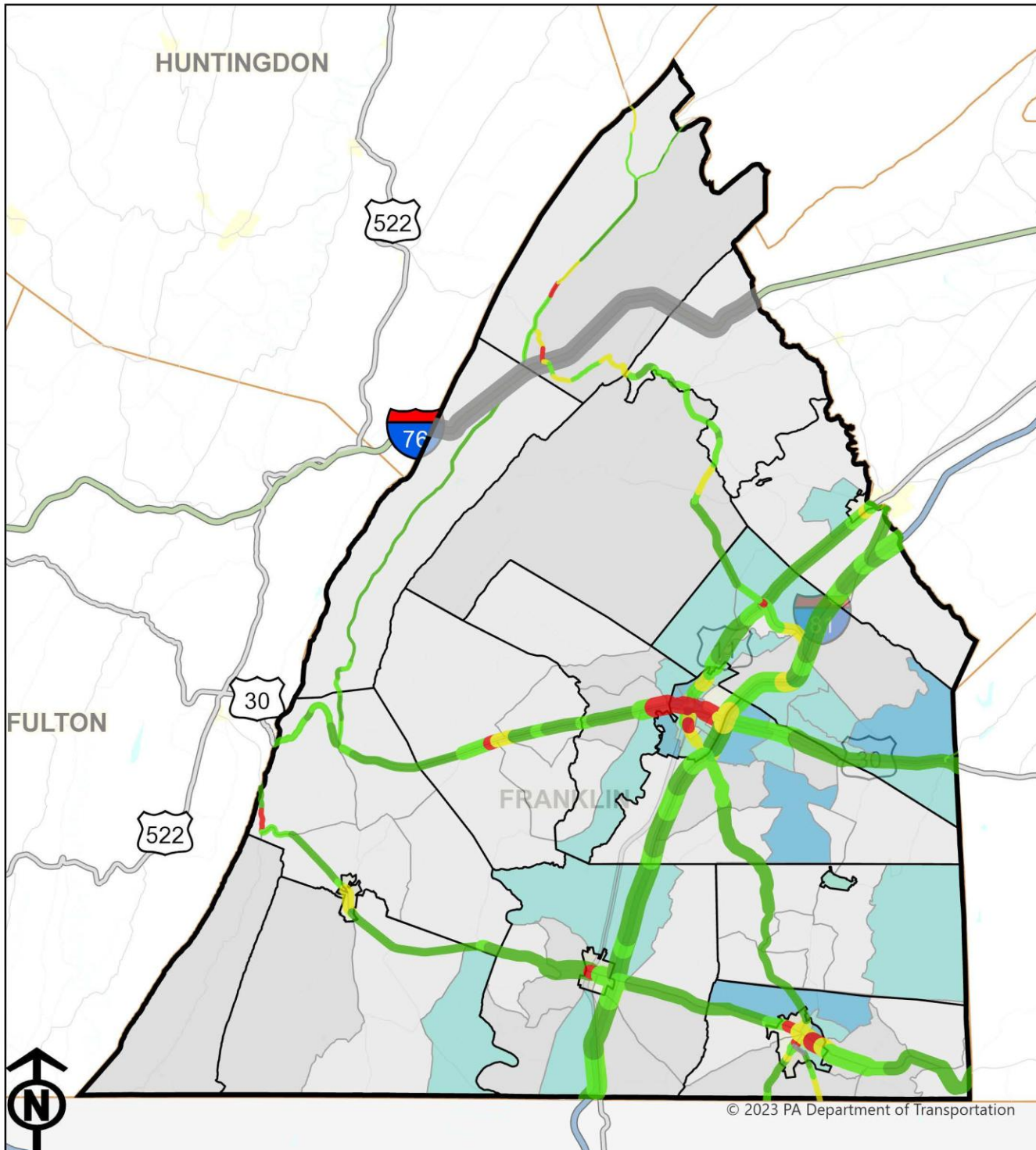


Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.



# Franklin County Concentrations of Minority Population by Block Group and Federal Aid Road Segments



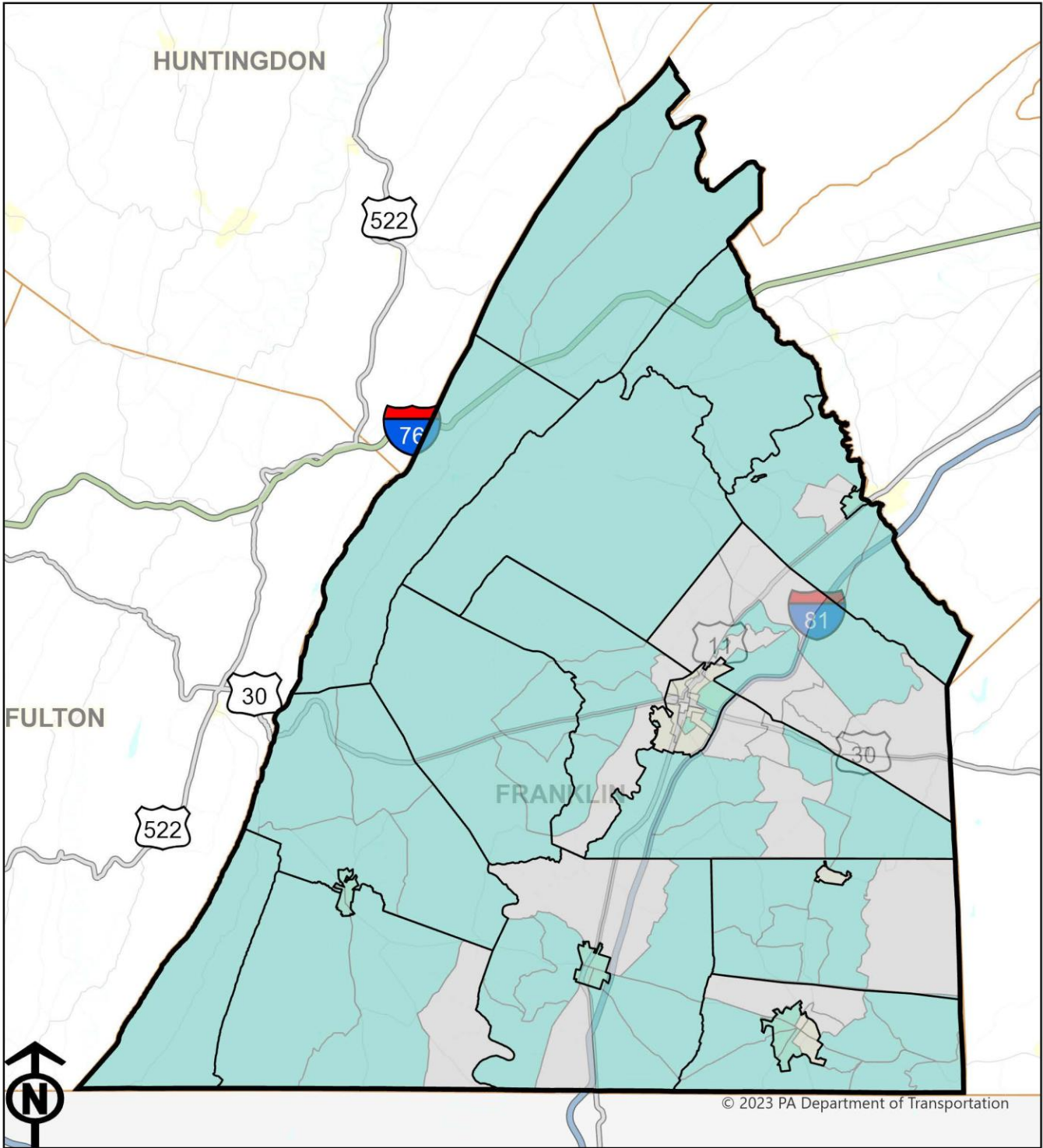
## Legend

- Pennsylvania Counties
- Pennsylvania Municipalities
- Federal Aid Road Segments (PennDOT RMS)
- Pavement Condition (IRI rating)
  - EXCELLENT
  - GOOD
  - FAIR
  - POOR
  - OTHER
- Traffic Volume (Current AADT)
  - 318
  - 5,212
  - 10,106
  - 15,000
- Pennsylvania Census Block Groups, 2023
- County Minority Population Interval for Block Group Population Percentage
  - Less than or equal to half the County Minority Population Percentage
  - Greater than half and less than or equal to the County Minority Population Percentage
  - Greater than the County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
  - Greater than twice and less than or equal to four times the County Minority Population Percentage
  - Greater than four times the County Minority Population Percentage



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.



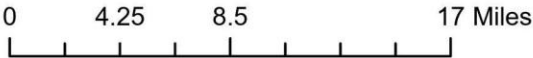
# Franklin County Concentrations of White (Non-Hispanic/ Latino) Population by Block Group

**Statistics:**

County Total Population: 156,626  
 County White Alone (Non-Hispanic/Latino) Population: 133,129  
 County Overall White Alone (Non-Hispanic/Latino) Population Percentage: 85.0%

**Legend**

- Pennsylvania Counties
- Pennsylvania Municipalities
- Pennsylvania Census Block Groups, 2023**
- County White (Non-Hispanic/Latino) Population Interval for Block Group**
- Less than or equal to half the County White (Non-Hispanic/Latino) Population Percentage
- Greater than half and less than or equal to the County White (Non-Hispanic/Latino) Population Percentage
- Greater than and less than or equal to twice the County White (Non-Hispanic/Latino) Population Percentage



Source: US Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2025 by Navarro & Wright Consulting Engineers, Inc.

## POTENTIAL IMPACTS OF TRANSPORTATION PROJECTS ON THE COMMUNITY: 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

The Franklin County MPO reviewed transportation projects located in areas that were determined to be “High Minority,” “High White,” “Below Poverty Level,” and “Above Poverty Level.” For the purposes of this assessment, “High Minority” and “High White” refer to Census block groups that have a concentration of minority and White persons that is greater than or equal to the county averages of 15 percent and 85 percent, respectively. “Below Poverty Level” and “Above Poverty Level” refer to Census block groups that have a concentration of persons below and above poverty level that is greater than or equal to the county averages of 7.66 and 91.04 percent, respectively.

When evaluating the potential impacts of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently. For example, maintenance projects tend to cause the least impact on the population since they typically involve highway resurfacing or repaving work on existing roadways. Although these projects can cause delayed travel time and transit service, traffic detours, and work zone noise and debris, the projects are typically shorter in duration and result in improvements to the functionality of the roadway network by providing smoother driving surfaces and new roadway markings. While most bridge projects are identified as either rehabilitation or replacement, both types of projects can lend themselves to significant traffic detours, traffic delay, and noise. However, the benefits of these types of improvements result in safer bridge structures, improved roadway conditions and updated signage.

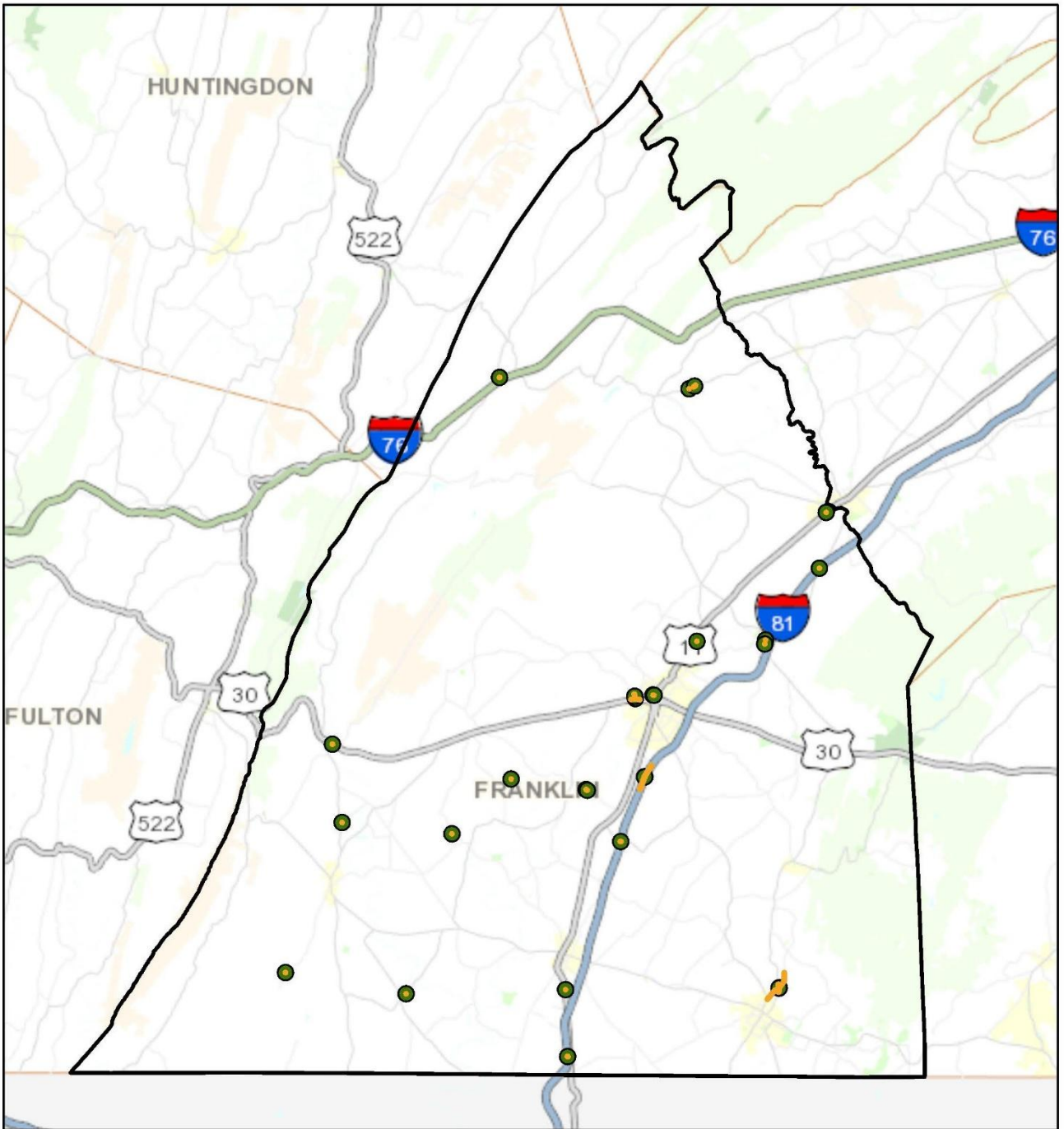
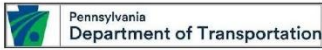
Capacity projects, which can involve the addition of new lanes to existing roadways, new roadways to the existing network, or at times the realignment of intersections or interchanges, to provide for more traffic mobility. Special attention needs to be paid when planning capacity projects among all income and demographic populations. Not only can these projects result in right-of-way acquisitions to account for the additional capacity, but also construction impacts are normally more severe due to longer construction periods, travel pattern shifts, and delayed travel times among others. The consequences of the completion of capacity projects can involve the loss of property, increased traffic volumes, and decreased air quality, while other benefits can include improved transit service time, decreased travel delay, and safer roadway conditions which will result in improved quality of life for all residents and users of the roadway system.

On the 2027-2030 Franklin County TIP, the number of projects in minority or below poverty level areas is lower than the number of projects located in White and above poverty level areas. Projects included a new interchange, trail extension of the Cumberland Valley Rail Trail, pedestrian improvements, bridge preservation, bridge replacements, and intersection improvements.

**Figure 6** illustrates 2027- 2030 TIP projects throughout Franklin County.

Figure 6: 2027-2030 TIP Project Locations for Franklin County

# Transportation Improvement Program (TIP) Projects for Franklin County 2027-2030

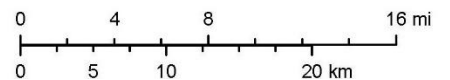


September 12, 2025

● MPMS Draft Tip - All

▭ County: 28

1:460,953



PennDOT 2025

## Definition of Population Concentration Intervals

Minority Intervals	Ratio of Minority Population Percentage in Census Block Group to County Minority Population Percentage
1	Census Block Minority Population Percentage / County Minority Population Percentage $\leq 0.5$ (Census block group Minority population percentage less than or equal to half of countywide minority population percentage)
2	Census Block Minority Population Percentage / County Minority Population Percentage $> 0.5$ and $\leq 1$ (Census block group Minority population percentage greater than half and less than or equal to countywide Minority population percentage)
3	Census Block Minority Population Percentage / County Minority Population Percentage $> 1$ and $\leq 2$ (Census block group Minority population percentage greater than County Minority Population Percentage and less than or equal to twice the countywide Minority population percentage)
4	Census Block Minority Population Percentage / County Minority Population Percentage $> 2$ and $\leq 4$ (Census block group Minority population percentage greater than twice and less than or equal to four times the countywide Minority population percentage)
5	Census Block Minority Population Percentage / County Minority Population Percentage $> 4$ (Census block group Minority population percentage greater than four times the countywide Minority population percentage)

White Intervals	Ratio of White Population Percentage in Census Block Group to County White Population Percentage
1	Census Block White Population Percentage / County White Population Percentage $\leq 0.5$ (Census block group minority population percentage less than or equal to half of countywide White population percentage)
2	Census Block White Population Percentage / County White Population Percentage $> 0.5$ and $\leq 1$ (Census block group minority population percentage greater than half and less than or equal to countywide White population percentage)
3	Census Block White Population Percentage / County White Population Percentage $> 1$ and $\leq 2$ (Census block group White population percentage greater than County White Population Percentage and less than or equal to twice the countywide White population percentage)

<b>Below Poverty Level Intervals</b>	<b>Ratio of Below Poverty Level Population Percentage in Census Block Group to County Below Poverty Level Population Percentage</b>
<b>1</b>	Census Block Below Poverty Level Population Percentage / County Below Poverty Level Population Percentage $\leq 0.5$ (Census block group Below Poverty Level population percentage less than or equal to half of countywide Below Poverty Level population percentage)
<b>2</b>	Census Block Below Poverty Level Population Percentage / County Below Poverty Level Population Percentage $> 0.5$ and $\leq 1$ (Census block group Below Poverty Level population percentage greater than half and less than or equal to countywide Below Poverty Level population percentage)
<b>3</b>	Census Block Below Poverty Level Population Percentage / County Below Poverty Level Population Percentage $> 1$ and $\leq 2$ (Census block group Below Poverty Level population percentage greater than County Below Poverty Level Population Percentage and less than or equal to twice the countywide Below Poverty Level population percentage)
<b>4</b>	Census Block Below Poverty Level Population Percentage / County Below Poverty Level Population Percentage $> 2$ and $\leq 4$ (Census block group Below Poverty Level population percentage greater than twice and less than or equal to four times the countywide Below Poverty Level population percentage)
<b>5</b>	Census Block Below Poverty Level Population Percentage / County Below Poverty Level Population Percentage $> 4$ (Census block group Below Poverty Level population percentage greater than four times the countywide Below Poverty Level population percentage)

<b>Above Poverty Level Intervals</b>	<b>Ratio of Above Poverty Level Population Percentage in Census Block Group to County Above Poverty Level Population Percentage</b>
<b>1</b>	Census Block Above Poverty Level Population Percentage / County Above Poverty Level Population Percentage $\leq 0.5$ (Census block group minority population percentage less than or equal to half of countywide minority population percentage)
<b>2</b>	Census Block Above Poverty Level Population Percentage / County Above Poverty Level Population Percentage $> 0.5$ and $\leq 1$ (Census block group Above Poverty Level population percentage greater than half and less than or equal to countywide Above population percentage)
<b>3</b>	Census Block Above Poverty Level Population Percentage / County Above Poverty Level Population Percentage $> 1$ and $\leq 2$ (Census block group Above Poverty Level population percentage greater than County Below Poverty Level Population Percentage and less than or equal to twice the countywide Above Poverty population percentage)

Appendix D:  
Financial Constraint Table

## 2027 - 2030 Transportation Program Development Checklist

### Financial Constraint Tables

*Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.*

Fund Type	FFY 2027			FFY 2028			FFY 2029			FFY 2030			Comments
	Financial Guidance	Programmed	Difference	Financial Guidance	Programmed	Difference	Financial Guidance	Programmed	Difference	Financial Guidance	Programmed	Difference	
NHPP	\$1,543,000	\$1,543,000	\$0	\$1,394,000	\$1,394,000	\$0	\$1,394,000	\$1,394,000	\$0	\$1,394,000	\$1,394,000	\$0	
STP	\$2,770,000	\$2,770,000	\$0	\$2,763,000	\$2,763,000	\$0	\$2,763,000	\$2,763,000	\$0	\$2,763,000	\$2,763,000	\$0	
State Highway (581)	\$4,618,000	\$4,618,000	\$0	\$4,563,000	\$4,563,000	\$0	\$4,965,000	\$4,965,000	\$0	\$5,307,000	\$5,307,000	\$0	
State Bridge (185/183)	\$1,609,000	\$1,609,000	\$0	\$1,567,000	\$1,567,000	\$0	\$1,526,000	\$1,526,000	\$0	\$1,531,000	\$1,531,000	\$0	
BOF	\$1,766,000	\$1,766,000	\$0	\$1,766,000	\$1,766,000	\$0	\$1,766,000	\$1,766,000	\$0	\$1,766,000	\$1,766,000	\$0	
HSIP	\$1,342,000	\$1,342,000	\$0	\$1,342,000	\$1,342,000	\$0	\$1,342,000	\$1,342,000	\$0	\$1,342,000	\$1,342,000	\$0	
CMAQ													
TAU													
STU													
STP TAP SET-ASIDE	\$0	\$2,411,840	-\$2,411,840										
CRP	\$538,000	\$538,000	\$0	\$538,000	\$538,000	\$0	\$538,000	\$538,000	\$0	\$538,000	\$538,000	\$0	
CRPU	\$138,000	\$138,000	\$0	\$138,000	\$138,000	\$0	\$138,000	\$138,000	\$0	\$138,000	\$138,000	\$0	
BRIP	\$1,575,000	\$1,575,000	\$0	\$1,575,000	\$1,575,000	\$0	\$1,575,000	\$1,575,000	\$0	\$1,575,000	\$1,575,000	\$0	
<b>Total</b>	<b>\$13,648,000</b>	<b>\$13,648,000</b>	<b>\$0</b>	<b>\$13,395,000</b>	<b>\$13,395,000</b>	<b>\$0</b>	<b>\$13,756,000</b>	<b>\$13,756,000</b>	<b>\$0</b>	<b>\$14,103,000</b>	<b>\$14,103,000</b>	<b>\$0</b>	

*Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:*

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
sNHPP	\$20,000,000				Additional NHPP spike on MPMS #93055
TAP	\$2,411,840				STP TAP Set-Aside
<b>Total</b>	<b>\$22,411,840</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	

Appendix E:  
Franklin County Highway Projects List

RPT# TIP200

FFY 2027 Franklin TIP

Project Information							FFY 2027 Costs					FFY 2028 Costs					FFY 2029 Costs					FFY 2030 Costs					^ Milestones				
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total
Franklin			87804	Franklin Bridge Reserve	C	BRDG			185	25,000		25,000	BRIP	402,281				402,281	BRIP	13,000	185	9,128		22,128	BRIP	13,000	185	31,000		44,000	
Franklin			87805	Highway Reserve	C	HRST													STP	84,734				84,734	STP	662,319			662,319		
Franklin			87805	Highway Reserve	C	HRST	NHPP	871,924	581	434,873		1,306,797	STP	58,745				58,745	NHPP	56,000	581	1,465,000		1,521,000	NHPP	56,000	581	1,807,000		1,863,000	
Franklin			87810	Delivery/Consult Assist	P	PRA			581	50,000		50,000			581	50,000		50,000													
Franklin			87810	Delivery/Consult Assist	P	PRA			185	225,000		225,000			185	225,000		225,000													
Franklin			87816	HSIP Line Item	C	SAMI	HSIP	41,000				41,000	HSIP	41,000				41,000	HSIP	41,000				41,000	HSIP	41,000				41,000	
Franklin			88666	SRTP Rideshare Program	P	PT	STP	97,767				97,767	STP	98,745				98,745													
Franklin			118495	CVRT Ext to West Shippensburg	+C	TENH	TAP	1,264,094				1,264,094																		4/29/2027 E	
Franklin			119286	Carbon Reduction Program (CRP) Chambersburg RSL	C	HCON	CRP	538,000				538,000	CRP	538,000				538,000	CRP	538,000				538,000	CRP	538,000				538,000	
Franklin			119287	Carbon Reduction Program (CRP) Hagerstown RSL	C	HRST	CRPU	138,000				138,000	CRPU	138,000				138,000	CRPU	138,000				138,000	CRPU	138,000				138,000	
Franklin			TAP 121522	Southgate Pedestrian Improvements	C	TENH	TAP	1,147,746				1,147,746																		3/11/2027 E	
Franklin	11	095	19304	West King Street Bridge	C	BRDG			581	445,609		445,609																		10/24/2024 A	
Franklin	11	151	122840	Franklin County Department Force Box Culvert	P	BRDG			185	100,000		100,000			185	100,000		100,000						100,000			185	100,000		100,000	
Franklin	11	151	122840	Franklin County Department Force Box Culvert	C	BRDG			185	200,000		200,000			185	200,000		200,000						200,000			185	200,000		200,000	
Franklin	30	150	114555	Lincoln Way Intersection Safety Imp	+C	SAMI							HSIP	851,617	581	881,272		1,732,889	HSIP	1,301,000				1,301,000	HSIP	1,301,000				1,301,000	2/17/2028 E
Franklin	30	158	117144	US 30 Bridge over W Br Conococheague Creek	C	HRST			581	165,128		165,128																		9/17/2026 E	
Franklin	75	013	78690	Fort Loudon Rd ov Buck Run	C	BRDG	STP	330,009				330,009	STP	299,523				299,523												4/29/2027 E	
Franklin	75	013	78690	Fort Loudon Rd ov Buck Run	C	BRDG	BRIP	402,696	581	261,080		663,776	BRIP	172,719	185	151,974		324,693												4/29/2027 E	
Franklin	81	075	93055	I-81 New Interchange (Exit 12)	C	HCON	sNHPP	20,000,000				20,000,000							STP	373,075				373,075						5/21/2026 E	
Franklin	81	075	93055	I-81 New Interchange (Exit 12)	C	HCON	NHPP	671,076				671,076	NHPP	1,394,000				1,394,000	NHPP	1,338,000	581	3,500,000		4,838,000	NHPP	1,338,000	581	3,500,000	4,838,000	5/21/2026 E	
Franklin	81	075	93055	I-81 New Interchange (Exit 12)	C	HCON	BRIP	1,172,304	581	499,120		1,671,424	BRIP	1,000,000	581	769,728		1,769,728	BRIP	1,562,000	185	513,872		2,075,872	BRIP	1,562,000	185	700,000	2,262,000	5/21/2026 E	
Franklin	641	037	117157	Newburg Road over Paxtons Run	C	BRDG	STP	267,599				267,599	STP	458,574				458,574												1/28/2027 E	
Franklin	641	037	117157	Newburg Road over Paxtons Run	C	BRDG	BOF	609,874	185	200,001		809,875	BOF	12,000	185	97,013		109,013												1/28/2027 E	
Franklin	914	003	117156	Swamp Fox Rd over I-81	+C	BRDG	STP	228,023	185	383,999		612,022																		3/25/2027 E	
Franklin	995	009	101404	Welsh Run Rd over Welsh Run	+C	BRDG	STP	92,114	581	1,189,886		1,282,000																		9/17/2026 E	
Franklin	997	037	106709	PA997 & SR2015 Intersection	+C	SAMI	HSIP	1,301,000				1,301,000	HSIP	449,383				449,383												1/16/2025 A	
Franklin	997	037	106709	PA997 & SR2015 Intersection	+C	SAMI	STP	145,800				145,800																		1/16/2025 A	
Franklin	997	043	117142	Black Gap Rd ov Mountain Run	P	BRDG															185	600,000		600,000							
Franklin	997	043	117142	Black Gap Rd ov Mountain Run	F	BRDG																					185	500,000		500,000	
Franklin	3009	022	116963	Corner Road over Licking Cr	+C	BRDG	STP	237,874				237,874																		9/17/2026 E	
Franklin	3009	022	116963	Corner Road over Licking Cr	+C	BRDG	BOF	1,156,126				1,156,126																		9/17/2026 E	
Franklin	3012	027	90969	Social Island Road Bridge-C	+C	BRDG							STP	231,162				231,162												9/16/2027 E	
Franklin	3012	027	90969	Social Island Road Bridge-C	+C	BRDG							BOF	565,530				565,530	STP	756,639				756,639	BOF	417,667			417,667	9/16/2027 E	
Franklin	3012	034	91343	Social Island Road Bridge 2-C	+C	BRDG							STP	160,768	185	478,013		638,781	STP	540,912				540,912	STP	224,968			224,968	9/16/2027 E	
Franklin	3014	013	117143	Hykes Rd over I-81	+C	BRDG							STP	322,743				322,743												3/25/2027 E	
Franklin	3014	013	117143	Hykes Rd over I-81	+C	BRDG	STP	595,814	581	1,172,304		1,768,118	BOF	396,000	581	2,562,000		2,958,000	BOF	207,731				207,731	STP	545,800			545,800	3/25/2027 E	
Franklin	3017	035	116962	Rockdale Rd ov Trib to Back Cr	C	BRDG	STP	675,000	185	275,000		950,000																		4/8/2027 E	
Franklin	3028	007	117141	Rolling Rd ov Tributary to Back Ck	F	BRDG			185	200,000		200,000																			
Franklin	3028	007	117141	Rolling Rd ov Tributary to Back Ck	C	BRDG									581	300,000		300,000												4/8/2027 E	
Franklin	3028	007	117141	Rolling Rd ov Tributary to Back Ck	C	BRDG	STP	100,000	581	400,000		500,000			185	315,000		315,000	STP	400,000	185	103,000		503,000						4/8/2027 E	
Franklin	4006	007	63174	Stone Bridge Road Bridge	+F	BRDG							BOF	400,000				400,000													
Franklin	4006	007	63174	Stone Bridge Road Bridge	+U	BRDG							STP	15,000				15,000													
Franklin	4006	007	63174	Stone Bridge Road Bridge	+R	BRDG							STP	25,000				25,000													
Franklin	4006	007	63174	Stone Bridge Road Bridge	+C	BRDG																				BOF	121,293			121,293	6/6/2030 E
Franklin	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+F	BRDG													BOF	250,000				250,000							
Franklin	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+U	BRDG														BOF	13,000			13,000							
Franklin	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+R	BRDG														BOF	62,000			62,000							
Franklin	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+C	BRDG																				BOF	1,171,871			1,171,871	
Franklin	7401	BR	117072	West King St over Conococheague Ck	+C	BRDG							STP	842,740				842,740	STP	31,614				31,614						10/7/2027 E	

RPT# TIP200

Project Information							FFY 2027 Costs					FFY 2028 Costs					FFY 2029 Costs					FFY 2030 Costs					^ Milestones				
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total
Totals for: Franklin								32,083,840		6,227,000		38,310,840		9,516,000		6,130,000		15,646,000		9,516,000		6,491,000		16,007,000		9,516,000		6,838,000		16,354,000	86,317,840
Overall Totals:								32,083,840		6,227,000		38,310,840		9,516,000		6,130,000		15,646,000		9,516,000		6,491,000		16,007,000		9,516,000		6,838,000		16,354,000	86,317,840



**Franklin**

**PennDOT Project Id:** 19304

**Project Administrator:** PENNDOT

**Title:** West King Street Bridge

**Improvement Type:** Bridge Replacement

**State Route:** 11

**Municipality:** Southampton (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:** 10/24/2024

**Estimated Construction Bid Date:** 10/24/2024

**Location:** US 11 over Norfolk Southern Railroad  
Shippensburg Borough and Southampton Township

**Project Description:** This project consists of a bridge replacement on US Route 11 over Norfolk Southern Railroad in Shippensburg Borough and Southampton Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$446	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Period Totals:</b>	<b>\$446</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total FFY 2027-2038 Cost</b>	<b>\$446</b>					

**PennDOT Project Id:** 63174

**Project Administrator:** PennDOT

**Title:** Stone Bridge Road Bridge

**Improvement Type:** Bridge Improvement

**State Route:** 4006

**Municipality:** Metal (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 6/6/2030

**Location:** SR 4006 (Stone Bridge Road) over West Branch of Conococheague Creek in Metal Township

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 4006 (Stone Bridge Road) over West Branch of Conococheague Creek in Metal Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$440	\$0	\$121	\$5819	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Period Totals:</b>	<b>\$0</b>	<b>\$440</b>	<b>\$0</b>	<b>\$121</b>	<b>\$5,819</b>	<b>\$0</b>
<b>Total FFY 2027-2038 Cost</b>	<b>\$6,380</b>					

**PennDOT Project Id:** 78690

**Project Administrator:** PennDOT

**Title:** Fort Loudon Rd ov Buck Run

**Improvement Type:** Bridge Rehabilitation

**State Route:** 75

**Municipality:** Peters (TWP)

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 4/29/2027

**Location:** PA 75 (Fort Loudon Road) over Buck Run  
Peters Township

**Project Description:** This project consists of a bridge rehabilitation on PA 75 (Fort Loudon Road) over Buck Run in Peters Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$733	\$473	\$0	\$0	\$0	\$0
State:	\$261	\$152	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Period Totals:</b>	<b>\$994</b>	<b>\$625</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,619</b>					

**PennDOT Project Id:** 87804

**Project Administrator:** PennDOT

**Title:** Franklin Bridge Reserve

**Improvement Type:** Miscellaneous

**State Route:** 0

**Municipality:**

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Franklin County

**Project Description:** Franklin County Metropolitan Planning Organization's Bridge Reserve Line Item. These funds will be used to address low bid cost increases, additional work on a project and adding additional project phases to the TIP.

STP (Surface Transportation Program) - This is a formula-based distribution based on the region's bridge and highway needs on federal aid routes not on the National Highway System.

BOF - This funding is reserved for federal aid bridges not on the National Highway System.

BRIP-This funding is reserved for any bridge greater than 20'.

185 - This is state funding for state-owned bridges.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$0	\$402	\$13	\$13	\$4987	\$13224
<b>State:</b>	\$25	\$0	\$9	\$31	\$1428	\$4348
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals:</b>	\$25	\$402	\$22	\$44	\$6,415	\$17,572
<b>Total FFY 2027-2038 Cost</b>	<b>\$24,480</b>					

**PennDOT Project Id:** 87805

**Project Administrator:** PennDOT

**Title:** Highway Reserve

**Improvement Type:** Miscellaneous

**State Route:** 0

**Municipality:**

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Franklin County

**Project Description:** Franklin County Metropolitan Planning Organization's Highway Reserve Line Item. These funds will be used to address low bid cost increases, additional work on a project and adding additional project phases to the TIP.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$872	\$59	\$141	\$718	\$0	\$0
<b>State:</b>	\$435	\$0	\$1465	\$1807	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals:</b>	\$1,307	\$59	\$1,606	\$2,525	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$5,497</b>					

**PennDOT Project Id:** 87810

**Project Administrator:** PennDOT

**Title:** Delivery/Consult Assist

**Improvement Type:** Miscellaneous

**State Route:** 0

**Municipality:**

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Franklin County

**Project Description:** This item provides funding for Franklin County Consultant Assistance in project delivery and construction.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$275	\$275	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals:</b>	\$275	\$275	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$550</b>					

PennDOT Project Id: 87816

**Project Administrator:** PennDOT  
**Improvement Type:** Miscellaneous  
**Municipality:**

**Title:** HSIP Line Item

**State Route:** 0

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Franklin County

**Project Description:** The Highway Safety Improvement Program Reserve contains funds to be used for eligible safety-related projects in the Franklin County MPO.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$41	\$41	\$41	\$41	\$4663	\$5367
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$41	\$41	\$41	\$41	\$4,663	\$5,367
<b>Total FFY 2027-2038 Cost</b>	<b>\$10,194</b>					

PennDOT Project Id: 88666

**Project Administrator:** PennDOT  
**Improvement Type:** Miscellaneous  
**Municipality:**

**Title:** SRTP Rideshare Program

**State Route:** 0

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Franklin MPO Area

**Project Description:** This item provides funding for ridesharing, vanpooling programs, and transit coordination in the Franklin County Metropolitan Organization area.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$98	\$99	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$98	\$99	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$197</b>					

PennDOT Project Id: 90969

**Project Administrator:** PennDOT  
**Improvement Type:** Bridge Improvement  
**Municipality:** Guilford (TWP)

**Title:** Social Island Road Bridge-C

**State Route:** 3012

**Air Quality Status:** Exempt from Regional Conformity Analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 9/16/2027

**Location:** SR 3012 (Social Island Road) over Conococheague Creek  
 Guilford and Hamilton Townships

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 3012 (Social Island Road) over Conococheague Creek in Guilford and Hamilton Townships, Franklin County. The purpose of this project is to address scour, installing riprap, stabilizing slopes, increasing drainage to provide continued safe and efficient access on S.R. 3012 over the Conococheague Creek. These improvements will enhance the useful life and resilience of the structure.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$797	\$757	\$1748	\$2700	\$0
State:	\$0	\$0	\$0	\$0	\$1320	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$797	\$757	\$1,748	\$4,020	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$7,322</b>					

PennDOT Project Id: 91343

Project Administrator: PennDOT

Title: Social Island Road Bridge 2-C

Improvement Type: Bridge Improvement

State Route: 3012

Municipality: Guilford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/16/2027

Location: SR 3012 (Social Island Road) over Tail Race  
Guilford Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 3012 (Social Island Road) over Tail Race in Guilford Township, Franklin County.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$161	\$541	\$225	\$0	\$0	
State:	\$0	\$478	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Period Totals:	\$0	\$639	\$541	\$225	\$0	\$0	
Total FFY 2027-2038 Cost	\$1,405						

PennDOT Project Id: 93055

Project Administrator: PennDOT

Title: I-81 New Interchange (Exit 12)

Improvement Type: New Interchange

State Route: 81

Municipality: Guilford (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/21/2026

Location: I-81 at Guilford Springs Rd overpass  
Guilford Township

Project Description: dfratan 02/25/2026 08:14:01

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.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$21843	\$2394	\$3273	\$2900	\$2798	\$0	
State:	\$499	\$770	\$4014	\$4200	\$2370	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Period Totals:	\$22,342	\$3,164	\$7,287	\$7,100	\$5,168	\$0	
Total FFY 2027-2038 Cost	\$45,061						

PennDOT Project Id: 101404

Project Administrator: PennDOT

Title: Welsh Run Rd over Welsh Run

Improvement Type: Bridge Rehabilitation

State Route: 995

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/17/2026

Location: PA 995 (Welsh Run Road) over Welsh Run  
Montgomery Township

Project Description: This project consists of a bridge rehabilitation on PA 995 (Welsh Run Road) over Welsh Run in Montgomery Township.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$92	\$0	\$0	\$0	\$0	\$0	
State:	\$1190	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Period Totals:	\$1,282	\$0	\$0	\$0	\$0	\$0	
Total FFY 2027-2038 Cost	\$1,282						

PennDOT Project Id: 106709

Project Administrator: PennDOT

Title: PA997 & SR2015 Intersection

Improvement Type: Intersection Improvement

State Route: 997

Municipality: Washington (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date: 1/16/2025

Estimated Construction Bid Date: 1/16/2025

Location: Intersection of PA997 and SR2015 (Tomstown Road) and intersection of PA997 and Washington Township Boulevard  
Washington Township

Project Description: 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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1447	\$449	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$1,447	\$449	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,896</b>					

PennDOT Project Id: 114555

Project Administrator: PennDOT

Title: Lincoln Way Intersection Safety Imp

Improvement Type: Safety Improvement

State Route: 30

Municipality: Hamilton (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/17/2028

Location: Intersection of US 30(Lincoln Way) and SR 4013(Sollenberger Road)  
Hamilton Township and Chambersburg Borough

Project Description: 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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$852	\$1301	\$1301	\$705	\$0
State:	\$0	\$881	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$0	\$1,733	\$1,301	\$1,301	\$705	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$5,040</b>					

PennDOT Project Id: 116962

Project Administrator: PennDOT

Title: Rockdale Rd ov Trib to Back Cr

Improvement Type: Bridge Replacement

State Route: 3017

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/8/2027

Location: SR 3017 (Rockdale Road) over tributary to Back Creek  
Peters Township

Project Description: This project consists of a bridge replacement on SR 3017 (Rockdale Road) over tributary to Back Creek in Peters Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$675	\$0	\$0	\$0	\$0	\$0
State:	\$275	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$950	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$950</b>					

PennDOT Project Id: 116963

Project Administrator: PennDOT

Title: Corner Road over Licking Cr

Improvement Type: Bridge Deck Replacement

State Route: 3009

Municipality: Montgomery (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/17/2026

Location: SR 3009 (Corner Road) over Licking Creek  
Montgomery Township

Project Description: This project consists of a bridge rehabilitation on SR 3009 (Corner Road) over Licking Creek in Montgomery Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1394	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,394	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,394</b>					

PennDOT Project Id: 117071

Project Administrator: PennDOT

Title: West King St over Falling Spring Ck

Improvement Type: Bridge Improvement

State Route: 7401

Municipality: Chambersburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/7/2027

Location: West King Street over Falling Spring Creek  
Chambersburg Borough

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on West King Street over Falling Spring Creek in Chambersburg Borough, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$530	\$1015	\$55	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$530	\$1,015	\$55	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,600</b>					

PennDOT Project Id: 117072

Project Administrator: PennDOT

Title: West King St over Conococheague Ck

Improvement Type: Bridge Improvement

State Route: 7401

Municipality: Chambersburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/7/2027

Location: West King Street over Conococheague Creek  
Chambersburg Borough

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on West King Street over Conococheague Creek in Chambersburg Borough, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$955	\$826	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$955	\$826	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,781</b>					

PennDOT Project Id: 117141

Project Administrator: PennDOT

Title: Rolling Rd ov Tributary to Back Ck

Improvement Type: Bridge Improvement

State Route: 3028

Municipality: Saint Thomas (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/8/2027

Location: SR 3028 (Rolling Road) over tributary to Back Creek  
Saint Thomas Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 3028 (Rolling Road) over tributary to Back Creek in Saint Thomas Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$100	\$0	\$400	\$0	\$0	\$0
State:	\$600	\$615	\$103	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$700	\$615	\$503	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,818</b>					

PennDOT Project Id: 117142

Project Administrator: PennDOT

Title: Black Gap Rd ov Mountain Run

Improvement Type: Bridge Improvement

State Route: 997

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: PA 997 (Black Gap Road) over Mountain Run  
Greene Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on PA 997 (Black Gap Road) over Mountain Run in Greene Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$600	\$500	\$3000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$0	\$0	\$600	\$500	\$3,000	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$4,100</b>					

PennDOT Project Id: 117143

Project Administrator: PennDOT

Title: Hykes Rd over I-81

Improvement Type: Bridge Replacement

State Route: 3014

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/25/2027

Location: SR 3014 (Hykes Road) over I-81  
Antrim Township

Project Description: This project consists of a bridge replacement on SR 3014 (Hykes Road) over I-81 in Antrim Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$596	\$719	\$208	\$546	\$0	\$0
State:	\$1172	\$2562	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$1,768	\$3,281	\$208	\$546	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$5,803</b>					

PennDOT Project Id: 117144

Project Administrator: PennDOT

Title: US 30 Bridge over W Br Conococheague Creek

Improvement Type: Bridge Preservation Activities

State Route: 30

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/17/2026

Location: US 30 (Lincoln Highway) over the West Branch Conococheague Creek  
Peters Township

Project Description: This project consists of a bridge preservation on US 30 (Lincoln Highway) over the West Branch Conococheague Creek in Peters Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$165	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$165	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$165</b>					

PennDOT Project Id: 117156

Project Administrator: PennDOT

Title: Swamp Fox Rd over I-81

Improvement Type: Bridge Preservation Activities

State Route: 914

Municipality: Guilford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/25/2027

Location: PA 914 (Swamp Fox Road) over I-81  
Guilford Township

Project Description: This project consists of a bridge preservation on PA 914 (Swamp Fox Road) over I-81 in Guilford Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$228	\$0	\$0	\$0	\$0	\$0
State:	\$384	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$612	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$612</b>					

PennDOT Project Id: 117157

Project Administrator: PennDOT

Title: Newburg Road over Paxtons Run

Improvement Type: Bridge Replacement

State Route: 641

Municipality: Lurgan (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/28/2027

Location: PA 641 (Newburg Road) over Paxtons Run  
Lurgans Township

Project Description: This project consists of a bridge replacement on PA 641 (Newburg Road) over Paxtons Run in Lurgans Township, Franklin County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$878	\$471	\$0	\$0	\$0	\$0
State:	\$200	\$97	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$1,078	\$568	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,646</b>					

PennDOT Project Id: 118004

Project Administrator: PennDOT

Title: Cornertown Rd over Conococheague Creek

Improvement Type: Bridge Improvement

State Route: 7203

Municipality: Greene (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Cornertown Road (T-525) over Conococheague Creek  
Greene Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on Cornertown Road (T-525) over Conococheague Creek in Greene Township, Franklin County.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$0	\$325	\$1172	\$840	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Period Totals:	\$0	\$0	\$325	\$1,172	\$840	\$0	
Total FFY 2027-2038 Cost	\$2,337						

PennDOT Project Id: 118495

Project Administrator: PennDOT

Title: CVRT Ext to West Shippensburg

Improvement Type: Preserve abandoned rail corridor

State Route: 0

Municipality: Southampton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/29/2027

Location: Begins at trailhead at the intersection of Fort Street and North Earl Street to trailhead on Orrstown Road  
Southampton and Shippensburg Townships and Shippensburg Boroughs

Project Description: This project may consist of extending the Cumberland Valley Rail Trail to the west end of Shippensburg from the trailhead at the intersection of Fort Street and North Earl Street to the trailhead on Orrstown Road in Southampton and Shippensburg Townships and Shippensburg Boroughs, Cumberland and Franklin Counties.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$1264	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Period Totals:	\$1,264	\$0	\$0	\$0	\$0	\$0	
Total FFY 2027-2038 Cost	\$1,264						

PennDOT Project Id: 119286

Project Administrator: PennDOT

Title: Carbon Reduction Program (CRP) Chambersburg

Improvement Type: Miscellaneous

State Route: RSL  
0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Carbon Reduction Program (CRP) Chambersburg Urban Area, Franklin County Reserve Line Item

Project Description: Carbon Reduction Program (CRP) Chambersburg Urban Area, Franklin County Reserve Line Item

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$538	\$538	\$538	\$538	\$2152	\$215	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Period Totals:	\$538	\$538	\$538	\$538	\$2,152	\$215	
Total FFY 2027-2038 Cost	\$4,519						

PennDOT Project Id: 119287

Project Administrator: PennDOT

Title: Carbon Reduction Program (CRP) Hagerstown RSL

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Carbon Reduction Program (CRP) Hagerstown Urban Area, Franklin County Reserve Line Item

Project Description: Carbon Reduction Program (CRP) Hagerstown Urban Area, Franklin County Reserve Line Item

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$138	\$138	\$138	\$138	\$552	\$552
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$138	\$138	\$138	\$138	\$552	\$552
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,656</b>					

PennDOT Project Id: 121522

Project Administrator: PennDOT

Title: Southgate Pedestrian Improvements

Improvement Type: Bicycle Facilities/Services

State Route: 0

Municipality: Chambersburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/11/2027

Location: Water Street, between Catherine and Washington streets  
Chambersburg Boro, Franklin County

Project Description: facilitate the redevelopment of two street blocks into a pedestrian- and bicycle-only multi-modal greenway (Project). As a result, the area will be permanently closed to motorized vehicular traffic. If awarded, the existing Rail-Trail will be expanded and enhanced and the neighborhood will have safe and accessible pedestrian and bicycle traveling options to current and future community assets and commercial venues. The Project will include lighting, wayfinding signs, and related enhancements to improve transportation safety and accessibility.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1148	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$1,148	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,148</b>					

PennDOT Project Id: 122840

Project Administrator: PennDOT

Title: Franklin County Department Force Box Culvert

Improvement Type: Bridge Improvement

State Route: 11

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Various SR's  
Franklin County

Project Description: This project consists of design and construction funding for box culverts by department forces on Various State Routes in Franklin County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$300	\$300	\$300	\$300	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
Period Totals:	\$300	\$300	\$300	\$300	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,200</b>					

Appendix F:  
Franklin County Transit Projects List

RPT# TIP206D

Project Information			FFY 2027 Costs					FFY 2028 Costs					FFY 2029 Costs					FFY 2030 Costs										
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	
123772	Operating Assistance	SRTA	5307	600,000	OTH-S	145,163	4,838	750,000	OTH-F	630,000	OTH-S	152,421	5,079	787,500	OTH-F	661,500	OTH-S	160,042	5,333	826,875	OTH-F	694,575	OTH-S	168,044	5,600	868,219	3,232,594	
123773	Microtransit Vehicles	SRTA	5307	400,000	OTH-S	96,775	3,225	500,000	OTH-F	400,000	OTH-S	96,775	3,225	500,000								OTH-F	480,000	OTH-S	116,130	3,870	600,000	1,600,000
<b>Totals for: Susquehanna Regional Transportation Authority</b>				1,000,000		241,938	8,063	1,250,000		1,030,000		249,196	8,304	1,287,500		661,500		160,042	5,333	826,875		1,174,575		284,174	9,470	1,468,219	4,832,594	
<b>Overall Totals:</b>				1,000,000		241,938	8,063	1,250,000		1,030,000		249,196	8,304	1,287,500		661,500		160,042	5,333	826,875		1,174,575		284,174	9,470	1,468,219	4,832,594	

Susquehanna Regional Transportation Authority

PennDOT Project Id: 123772

Title: Operating Assistance

Air Quality Status: AQ Conformity Does Not Apply

County: Franklin

M1

Narrative: Funding is being planned for FFY 2027-2030 for Operating Assistance for the Chambersburg Urbanized Area including Federal, State, and Local funds.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
OTH-F	\$0	\$630	\$662	\$695	\$0	\$0
5307	\$600	\$0	\$0	\$0	\$0	\$0
OTH-S	\$145	\$152	\$160	\$168	\$0	\$0
LOC	\$5	\$5	\$5	\$6	\$0	\$0
<b>Federal:</b>	\$600	\$630	\$662	\$695	\$0	\$0
<b>State:</b>	\$145	\$152	\$160	\$168	\$0	\$0
<b>Local/Other:</b>	\$5	\$5	\$5	\$6	\$0	\$0
<b>Period Totals</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
	\$750	\$787	\$827	\$869	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$3,233</b>					

PennDOT Project Id: 123773

Title: Microtransit Vehicles

Air Quality Status: AQ Conformity Does Not Apply

County: Franklin

M10

Narrative: This funding is planned to replace/expand Microtransit vehicles in FFY 2027-2030 SRTA TIP

For FFY 2027:

We estimate the number of vehicles eligible for replacement is two (2) Transits. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet recent maintenance history, and useful life at the time of arrival of the replacement vehicles.

For FFY 2028:

We estimate the number of vehicles eligible for replacement is two (2) Transits. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet recent maintenance history, and useful life at the time of arrival of the replacement vehicles.

For FFY 2029:

We do not currently expect to replace any vehicles during this year. Funds are being programmed on the TIP for a future purchase.

For FFY 2030:

We do not currently expect to replace any vehicles during this year. Funds are being programmed on the TIP for a future purchase.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
OTH-F	\$0	\$400	\$0	\$480	\$0	\$0
5307	\$400	\$0	\$0	\$0	\$0	\$0
OTH-S	\$97	\$97	\$0	\$116	\$0	\$0
LOC	\$3	\$3	\$0	\$4	\$0	\$0
<b>Federal:</b>	\$400	\$400	\$0	\$480	\$0	\$0
<b>State:</b>	\$97	\$97	\$0	\$116	\$0	\$0
<b>Local/Other:</b>	\$3	\$3	\$0	\$4	\$0	\$0
<b>Period Totals</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
	\$500	\$500	\$0	\$600	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$1,600</b>					

## Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	OTH	Other Local Government Agencies
ACT3	Act 3 Public Transportation Grant	OTH-F	Other Federal Govt Agencies
ACT4A	Act 4A Supplemental Operating Grant	OTH-S	Other Pa State Government Agencies
ACT83	Transit Bond	PIB	State Infrastructure Bank - 100% state
ADCMS	Advanced Digital Construction Management Systems	PL	Planning
ADMUO	Administration Use Only - Do Not Use	PRIV	Private Party
AID	2023 AID Demonstration Award	PRO	Protect Program
AIP	FAA Airport Improvement Program	PRTCT	Promoting Resilient Operations for Transformative
APD	Appalachia Development	PRTDG	2022 Protect Discretionary Grant
APL	Appalachia Local Access	PTAF	Act 26 PA Transportation Assist Fund
ATIIP	Active Transportation Infrastructure Investment	RAISE	Rebuild American Infra. Sustainability Equity
BDP	Bridge Discretionary Program	RCP	Reconnecting Communities
BGENT	FAA Block Grant Entitlement	REC	Recreational Trails
BIP	Bridge Investment Program	RES	Funds Restoration
BND	Bridge Bonding	RFAP	Rail Freight Assistance Program
BOF	Bridge Off System	RRX	Highway Safety
BRIP	Bridge Investment Program	RURAL	Rural Surface Transportation Grant Program
BUILD	BUILD Discretionary Grants	SBY	Scenic Byways
CAQ	Congestion Mitigation/Air Quality	SECT9	FTA Federal Formula - Section 9
CARES	Coronavirus Aid, Relief, and Economic Security	SIB	State Infrastructure Bank
CB	Capital Budget Nonhighway	SMART	Strengthen Mobility And Revolutionizing Trans.
CFI	Charging - Fueling Infrastructure Program	SPOPR	Supplemental Operating Assistance
COVID	COVID Relief	SPR	State Planning/Research
CPF	Community Project Funding	SRTSF	Federal Safe Routes to Schools
CRP	Carbon Reduction Program	SR2S	State Safe Route to School
CRPU	Carbon Reduction Program Urban	SSE	Supportive Services Enterprise
DAR	Defense Access Roads	SS4A	Safe Streets for All
DBE	Disadvantages Business Enterprise	STE	Surface Transportation Enhancement
D4R	Discretionary Interstate Maintenance	STN	STP - Nonurbanized
EB	Equity Bonus	STP	Surface Transportation Prog-Flexible
ECONR	Economic Recovery	STR	Surface Transportation Rural
FAABG	FAA Block Grant	STU	Surface Transportation Urban
FAAD	FAA Discretionary	SXF	Special Federal Funds (Demo)
FAI	Interstate Construction	TAP	Transportation Alternatives (TAP) Flexible
FB	Ferry Boat/Ferry Terminal Facilities	TAU	Tap > 200,000 Population
FFL	Federal Flood	TCS	Transpo & Community System Pres.
FHA	Public Lands Highways	TIGER	Trans Investment Generating Economic Recovery
FLAP	Federal Lands Access Program	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FLH	Forest Highways	TPK	Turnpike
FRA	Federal Railroad Administration	TTE	Transit Transportation Enhancements
FRB	Ferry Boat	WCPP	Wildlife Crossings Pilot Program
FTAD	FTA Discretionary Funds	073	Green Light-Go
GEN	PA General Fund	137	Municipal Bridge Improvements and Bundling
HCB	Historic Covered Bridge	138	Rural Commercial Routes
HPR	Highway Planning/Research	140	Intelligent Transportation System
HRRR	High Risk Rural Roads	144	302-87-3 Transportation Assistance
HSIP	Highway Safety Improvement Program	160	Community Transport.-Equip Grant
HVRU	Vulnerable Road User Safety	163	Community Transport.- Equip Grant
H4L	Highway for Life - 10% Limiting Amount	164	PTAF
INFRA	INFRA Discretionary Award	175	FTA- Capital Improvements
ITS	Intelligent Transportation System	179	Local Bridge Construction (Act 26 Counties)
IVB	Innovative Bridge	183	Local Bridge Construction
LBIP	Large Bridge Investment Program	184	Restoration - Hwy Transfer
LOC	Local Government Funds	185	State Bridge Construction
LREA	Local Rail Freight Assistance	20005b	TOD Planning Pilot Program
MBP3	Major Bridge P3 Initiative	208	FTA- Discretionary Capital
MEGA	National Infrastructure Project Assistance program	244	ARLE Projects
MSFF	Marcellus Shale Fee Fund	278	Safety Admin
NEVI	National Electric Vehicle Infrastructure F/S	338	PT - 1513 Mass Transit Operating
NFP	National HWY Freight Program	339	PT - 1514 Asst Imprvmt / Capitl Budg
NHPP	National Highway Performance Program	340	PT - 1517 Capital Improvement
OJT	On the Job Training Supportive Services	341	PT - 1516 Progrms of Statewide Signif

Appendix G:  
Twelve Year Program

Franklin

Project Information										First Four Years					Second Four Years					Third Four Years					Totals		^Milestones		
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year		Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones
Franklin	8	0		87804	Franklin Bridge Reserve	C	BRDG	2035		BRIP	428,281	185	65,128		493,409	BRIP	4,840,147	185	1,427,672		6,267,819	BOF	6,923,532	185	4,348,000		11,271,532	18,032,760	
Franklin	8	0		87804	Franklin Bridge Reserve	C	BRDG	2035								BOF	147,000				147,000	BRIP	6,300,000				6,300,000	6,447,000	
Franklin	8	0		87805	Highway Reserve	C	HRST	2030		NHPP	983,924	581	3,706,873		4,690,797													4,690,797	
Franklin	8	0		87805	Highway Reserve	C	HRST	2030		STP	805,798				805,798													805,798	
Franklin	8	0		87810	Delivery/Consult Assist	P	PRA	2028				581	100,000		100,000													100,000	
Franklin	8	0		87810	Delivery/Consult Assist	P	PRA	2028				185	450,000		450,000													450,000	
Franklin	8	0		87816	HSIP Line Item	C	SAMI	2035		HSIP	164,000				164,000	HSIP	4,662,889				4,662,889	HSIP	5,367,000				5,367,000	10,193,889	
Franklin	8	0		88666	SRTP Rideshare Program	P	PT	2028		STP	196,512				196,512													196,512	
Franklin	8	0		118495	CVRT Ext to West Shippensburg	+C	TENH	2027		TAP	1,264,094				1,264,094													1,264,094	4/29/2027 E
Franklin	8	0		119286	Carbon Reduction Program (CRP) Chambersburg RSL	C	HCON	2035								CRPU	538,000				538,000							538,000	
Franklin	8	0		119286	Carbon Reduction Program (CRP) Chambersburg RSL	C	HCON	2035		CRP	2,152,000				2,152,000	CRP	1,614,000				1,614,000	CRP	215,000				215,000	3,981,000	
Franklin	8	0		119287	Carbon Reduction Program (CRP) Hagerstown RSL	C	HRST	2035		CRPU	552,000				552,000	CRPU	552,000				552,000	CRPU	552,000				552,000	1,656,000	
Franklin	8	0	TAP	121522	Southgate Pedestrian Improvements	C	TENH	2027		TAP	1,147,746				1,147,746													1,147,746	3/11/2027 E
Franklin	8	11	0	87461	Trib Conococheague Cr Br	P	BRDG	2035																185	250,000		250,000	250,000	
Franklin	8	11	0	122218	Franklin -District 8-0 Asset Management- Paving	C	HRST	2035								NHPP	4,238,000	581	19,023,000		23,261,000	STP	11,053,000	581	20,602,000		31,655,000	54,916,000	
Franklin	8	11	0	122218	Franklin -District 8-0 Asset Management- Paving	C	HRST	2035								STP	8,052,000				8,052,000	NHPP	5,578,000				5,578,000	13,630,000	
Franklin	8	11	095	19304	West King Street Bridge	C	BRDG	2027				581	445,609		445,609													445,609	10/24/2024 A
Franklin	8	11	151	122840	Franklin County Department Force Box Culvert	P	BRDG	2030				185	400,000		400,000													400,000	
Franklin	8	11	151	122840	Franklin County Department Force Box Culvert	C	BRDG	2030				185	800,000		800,000													800,000	
Franklin	8	16	0	90812	Buck Run Bridge	P	BRDG	2035																185	150,000		150,000	150,000	
Franklin	8	16	041	95662	I-81/Buchanan Trail Impr	+P	SAMI	2033								STP	300,000				300,000						300,000		
Franklin	8	30	0	116075	Lincoln Way Resurface	P	HRST	2035																581	250,000		250,000	250,000	
Franklin	8	30	0	116077	Lincoln Way Resurface 3	P	HRST	2035																581	250,000		250,000	250,000	
Franklin	8	30	150	114555	Lincoln Way Intersection Safety Imp	+C	SAMI	2031		HSIP	3,453,617	581	881,272		4,334,889	HSIP	705,111				705,111							5,040,000	2/17/2028 E
Franklin	8	30	158	117144	US 30 Bridge over W Br Conococheague Creek	C	HRST	2027				581	165,128		165,128													165,128	9/17/2026 E
Franklin	8	75	0	78689	SR 75 O/Bucks Run1	P	BRDG	2035																185	250,000		250,000	250,000	
Franklin	8	75	0	90841	Wet Weather Stream Bridge	P	BRDG	2035																185	150,000		150,000	150,000	
Franklin	8	75	013	78690	Fort Loudon Rd ov Buck Run	C	BRDG	2028		STP	629,532	185	151,974		781,506													781,506	4/29/2027 E
Franklin	8	75	013	78690	Fort Loudon Rd ov Buck Run	C	BRDG	2028		BRIP	575,415	581	261,080		836,495													836,495	4/29/2027 E
Franklin	8	81	075	93055	I-81 New Interchange (Exit 12)	C	HCON	2031		NHPP	20,000,000	185	1,213,872		21,213,872	NHPP	1,338,000	185	169,999		1,507,999							22,721,871	5/21/2026 E
Franklin	8	81	075	93055	I-81 New Interchange (Exit 12)	C	HCON	2031		STP	373,075				373,075													373,075	5/21/2026 E
Franklin	8	81	075	93055	I-81 New Interchange (Exit 12)	C	HCON	2031		NHPP	4,741,076				4,741,076													4,741,076	5/21/2026 E
Franklin	8	81	075	93055	I-81 New Interchange (Exit 12)	C	HCON	2031		BRIP	5,296,304	581	8,268,848		13,565,152	BRIP	1,459,853	581	2,200,000		3,659,853							17,225,005	5/21/2026 E
Franklin	8	233	0	90845	Little Antietam Creek	P	BRDG	2033																				100,000	
Franklin	8	316	0	122921	Wayne Hwy Resurfacing	P	HRST	2035																581	100,000		100,000	100,000	
Franklin	8	641	0	78692	SR 641 O/Trout Run	P	BRDG	2035																185	250,000		250,000	250,000	
Franklin	8	641	037	117157	Newburg Road over Paxtons Run	C	BRDG	2028		STP	726,173				726,173													726,173	1/28/2027 E
Franklin	8	641	037	117157	Newburg Road over Paxtons Run	C	BRDG	2028		BOF	621,874	185	297,014		918,888													918,888	1/28/2027 E
Franklin	8	696	015	101401	South Fayette Road Bridge	P	BRDG	2033										185	100,000		100,000							100,000	
Franklin	8	914	003	117156	Swamp Fox Rd over I-81	+C	BRDG	2027		STP	228,023	185	383,999		612,022													612,022	3/25/2027 E
Franklin	8	995	009	101404	Welsh Run Rd over Welsh Run	+C	BRDG	2027		STP	92,114	581	1,189,886		1,282,000													1,282,000	9/17/2026 E
Franklin	8	997	037	106709	PA997 & SR2015 Intersection	+C	SAMI	2028		HSIP	1,750,383				1,750,383													1,750,383	1/16/2025 A
Franklin	8	997	037	106709	PA997 & SR2015 Intersection	+C	SAMI	2028		STP	145,800				145,800													145,800	1/16/2025 A
Franklin	8	997	043	117142	Black Gap Rd ov Mountain Run	P	BRDG	2029				185	600,000		600,000													600,000	
Franklin	8	997	043	117142	Black Gap Rd ov Mountain Run	F	BRDG	2030				185	500,000		500,000													500,000	
Franklin	8	997	043	117142	Black Gap Rd ov Mountain Run	C	BRDG	2034										185	3,000,000		3,000,000							3,000,000	
Franklin	8	3007	017	78699	Lemar Road Bridge	+P	BRDG	2035								BOF	258,532				258,532	BOF	141,468				141,468	400,000	
Franklin	8	3009	022	116963	Corner Road over Licking Cr	+C	BRDG	2027		BOF	1,156,126				1,156,126													1,156,126	9/17/2026 E
Franklin	8	3009	022	116963	Corner Road over Licking Cr	+C	BRDG	2027		STP	237,874				237,874													237,874	9/17/2026 E
Franklin	8	3012	027	90969	Social Island Road Bridge-C	+C	BRDG	2031		STP	2,317,714				2,317,714													2,317,714	9/16/2027 E
Franklin	8	3012	027</																										

Franklin

Project Information									First Four Years					Second Four Years					Third Four Years												
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones			
Franklin	8	4004	000	74887	Horse Valley Road Bridge	P	BRDG	2035																							
Franklin	8	4006	007	63174	Stone Bridge Road Bridge	+F	BRDG	2028	BOF	400,000				400,000															400,000		
Franklin	8	4006	007	63174	Stone Bridge Road Bridge	+U	BRDG	2028	STP	15,000				15,000															15,000		
Franklin	8	4006	007	63174	Stone Bridge Road Bridge	+R	BRDG	2028	STP	25,000				25,000															25,000		
Franklin	8	4006	007	63174	Stone Bridge Road Bridge	+C	BRDG	2034	BOF	121,293				121,293	BOF	5,818,707				5,818,707									5,940,000	6/6/2030 E	
Franklin	8	4007	0	122729	Back Road over Dry Run	P	BRDG	2035																					350,000		
Franklin	8	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+F	BRDG	2029	BOF	250,000				250,000															250,000		
Franklin	8	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+U	BRDG	2029	BOF	13,000				13,000																13,000	
Franklin	8	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+R	BRDG	2029	BOF	62,000				62,000																62,000	
Franklin	8	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+C	BRDG	2031	BOF	1,171,871				1,171,871	BOF	839,761				839,761										2,011,632	
Franklin	8	7401	BR	117072	West King St over Conococheague Ck	+C	BRDG	2029	STP	874,354				874,354																874,354	10/7/2027 E
Franklin	8	7401	BR	117072	West King St over Conococheague Ck	+C	BRDG	2029	BOF	906,922				906,922																906,922	10/7/2027 E
Franklin	8	7401	BRG	117071	West King St over Falling Spring Ck	+C	BRDG	2030	STP	826,026				826,026																826,026	10/7/2027 E
Franklin	8	7401	BRG	117071	West King St over Falling Spring Ck	+C	BRDG	2030	BOF	773,986				773,986																773,986	10/7/2027 E
<b>Totals for: Franklin</b>										60,631,840		25,686,000		<b>86,317,840</b>		38,064,000		27,341,000		<b>65,405,000</b>		36,130,000		27,341,000		<b>63,471,000</b>	<b>215,152,840</b>				
<b>Overall Totals:</b>										60,631,840		25,686,000		<b>86,317,840</b>		38,064,000		27,341,000		<b>65,405,000</b>		36,130,000		27,300,000		<b>63,430,000</b>	<b>215,152,840</b>				

\* Includes Conversion Amount

+ Indicates phase qualifies for TOLL funds

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

Appendix H:  
Public Transportation Program



## **Transit Asset Management (TAM) Narrative FY2025**

Under the FAST Act and MAP-21, “transit providers are required to submit an annual narrative report to the NTD that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.”

### **Agency Information**

Susquehanna Regional Transportation Authority, NTD ID #30206  
415 North Zarfoss Drive  
York, PA 17404  
NTD Contact: Bonnie Stine, Controller  
717-849-0705

Prepared by David Juba, Planning Manager on 10/27/2025 for FY2025 (July 1, 2024 – June 30, 2025).

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### **Agency Profile**

Susquehanna Regional Transportation Authority (SRTA), doing business as rabbittransit in York County, Pennsylvania, provides fixed route transit service in York and Adams counties and the Capital Region of Harrisburg, Pennsylvania. rabbittransit also services public shared ride in Adams, Cumberland, Columbia, Dauphin, Franklin, Montour, Northumberland, Perry, Snyder, Union, and York Counties. In 2011, York County merged with Adams County to form York Adams County Transportation Authority. The merger resulted in a board comprising of four Adams County and five York County representatives. FTA continues to provide 5307 funding to the York Adams County Transportation Authority. Since 2011, three counties have joined the authority and five have signed up to manage the shared ride program, creating the Central Pennsylvania Transportation Authority (CPTA). January 1, 2022, CPTA and Capital Area Transit (CAT) have joined together to create the Susquehanna Regional Transportation Authority (SRTA). In FY23, CPTA and CAT are reporting together as SRTA. This has continued to impact reporting of FY25.

SRTA operates under the authority of the Pennsylvania Municipal Authorities Act of 1945.

## Useful Life Benchmark – Revenue Vehicles

### Description

SRTA directly owns and operates rolling stock that operated in the MB DO, MB PT, CB DO, CB PT, DR DO, and DR PT service groups. The separation of MB DO, MB PT and CB DO, CB PT occurred January 1, 2022. As of the end of FY2025, the agency had 386 active rolling stock assets across several vehicle type classifications as broken down in the table below. This total removes any duplication of assets used on multiple modes of service.

Vehicle Type	Type Description	Assets	At/ Past ULB
<b>AB</b>	AB – Articulated Bus	2	2
<b>BR</b>	BR – Over-the-road Bus	9	5
<b>BU</b>	BU – Bus	88	1
<b>CU</b>	CU – Cutaway	231	0
<b>MV</b>	MV – Minivan	1	1
<b>VN</b>	VN – Van	55	30

### Target Setting & Rationale

In accordance with the agency TAM Plan, SRTA utilizes a realistic target for rolling stock. SRTA had defined a target of 10% for FY2025. The CNG transition has concluded for fixed route (MB) but remains a consideration for the commuter (CB) replacements in the next several years. Other considerations related to CNG is the potential expansion or use for shared ride or fixed route cutaway purposes, as fueling capabilities and range of these units has improved. Within the last several years SRTA has largely replaced its entire MB diesel fleet. Several supply chain shortage issues, that had previously resulted in an increase in overall maintaining of fleet past ULB, have slowly been resolved as we grow further from the pandemic. However, there is a possibility that several older assets with reasonable condition will be maintained past ULB in the next year to balance out these delays and restoration opportunities as staffing is also recovered.

### Progress & Challenges

As of the FY2025 report cycle, SRTA revenue assets categories, as a total of all groups, did not meet the goal of 7% at 9.8%. Each of these subsets have their own target performance, but this is an overall target. SRTA is going to set a 7% revenue asset target for FY2026, understanding there may be a small influx in assets maintained past ULB for the above-mentioned reason.

SRTA maintained past improvement in the BU – Bus category beginning in FY2021 through FY2025. Where this was previously an area of high past ULB percentage, the BU – Bus category achieved a 1.14% percent past ULB with the finalization of the fixed route (FR) heavy duty asset replacements. This is a minor increase from 0% in prior year, but still well within a reasonable level and a marked improvement from prior to FY2021. The most improvement from prior year was continued replacement and retirement of retirement of Cutaway (CU) assets beyond life.

The most significant deterioration occurred within the Van (VN) category where vehicles beyond SOGR grew from approximately 19% to 54.55%. This is not surprising though as the estimated useful life for these vehicles is four years and the agency tends to maintain and operate them beyond the minimum EUL/ESL standards. This also represents a relatively low overall component of the fleet overall.

## Useful Life Benchmark – Non-Revenue Vehicles

### Description

SRTA owns and operates an array of non-revenue Automobiles and Trucks and other Rubber Tire Vehicles. These vehicles are utilized for driver relief and transportation, maintenance work, and as administrative support assets. SRTA has not identified any equipment in the classification of maintenance equipment that independently meets the requirements of the TAM. The table below identifies the types of assets that fall within this category and totals.

Vehicle Type	Type Description	Assets	At/Past ULB
EQP	Automobiles	19	2
EQP	Trucks and other Rubber Tire Vehicles	4	2

### Target Setting & Rationale

In accordance with the agency TAM Plan, SRTA sets a target of 26% for equipment. This is largely because the default ULB for is eight (8) years for Automobiles, fourteen (14) years for Trucks, and fourteen (14) years for other Rubber Tire Vehicles. As SRTA does not desire to adjust default ULB during the first few years of the plan implementation it recognizes that support vehicles have historically been held for at least ten (10) years based on PennDOT's Estimated Service Life (ESL) requirements. This would result in this class of vehicles being held at least two years beyond the default ULB in standard capital planning.

### Progress & Challenges

As noted, SRTA identifies that the default ULB of Automobiles is less than the ESL as defined by PennDOT, who is the primary funding partner for these capital replacements. In accordance with that minimum, SRTA will tend to hold assets longer than ULB by two to four years. If consolidating all EQP, SRTA is well above the 26% aspirational target with eleven (11) of twenty-three (23) assets, or 47.8% at or past ULB. This is based on a delayed retirement of vehicles based on the above justification. Based on internal review and discussion there are anticipated disposals in the upcoming year to approach the targeted value of 26% with the Equipment category.

## Useful Life Benchmark – Facilities

### Description

CPTA operates a collection of administrative, passenger, and parking facilities as necessary to provide services across several counties and to improve passenger access and connectivity. The below table identifies the classification of facilities operated by CPTA and total per each group.

Vehicle Type	Type Description	Assets	At/Past ULB
<b>FAC</b>	Passenger / Parking Facilities	3	0
<b>FAC</b>	Administrative / Maintenance Facilities	5	1

This list is inclusive of two (2) park and rides, four (4) administrative / maintenance offices, and one (1) transfer center owned by the Agency. While SRTA coordinates counties operate out of regional offices, they are operated out of county-owned facilities and offices and are not owned or the direct capital responsibility of SRTA.

### Target Setting & Rationale

Facilities are measured differently in accordance with SRTA's TAM Plan and guidance. They are measured against the Transit Economic Requirements Model (TERM) scale. Any facility falling below three (3) of five (5) is considered past ULB. At current, SRTA is fortunate in that the majority of its facilities are new or have recently undergone renovation in the last decade. At current SRTA has a realistic goal, in accordance with its TAM Plan, of 13%.

### Progress & Challenges

The Harrisburg Admin/Maintenance Facility was built in 1904, and has had a number of updates over the years. This facility is slated for replacement within the next several years and is anticipated to bring the facility performance to 0% past SOGR status. Continued annual assessment will be done to ensure that no unanticipated or major changes occur, but otherwise this category is achieving the realistic goal at this time. At current the definitive date has not been identified, but capital planning and associated engineering and design work is underway.



## **Factors Impacting Transit Agency's Transit Asset Management (TAM) Plan**

Over the past year, SRTA has transitioned from several separate maintenance software into a unified solution through AssetWORKS. This transition is anticipated to improve standardization and efficiency practices as they relate to asset management. This may result in modification of performance targets as we utilize this unified reporting solution in this year and future reporting years.

Otherwise, longstanding issues identified in prior TAM narratives continue to have impact, such as the logistics timelines related to vehicle production and parts maintenance. The vehicle production timelines have increased from approximately one year to nearly two years, resulting in increased advanced replacement planning efforts. Further, this may have an impact on SOGR and TAM performance targets over the next few years as the Agency continues to adapt to changes in production, parts availability, and pricing changes.

Operational factors remain noteworthy and include the shortage of CDL operators. This has had an impact on our fleet capacity, through demand management considerations, and replacement planning. While the desire to replace vehicles with like-size capacity to meet service need is present, the reality of the job market has caused delays as operational approaches are evaluated.

## **Additional Information and Documentation (Optional)**

No additional information has been documented or provided with this narrative. Referenced datasets are available via the NTD reported Asset Forms (A-#).

Appendix I:  
Public Participation Documentation

Appendix J:  
Franklin County Memorandum of  
Understanding

# **MEMORANDUM OF UNDERSTANDING**

## **Pennsylvania's Statewide Procedures for 2027-2030 Statewide Transportation Improvement Program and Transportation Improvement Program Revisions**

### **Background**

This Memorandum of Understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2027-2030 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).

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 required by federal statute. The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program, the Eastern Federal Lands Highway Division Annual and Mid-Year TIPs, and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). 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 Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-aside, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-aside (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), and 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 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2027 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2027 Transportation Program Financial Guidance*. These documents were both released on May 29, 2025 and can be found on the <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2027 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 amendments and administrative modifications. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications 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 Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated 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, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the 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 objectives 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 (PPPs). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO will involve and engage the public and interested parties in the transportation planning process to ensure that their comments, concerns, or issues 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 nonattainment 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 should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO/RPO region's Public Participation Plan (PPP). Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the MPO/RPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, [23 CFR 450.324\(a\) & \(c\)](#) and 23 CFR 450.330(c), define update cycles for MPO/RPO LRTPs. Per [23 CFR 450.330\(c\)](#), "Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the MPO may not amend the TIP." MPOs/RPOs in air quality nonattainment and maintenance areas are required to update their LRTP every 4 years, and their LRTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the LRTP in a nonattainment or maintenance area has expired due to lack of a conformity approval, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the MPO/RPO area. Accordingly, MPOs/RPOs in nonattainment or maintenance areas should allow at least 60-90 days between Board adoption and their LRTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

## **Pennsylvania STIP/TIP Revisions**

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 to the STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source.**
- Adds a new federally funded project 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.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
  - \$10 million for the Interstate Management (IM) Program;
  - \$7.5 million for the DVRPC and SPC MPOs;
  - \$3.0 million for the other TMA MPOs;
  - \$2.0 million for the remaining areas;
  - \$1 million for other federally funded Statewide Programs.
- 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 programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
  - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.
  - *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.*

Approval by the MPO/RPO is required for *Amendments*. The MPO/RPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, 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 modifications that occurred along with or were presented with this amendment at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire 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 four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (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 IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. 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 FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

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

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Involves a cashflow action that does not change the project's overall total cost in excess of the thresholds described above. This includes movement of funding between the TIP and TYP years if a project is already partially funded on the TIP. Projects moving into/out of the TIP from/to the TYP in their entirety will be considered an Amendment.
- Adds a project back on to the TIP only for the following purposes:
  - Advance Construct conversion.
  - To process a right-of-way or damage claim.
  - To capture project close-out costs.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure;
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the MPO/RPO. 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;
- Adds a project to the program that was added to the previous TIP via TIP amendment process within the current calendar year;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.
- *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.*

***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; do not add a new federally-funded project or delete a federally-funded project; do 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 do 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 modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

### **Transit – Funds Related to Prior–Year Unobligated Funds**

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with [23 CFR 450.326\(g\)](#). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

### **Fiscal Constraint**

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)&\(m\)](#) 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 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. These reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement in [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 the MPOs/RPOs will ensure that STIP/TIP revisions promote progress toward achievement of performance targets.

### **Statewide or Multi-UZA Transit Projects**

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.

The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three-contiguous large urbanized areas (UZA) – Harrisburg, Lancaster, and Philadelphia. The entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located within a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a “Keystone Corridor Project”, the use of the funding

and amount shall be noted in the project description, and the funding amount shall be entered as \$0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed in the TIP where the Project is located to avoid the double counting of programmed funds within the two TIPs. For instance, if federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as “Keystone Corridor Station Restoration” along with notations per-above and the federal funding amount will be listed as \$0.

### **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, individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document.** If a MPO/RPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

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, 2026, and remain in effect until September 30, 2028, 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:

**DAVID L SNYDER** Digitally signed by DAVID L SNYDER  
Date: 2026.03.23 15:38:17 -04'00'

Mr. David Snyder  
Acting Division Administrator  
Pennsylvania Division  
Federal Highway Administration

Date

*Theresa "Terry" Garcia-Crews* Digitally signed by THERESA GARCIA CREWS  
Date: 2026.03.19 17:18:09 -04'00'

Ms. Terry Garcia-Crews  
Regional Administrator  
Region 3  
Federal Transit Administration

Date

*Kristin A. Mulkerin* Digitally signed by Signed Signature  
Date: 2026.03.24 12:22:07 -04'00'

Ms. Kristin Mulkerin  
Deputy Secretary for Planning  
Pennsylvania Department of Transportation

Date

Appendix K:  
Franklin County Self-Certification

**Franklin County Metropolitan Planning Organization  
Self-Certification Resolution**

**Resolution 2026-XX**

**RESOLUTION** of the Franklin County Metropolitan Planning Organization 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 450.336 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the Statewide TIP (STIP) approval, Franklin County MPO shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

**WHEREAS**, Section 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 metropolitan transportation plan and a transportation improvement program (TIP) and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

**WHEREAS**, the Transportation Improvement Program (TIP) continues to be financially constrained as required by 23 CFR Part 450.326 and the Federal Transit Administration (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 U.S.C. 7504, 7506(c) and (d)] and 40 CFR Part 93 have been met for non-attainment and maintenance areas in the development of the Franklin County LRTP 2023 Update and the 2027-2030 Franklin County TIP; 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 Americans with 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 FAST Act (Public Law 1 14-94) 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) and Executive Order 13166 (Improving Access to Services for Person with Limited English Proficiency) have been met; and

**WHEREAS**, the provisions 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 the Franklin County Metropolitan Planning Organization (MPO) 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 transportation plans and programs, including the FFY 2027-2030 TIP (see Exhibit 1).

I, Sam Cressler, **HEREBY CERTIFY** that I am Chairperson of the Franklin County Metropolitan Planning Organization (MPO): that the foregoing resolution was adopted, in accordance with the bylaws, by the members of said MPO at a meeting duly called and held on the 21<sup>th</sup> day of May 2026, and that said resolution is now in full force and effect.

**IN TESTIMONY WHEREOF**, I hereto subscribe my name as Chairperson.

---

Sam Cressler, Chairman  
Franklin County MPO

Attest:

---

Quentin Clapper, MPO Director

## Exhibit 1

### Franklin County MPO Self-Certification Documentation

#### **Title VI Requirement**

The Franklin County Metropolitan Planning Organization (FCMPO) assures that no person shall on the grounds of race, color, creed, national origin, sex, disability, age, income, or limited proficiency in English, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the PA Human Relations Act, and the Pennsylvania Department of Transportation (PennDOT) Title VI Program, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The FCMPO further assures every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms “programs or activities” to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors/consultants, regardless of whether such programs and activities are themselves federally assisted (P.L. 100.259 [S.557] March 22, 1988). In the event the FCMPO as the recipient distributes federal aid funds to a sub-recipient, the FCMPO will include Title VI language in all written agreements and will monitor for compliance.

The Franklin County Planning Department is responsible for initiating and monitoring Title VI activities, preparing reports, and other responsibilities as required by 23 Code of Federal Regulation (CFR) 200 and 49 CFR 21.

#### **Public Participation Plan (PPP)**

Franklin County MPO adopted its most recent Public Participation Plan on May 16, 2024. A copy of this document can be obtained on the FCMPO website or by contacting the Franklin County Planning Department.

The purpose of this Public Participation Plan (the Plan) is to describe the Franklin County Metropolitan Planning Organization’s (FCMPO) Public Participation Program (the Program), which comprises the various outreach activities that FCMPO engages in to ensure that all members of the public—including populations that have been underserved by the transportation system and/or have lacked access to the decision-making process—are given the opportunity to participate in the metropolitan transportation planning process that shapes Franklin County. The Plan guides the FCMPO's efforts to offer early, continuous, and meaningful opportunities for the public to help identify social, economic, and environmental impacts of proposed transportation policies, projects, and initiatives.

The Plan strives to achieve the following objectives:

1. Provide opportunities for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed Metropolitan Transportation Plan (MTP)/Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP), with adequate public notice and access to underlying technical and policy information;
2. Provide timely information about transportation issues and decision-making processes to citizens, affected public agencies, and stakeholders including representatives of public transportation users and users of bicycle and pedestrian facilities, representatives of the disabled, private transportation providers, providers of freight transportation services, freight shippers, representatives of public transportation employees, and other interested parties; and
3. Provide participation opportunities to those traditionally underserved by existing transportation systems, such as low-income and minority populations.

### **Community Demographic Analysis (CDA)**

Community demographic analysis seeks to identify all populations and properly assess pertinent conditions and overall community need, ensuring that no population segment bears a disproportionate share of adverse environmental effects resulting from programs, policies or activities implemented by the Franklin County MPO. The United States Department of Transportation (DOT) requires that MPOs evaluate all plans and programs through community demographic analysis and evaluate public involvement activities to include outreach to all populations. The following are statutes that FCMPO must abide by that protect against environmental justice inequities.

- Title VI of the Civil Rights Act of 1964
- The Civil Rights Restoration Act of 1987
- Environmental Justice Executive Order 12898
- Limited English Proficiency (LEP) Executive Order 13166
- Americans with Disabilities Act of 1990 (ADA)

### **Disadvantaged Business Enterprises (DBE) Requirements**

The Franklin County Metropolitan Organization has adopted the Pennsylvania Department of Transportation's Disadvantaged Business Enterprise (DBE) Program as a sub-recipient in accordance with the regulations of the U.S. Department of Transportation (DOT) under 49 CFR Part 26. The Franklin County Metropolitan Planning Organization has received federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, the Franklin County Metropolitan Planning Organization has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of the Franklin County Metropolitan Planning Organization to ensure that DBE's as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also our policy to ensure nondiscrimination in the award and administration of DOT-assisted contracts, to create a level playing field on which DBE's can compete fairly for DOT-assisted contracts, to ensure that the DBE Program is narrowly tailored in accordance with applicable law, to ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBE's, to help remove barriers to the participation of DBE's in

DOT-assisted contracts, and to assist in the development of firms that can compete successfully in the marketplace outside the DBE Program.

Contracts awarded to outside vendors for planning studies must adhere to the requirements of the Franklin County DBE Policy.

**Americans with Disabilities Act (ADA)**

The offices of the agencies that provide staff services or assistance to the Franklin County MPO are all ADA-compliant. All committee, subcommittee, and public meetings are held in ADA-compliant buildings. When possible, meetings are held in locations convenient to alternative transportation modes. All meeting advertisements include a request that special needs users contact Franklin County staff if special arrangements need to be made. An example of a newspaper advertisement can be found in Appendix G of the 2027-2030 Franklin County TIP.

**Transportation Improvement Program (TIP) Financial Constraint and Capacity Requirements**

The Franklin County MPO's 2027-2030 TIP was adopted on May 21, 2026. The MPO and PennDOT utilize approved Procedures for TIP Modifications, which specify the modifications that must be formally approved by the Franklin County MPO, and modifications that can be completed by administrative action of the project sponsor. For each amendment that required formal action by the MPO, and for administrative actions made by the project sponsors, a fiscal constraint chart was prepared illustrating the transfer of funds and verifying that annual funding was financially constrained. An example of a fiscal constraint chart for a TIP amendment can be found in the 2027-2030 Franklin County TIP under "Financial Plan." Similar processes and procedures were approved and will be utilized to administer the 2027-2030 TIP.

Appendix L:  
Franklin County Highway Safety  
Improvement Program Application  
Confirmation

The PennDOT SharePoint portal URL will be changing on July 29, 2024 from [sportal.dot.pa.gov](http://sportal.dot.pa.gov) to [sportal.penndot.pa.gov](http://sportal.penndot.pa.gov). At that time, any of your bookmarks that use [sportal.dot.pa.gov](http://sportal.dot.pa.gov) will no longer work, and must be updated to <https://sportal.penndot.pa.gov/>

HSIP Funding Site



# HSIP Applications

**\*\* NOTE \*\*** Please use Ctrl-P or your browser print option to open printer dialog box

- Overview
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More Information Comments

1. Inflation is the primary reason for the overall increases, along with general design updates.
2. The PE phase cost increase is due to additional environmental and ROW design work, completion of individual
3. The Final Design cost increase is due to the increase in scope for ROW, Utilities, and Construction work.
4. The ROW cost increase is needed for the acquisition consultant (\$150,000) and additional acquisition of pro
5. The Utility cost increase is due to utility relocations not anticipated prior to PE starting.
6. The Construction phase increase is attributed to the following:
  - o Drainage – Increase due to alignment shift.
  - o MPT – Increase due to alignment shift.
  - o Earthwork – Increase due to alignment shift.
  - o Lighting – Increase due to not being included in the LG&T estimate.
  - o Curbing
  - o Paving
  - o Increased inspection

HSIP ID	Application Status	Project Title	
2017-08-8	Approved	PA 997 & SR 2015 Intersection	
Application Type	Application Date	MPMS #	Functional Classification
New Request	1/20/2017	106709	Rural Minor Arterial
Applicant Name		Applicant Email Address	
Anthony Berger		aberger@pa.gov	

Project Summary

This project recommends the construction of a roundabout on SR 0997 at the intersection with SR 2015 (Orchard SR 0997 and SR 2015 (Orchard Rd./Tomstown Rd.) is a four-legged, skewed intersection (50°), located in a tang There is a residence with a large yard in the southwest quadrant, a business with parking area and grassy setback SR 0997 in the vicinity of the intersection is a two-lane, two-way, undivided, uncurbed, minor arterial/major colle The construction of a roundabout will require acquisition of right-of-way. A preliminary evaluation anticipates the In the 2018 - 2022 five-year period, 41 reportable crashes occurred at the intersection of SR 0997 and SR 2015 The proposed countermeasure (roundabout) will target the high percentage of angle crashes (88%) and fatal an

Primary County	Municipality	District	Planning Partner
Franklin		08	Franklin Co MPO
SR	Section	Beginning Segment/Offset	Ending Segment/ Offset
0997	XXX	0100/0000	0100/1722
ADT	Truck ADT	Estimated Let Date	Open To Traffic Date

6232	169	1/25/2024	6/4/2026
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Are there any known significant environmental impacts, utility relocations, or challenging right-of-way takes? If yes, please explain.

Attach a Crash Summary Report covering the project site over the previous five year period.

- [106709 HSIP Request.pdf](#)
- [2021 Network Screening.PNG](#)
- [Cost Estimate of SR 997 SR 2015 Roundabout 8.14.pdf](#)
- [Crash Cluster Lists Franklin SR 997.xlsx](#)
- [HSIP SR 0997 and SR 2015 Crash Resume Circle.pdf](#)
- [HSIP SR 0997 and SR 2015 Crash Summary Circle.pdf](#)
- [MPMS 106709 Reasons for estimate increase.docx](#)
- [SafetyBCA Tool \(PA Crash Costs June 2022\) 997 Roundabout.xlsm](#)

**Relationship to Strategic Highway Safety Plan (SHSP)**

Does the project address the goals and objectives listed in our current SHSP?  Yes

If answering Yes to the previous question, which of the Vital Safety Focus Areas does the project address? If No, does it support any of the other safety initiatives from the SHSP?

- Priority Safety Focus Areas (SFA) from the 2022 SHSP that are addressed by this project are:
- Infrastructure Improvements – Improving Intersection Safety: Implement innovative intersection designs t
  - Infrastructure Improvements – Reduce Speeding and Aggressive Driving: Implement infrastructure improv

How specifically does the project address the Vital Safety Focus Area(s)?

- The conversion of an intersection to a roundabout that was previously operating as stop controlled is a proven cc
- 72% reduction in crashes (CMF ID 206) for conversion to a roundabout

**Safety Justification and Proposed Modifications**

Describe the safety deficiencies of the project site and the proposed countermeasures. Explain how the countermeasures will address the deficiencies (using an analysis of crash history for non-systemic locations) and where HSIP funds will be utilized. Provide justification for expending HSIP funding on the project in relation to:

- 1) The HSIP project selection criteria from Publication 638 (High Crash Location Lists, Systematic, etc)
- 2) Strategy for meeting District safety goals
- 3) Effective use of HSIP funds and/or Economic Appraisal (Benefit/Cost or Cost Effectiveness)

If an amendment, use this space to describe which portions of the previous Approval Form have been updated.

SR 0997 and SR 2015 (Orchard Rd./ Tomstown Rd.) was identified in the PennDOT Network Screening Tool as ha In the 2018 - 2022 five-year period 41 reportable crashes occurred at the intersection. 36 of the crashes (or 88% The proposed conversion of the intersection to a roundabout will target the high percentage of drivers proceeding As a result of the network screening this intersection was identified as a high priority candidate location. A benef

- Project Overall Cost (Present Value): \$7,335,287
- Project Overall Crash Reduction Benefit (Present Value): \$8,406,089
- Project Overall Benefit Cost Ratio: 1.15

The requested HSIP funds will be used for the full cost of the project including preconstruction and construction/i Supporting documentation is attached:

- Crash Summary
- Crash Resumes
- Network Screening Results
- Cost Estimate
- FHWA BCA Tool Report

**\*\*Provide an approach to construction as related in funding phased in multiple fiscal years, various funding sources, etc. In addition, provide the total estimated costs in the tables provided.**

None provided

Milestone	Start Date		End Date		Total			HSIP Requested
	HSIP Set Aside	HSIP Regional	Other Federal	State	Local/ Other	Total		
Study								

							\$0	
PE	12/1/2019	12/1/2021						
		\$200,000					\$200,000	\$200,000
Final Dsgn	12/1/2021	12/1/2023						
		\$250,000					\$250,000	\$250,000
ROW	12/1/2022	12/1/2023						
		\$100,000					\$100,000	\$100,000
Utilities	12/1/2022	12/1/2023						
		\$50,000					\$50,000	\$50,000
Construct	3/14/2024	10/31/2024						
		\$2,600,000					\$2,600,000	\$2,600,000
Totals		\$0	\$3,200,000	\$0	\$0	\$0	\$3,200,000	\$3,200,000

District Highway Safety Engineer

Date  Name  Disposition

Comment

# 22 on 2015 Franklin County RPO list  
# 7 on 2012 Franklin County RPO list

District Traffic Engineer

Date  Name  Disposition

Comment

Approved.

District Planning and Program Manager

Date  Name  Disposition

Comment

Approved

Central Office Highway Safety Manager

Date  Name  Disposition

Comment

Most of the project will occur outside the current Fast Act including part of the PE. The location does not have a

Central Office Highway Safety Chief

Date  Name  Disposition

Comment

Based on the prioritization lists referenced the scope of work appears to support the need for this project howe

Central Office Program Center

Date  Name  Disposition

Comment

Concur with BOMO conditional approval of HSIP spending within the constraints of the authorization period of tl

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# HSIP Applications

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More Information Comments

HSIP ID	Application Status	Project Title	
2020-08-6	Approved	Lincoln Way Intersection Safety Imp	
Application Type	Application Date	MPMS #	Functional Classification
New Request	3/6/2020	114555	Urban Principal Arterial – Other
Applicant Name		Applicant Email Address	
Nathan R Walker		natwalker@pa.gov	

Project Summary

<div>This project recommends the construction of a roundabout at the intersection of SR 0030 (Lincoln Way) a

Primary County	Municipality	District	Planning Partner
Franklin	Hamilton (Twp)	08	Franklin Co MPO
SR	Section	Beginning Segment/Offset	Ending Segment/ Offset
30	0	0370/0000	370/1000
ADT	Truck ADT	Estimated Let Date	Open To Traffic Date
17235 (SR 0030) /994 (S...	850 (SR 0030) /41 (SR 4...	12/7/2023	2/5/2025

Are there any known significant environmental impacts, utility relocations, or challenging right-of-way takes? If yes, please explain.

<div>Yes&#58; Anticipate 2 total ROW acquisitions, 4 strip ROW acquisitions and 6 utility pole relocations. Nor

Attach a Crash Summary Report covering the project site over the previous five year period.

- [8-3 SR 0030 Franklin - HSM Based Project Profile.pdf](#)
- [CMF ID 224 - MPMS 114555 \(March 2024\).pdf](#)
- [KABCO Calculator - MPMS 114555 \(March 2024\).xlsx](#)
- [SafetyBCA Tool SR 30 Franklin 2 PA - Amend - MPMS 114555.xlsm](#)
- [SafetyBCA Tool SR 30 Franklin 2 PA 062020.xlsm](#)
- [SR 30 5-Year Crash Resume\\_Updated.pdf](#)
- [SR 30 5-Year Crash Summary\\_Updated.pdf](#)
- [SR 30 Estimate.pdf](#)

### Relationship to Strategic Highway Safety Plan (SHSP)

Does the project address the goals and objectives listed in our current SHSP?  Yes

If answering Yes to the previous question, which of the Vital Safety Focus Areas does the project address? If No, does it support any of the other safety initiatives from the SHSP?

<div>Priority Safety Focus Areas (SFA) from the 2017 SHSP that are addressed by this project are&#58;<br>

How specifically does the project address the Vital Safety Focus Area(s)?

<div>The conversion of a suburban intersection to a roundabout that was previously operating as a signal cont

**Safety Justification and Proposed Modifications**

Describe the safety deficiencies of the project site and the proposed countermeasures. Explain how the countermeasures will address the deficiencies (using an analysis of crash history for non-systemic locations) and where HSIP funds will be utilized. Provide justification for expending HSIP funding on the project in relation to:

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If an amendment, use this space to describe which portions of the previous Approval Form have been updated.

<div>The intersection of SR 0030 (Lincoln Way) and SR 4013 (Sollenberger Rd) was identified in the PennDOT

**\*\*Provide an approach to construction as related in funding phased in multiple fiscal years, various funding sources, etc. In addition, provide the total estimated costs in the tables provided.**

<div>Costs of project improvements were calculated. The cost estimate form is attached. The total estimated p

Milestone	Start Date	End Date	Other Federal	State	Local/Other	Total	HSIP Requested
Study						\$0	
PE	12/7/2021	12/7/2022				\$313,970	\$313,970
Final Dsgn	12/7/2022	12/7/2023				\$209,313	\$209,313
ROW	12/7/2022	12/7/2023				\$340,000	\$340,000
Utilities	12/7/2022	12/7/2023				\$180,000	\$180,000
Construct	12/7/2023	1/1/2026				\$2,093,131	\$2,093,131
<b>Totals</b>	<b>\$0</b>	<b>\$3,136,414</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,136,414</b>	<b>\$3,136,414</b>

District Highway Safety Engineer

Date  Name  Disposition

Comment

<div>Approved</div>

District Traffic Engineer

Date  Name  Disposition

## Comment

<div>Approved.</div>

## District Planning and Program Manager

Date  Name  Disposition

## Comment

<div>Approved</div>

## Central Office Highway Safety Manager

Date  Name  Disposition

## Comment

<div>The location was selected from the network screening for Franklin County. This proposed project location

## Central Office Highway Safety Chief

Date  Name  Disposition

## Comment

<div>Based on the utilization of the network screening and the associated BCA this project is approved.</div>

## Central Office Program Center

Date  Name  Disposition

## Comment

<div>Project Approved 8/10/2020 EFH</div>