

2027-2030 TIP-at-a-Glance

Franklin County MPO



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About the TIP

The Transportation Improvement Program (TIP) represents a four-year plan for all federally-funded and regionally-significant transportation projects for bridges, highways, transit, pedestrians, and other categories of projects. In order to qualify for federal funding assistance, the TIP is updated every two years, fiscally constrained based on the expected availability of funding and cost estimates for projects, and consistent with Long Range Transportation Plan (LRTP). Federal funding can only be used for projects included in the TIP. Locally, the TIP is implemented by Franklin County Metropolitan Planning Organization (FCMPO), who along with input from municipal officials, state and federal transportation agencies, and the public as a whole, collaborate to create the TIP.

Funding Transportation Projects

With the passing of the Infrastructure Investment and Jobs Act (IIJA)—also known as the Bipartisan Infrastructure Law (BIL)—in November 2022, an additional \$350 billion in federal transportation funding was made available nationwide. Of that, approximately \$13.34 billion was allocated to Pennsylvania for use on federal highway projects between 2022 and 2026.

To manage this funding, Metropolitan Planning Organizations (MPOs) collaborate with the Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA) to develop a statewide financial guidance. This guidance allocates funding to MPOs using formulas based on factors such as vehicle miles traveled and lane miles. Funds are distributed into specific categories—or “buckets”—each designated for particular types of projects. For example, Highway Safety Improvement Program (HSIP) funds can only be used for safety-related projects, while Bridge Formula Program funds are restricted to bridges over 20 feet in length listed on the National Bridge Inventory.

Most federal transportation funds, which typically cover 80% of a project’s cost, require a local match, with the remaining 20% coming from non-federal sources. These matching funds can be provided by the state, local

governments, private sector contributions, or a combination of these. MPOs may use Act 89 funds, local capital improvement funds, or in-kind services to meet their match requirements, depending on the project and available resources.

In addition to the funding outlined in the financial guidance, there are other sources of funding that can support TIP-eligible projects. These include:

- Federal and state discretionary grant programs
- Statewide programs managed by PennDOT, such as the Interstate Management TIP.
- Other state and local funding streams, such as municipal liquid fuels, Act 13 funding, and the Pennsylvania Infrastructure Bank.

As the IIJA/BIL funding horizon approaches its conclusion in 2026, Franklin County MPO continues to monitor legislative developments and procedural updates to ensure the region remains well-positioned to secure and utilize federal highway funding effectively.

How Much Money Is Available to FCMPO?

The 2027-2030 TIP allocates approximately \$86.317 million in federal and state transportation funds to advance projects in Franklin County over the four year period. This investment supports a wide range of improvements—from roadway resurfacing and bridge rehabilitation to safety enhancements and multimodal infrastructure.

While the amount is significant, the needs of the transportation system often exceed the funding available to address them. As such, the funds must be carefully managed to address both immediate needs and long-term priorities across the entire county.

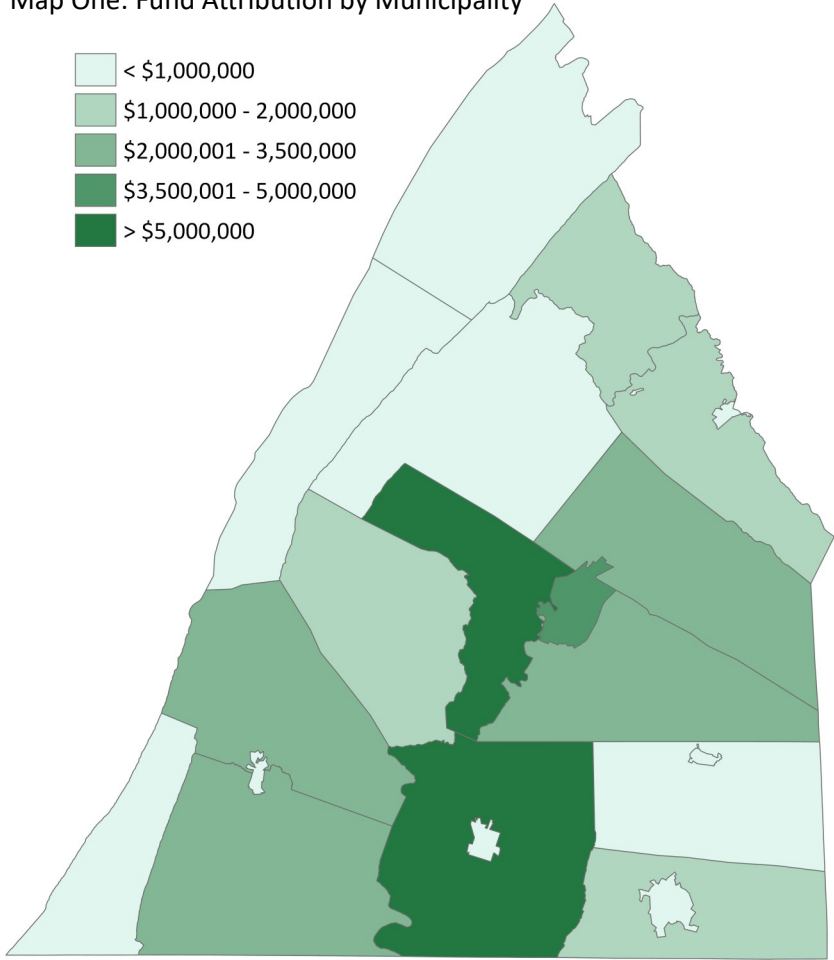
Along with balancing the needs with funding, FCMPO strives to ensure that federal funds are programmed in a manner that reach the needs of the system throughout the whole county. Map 1 highlights the distribution of funding for the 2027-2030 TIP cycle. The disparity can in part be due to the

volume of needs, but can also be partially attributed to the availability of funds. As funding becomes available FCMPO will continue to balance needs and where possible distribute funds to areas that have received less investment.

Selecting Projects for the TIP

The selection process for the 2027-2030 TIP is meant to follow established state and federal guidelines and align with air quality conformity, community demographic analysis, traffic safety determinations, and the LRTP. Eligible

Map One: Fund Attribution by Municipality



project sponsors such as municipalities and PennDOT, submit projects to FCMPO for which there is a demonstrable need for transportation improvement. Such needs include bridge repairs, intersection improvements, safety improvements, and road resurfacing. Following coordination between municipal representatives, PennDOT, and FCMPO staff, submitted projects are assessed and prioritized according to FCMPO's established project evaluation criteria.

After assessing these characteristics, FCMPO then approves, dismisses, or recommends other funding sources for each given project – upon approval, the compiled list of projects is then recommended to the FCMPO Policy Board, who then makes a motion to approve or deny the document.

A major factor of consideration when conducting project selection is *Franklin County's 2045 Long Range Transportation Plan*. The LRTP strives to serve as a blueprint for all transportation decision-making endeavors by assessing the transportation characteristics of Franklin County and outlining strategic directions for future development and activity around subjects such as safety, traffic operations, bicycle/pedestrian accommodation, and maintenance and preservation. Potential TIP projects must align with the LRTP in order to be eligible, and will be selected based on their adherence to the outlined 20-year strategy.

As the LRTP is updated every five years and the TIP required to be updated every two, there is opportunity present to include new projects, allowing FCMPO to adapt to the constantly evolving needs of Franklin County's transportation system, as well as carry over existing projects from the previous TIP that are still ongoing during the new TIP's lifespan. This approach allows FCMPO to continue to focus on state and federal

Project Evaluation Criteria

- Safety impact
- Local funding commitment
- Economic vitality
- Accessibility
- Mobility/Operation
- Preservation
- Environment
- Local Planning
- Social Impacts

compliance, system efficiency and safety, and meeting environmental concerns.

Transportation Performance Management (PM1-PM3)

Another tool that helps to form Franklin County’s direction for the TIP is Transportation Performance Management (TPM), which is established in an effort to apply collected data and use it as guidance for future transportation investments, with an eye on increasing roadway safety by reducing injury and fatality, lending better management to transportation maintenance efforts, and enhancing transportation system performance overall. The three performance measures assessed by TPM are for Safety Performance (PM1), Pavement and Bridge Performance (PM2), and System Performance (PM3).

SAFETY

PM1 sets five safety performance targets based on crashes resulting in fatality and/or serious bodily injury. Table 1 highlights the statewide and FCMPO targets as of TIP adoption.

Pavement and Bridge Conditions

PM2 evaluates the pavement and bridge conditions of segments that are included on the National Highway System (NHS) and establishes targets that are consistent with a statewide Transportation Asset Management Plan (TAMP). Franklin County commits to selecting projects that support the statewide targets shown in Table 2 rather than setting it’s own more stringent targets.

Congestion

PM3 targets, shown in Table 3, consider a series of elements used to measure the performance of the NHS on congestion and air quality. Congestion is measured using travel time reliability for person-miles and for truck travel. Consistent with transportation air quality requirements, air quality targets are set for particulate matter, nitric oxide, volatile organic compounds, and carbon monoxide.

Table 1: 2026 Safety Measures and Targets				
Measure	PA Baseline (2020-2024)	PA Target (2022-2026)	FCMPO Baseline (2020-2024)	FCMPO Target (2022-2026)
Number of Fatalities	1174.8	1140.4	19.6	21.8
Rate of Fatalities per 100 million VMT	1.216	1.176	1.405	1.563
Number of Serious Injuries	4746.2	4772.0	71.0	73.8
Rate of Serious Injuries per 100 million VMT	4.914	4.870	5.091	5.292
Number of Non-Motorized Fatalities and Serious Injuries	864.6	944.0	10.4	11.8

Table 2: 2022-2025 Pavement Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-Year Target 2023	4-Year Target 2025
% 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%	6.0%
Bridge Performance Measure Targets (Statewide)			
Measure	Baseline 2021	2-Year Target 2023	4-Year Target 2025
% 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%

Table 3: Travel Time and Annual Peak Hour Excessive Delay Targets			
Reliability Targets			
Measure	Area	2-Year Target 2023	4-Year Target 2025
Interstate Reliability	Statewide	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Air Quality Targets			
Measure	Area	2-Year Target 2023	4-Year Target 2025
VOC Emissions (kg/day)	Statewide	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

Air Quality Conformity Analysis (AQCA)

Similar to the air quality targets established in PM3, an Air Quality Conformity Analysis (AQCA) is conducted for each TIP update to ensure that highway and transit activities for FCMPO remain consistent with the State Implementation Plan (SIP). The SIP is a collection of regulations developed by the State under EPA guidance to enforce National Ambient Air Quality Standards (NAAQS) and meet other requirements of the Clean Air Act (CAA). Consistency with the SIP ('Conformity') means that transportation activities will not:

- cause or contribute to new air quality violations ,
- worsen current conditions, or
- cause delay in obtaining air quality attainment goals.

NAAQS primary and secondary standards are established for six principal pollutants: lead, carbon monoxide, nitrogen dioxide, ozone, particle pollution, and sulfur dioxide. Areas that do not meet these standards are designated as nonattainment or maintenance areas and are subject to additional monitoring and planning requirements.

Under the 1997 8-hour ozone standard, the Franklin County urbanized area was designated as a nonattainment area. However as performance improved and standards shifted, Franklin County was redesignated as an orphaned maintenance area. Franklin County continues to meet air quality standards including the 2006 24-PM 2.5 standard and the 2012 annual PM 2.5 standard.

In recent years, there has been renewed emphasis on air quality at both the state and national levels, especially following the passage of the IIJA/BIL. New funding programs such as the Carbon Reduction Program (CRP), National Electric Vehicle Infrastructure (NEVI) Program, and the Congestion Relief Program reflect this shift. Locally, Franklin County's LRTP outlines a strategic approach to addressing environmental concerns through sustainable transportation planning and project development.

Community Demographic Analysis (CDA)

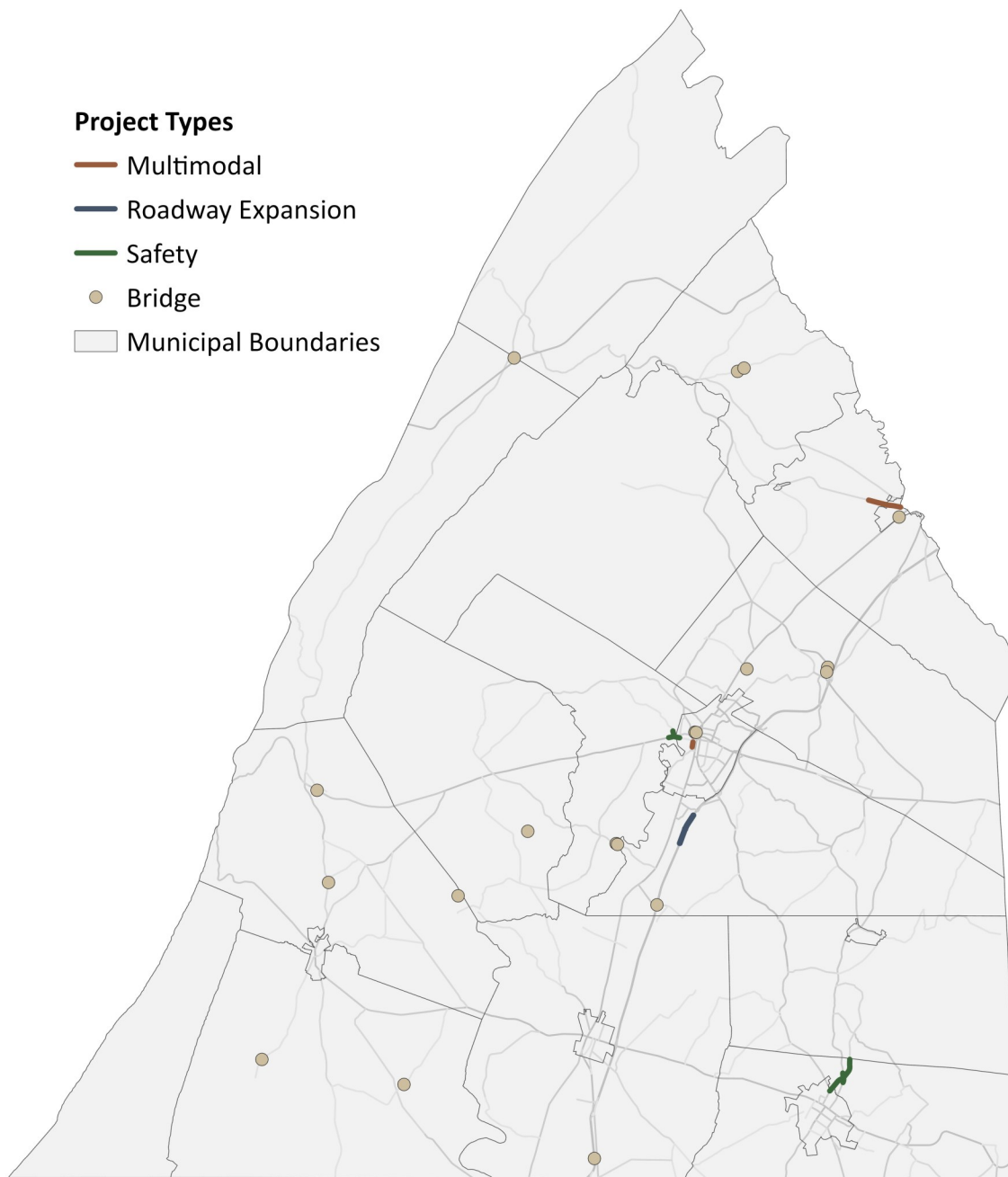
As a response to the passage of several federal acts to ensure nondiscrimination in federally-funded activities, including Title VI of Civil Rights Act of 1964, and Americans with Disabilities Act (ADA) of 1990, FCMPO conducted a Community Demographics Analysis to ensure that it meaningfully adheres to these standards in their transportation planning processes. Core elements that both PennDOT and FCMPO are committed to through implementation of this analysis are:

- Avoid, minimize, or mitigate disproportionately high and adverse health/environmental effects across all populations
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process
- Prevent denial of, reduction in, or significant delay in the receipt of benefits by all sectors of the population

To conduct this analysis, assessments are made of Franklin County's demographic makeup according to the most recent American Community Survey (ACS) census data. These figures are then subdivided into block groups according to percentage makeup throughout each municipality of the county. Several conditions are considered such as poor condition bridges, bicycle and pedestrian related crashes, and pavement mileage condition and a comparison is made between how these conditions affect each population sector to how they are affecting the countywide population overall in order to determine whether any significant difference is disproportionately effecting any portion of the population.

Findings on the CDA that was conducted for the 2027-2030 TIP indicated no disproportionality in the potential impacts of transportation projects on the community.

Map Two: TIP Projects According to Type



Overall, the TIP is continuing to fund 29 projects carried over from the previous TIP, along with 1 new bridge project. Some of major projects that are receiving funding from the 2027-2030 TIP include:

- New Interchange (Exit 12) Project on I-81 at Guilford Springs Road overpass (MPMS #93055)
- Hykes Road over I-81 bridge replacement in Antrim Township (MPMS #117143)
- Safety improvements at the intersection of Lincoln Way (US 30) and Sollenberger Rd. in Hamilton Township and Chambersburg Borough (MPMS #114555)
- Social Island Road Bridge-C bridge replacement over Tail Race in Guilford Township (MPMS #90969)
- Installation of two new roundabouts at intersection of Tomstown Road and Washington Township Blvd. in Washington Township (MPMS #106709)
- Rolling Road over Tributary to Back Creek bridge replacement in St. Thomas Township (MPMS #117141)

Map 2 shows the locations and types for all projects being funded in the 2027-2030 TIP. Additionally, the following tables provide a brief project narrative and project costs for each of the TIP projects.

Public Participation

Public participation is a crucial factor in helping to navigate the direction of Franklin County's transportation planning efforts, and is key to TIP development. Dedication to ensuring public participation is not only a federal compliance requirement, but is also established as a local commitment through Franklin County's Title VI Plan and Public Participation Plan.

Prior to adopting the 2027-2030 TIP, notice was given to the public throughout Franklin County of a 30-day public review and comment period. During that period, members of the public were open to read through the draft TIP and submit comments either in writing or at Policy Board meetings.

At this time, letters were also issued to leadership of tribal organizations with historic ties to the county in order to reach out for consultation and commentary on the TIP. Further public outreach was hosted through a public open house which was held on May 21, 2026 that discussed the draft TIP, AQCA report, and other related documents.

All relevant comments received from the public during the 30-day period were collected and recorded by MPO staff to introduce at the August 20, 2026 Policy Board meeting for consideration prior to approval.

FFY = Federal Fiscal Year	FFY 2027		FFY 2028		FFY 2029		FFY 2030	
Fund Type	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed
National Highway Performance Program (NHPP)	\$ 1,543,000	\$ 1,543,000	\$ 1,394,000	\$ 1,394,000	\$ 1,394,000	\$ 1,394,000	\$ 1,394,000	\$ 1,394,000
National Highway Performance Program Spike/Earmark (sNHPP)	\$ -	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Surface Transportation Program (STP)	\$ 2,770,000	\$ 2,770,000	\$ 2,763,000	\$ 2,763,000	\$ 2,763,000	\$ 2,763,000	\$ 2,763,000	\$ 2,763,000
State Highway Construction (581)	\$ 4,618,000	\$ 4,618,000	\$ 4,563,000	\$ 4,563,000	\$ 4,965,000	\$ 4,965,000	\$ 5,307,000	\$ 5,307,000
State Bridge Construction (185/183)	\$ 1,609,000	\$ 1,609,000	\$ 1,567,000	\$ 1,567,000	\$ 1,526,000	\$ 1,526,000	\$ 1,531,000	\$ 1,531,000
Bridge Off System (BOF)	\$ 1,766,000	\$ 1,766,000	\$ 1,766,000	\$ 1,766,000	\$ 1,766,000	\$ 1,766,000	\$ 1,766,000	\$ 1,766,000
Highway Safety Improvement Program (HSIP)	\$ 1,342,000	\$ 1,342,000	\$ 1,342,000	\$ 1,342,000	\$ 1,342,000	\$ 1,342,000	\$ 1,342,000	\$ 1,342,000
Surface Transportation Program - Transportation Alternatives Program Set-Aside (STP TAP Set-Aside)	\$ -	\$ 2,411,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Investment Program (BRIP)	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000
Carbon Reduction Program (CRP)	\$ 538,000	\$ 538,000	\$ 538,000	\$ 538,000	\$ 538,000	\$ 538,000	\$ 538,000	\$ 538,000
Carbon Reduction Program Urban (CRPU)	\$ 138,000	\$ 138,000	\$ 138,000	\$ 138,000	\$ 138,000	\$ 138,000	\$ 138,000	\$ 138,000
Total	\$ 15,899,000	\$ 38,310,840	\$ 15,646,000	\$ 15,646,000	\$ 16,007,000	\$ 16,007,000	\$ 16,354,000	\$ 16,354,000

Bridge

\$28,670,646

Project Name/Description	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	27-30 TIP	Project Total (Estimate)
MPMS #87804 - Franklin Bridge Reserve: Bridge Reserve Line Item to address low bid cost increases, additional work on a project and additional project phases to the TIP.	Regionwide	Preliminary Engineering						
		Final Design						
		Utility						
		Right-of-Way						
		Construction	\$25,000	\$402,281	\$22,128	\$44,000	\$493,409	\$12,405,000
		Total	\$25,000	\$402,281	\$22,128	\$44,000	\$493,409	\$12,405,000
MPMS #19304 - West King Street Bridge: This is a bridge replacement on US Route 11 over Norfolk Southern Railroad.	Southampton Township	Preliminary Engineering						\$667,676
		Final Design						\$568,701
		Utility						\$20,000
		Right-of-Way						\$400,000
		Construction	\$445,609				\$445,609	\$13,556,685
		Total	\$445,609	\$0	\$0	\$0	\$445,609	\$15,213,062
MPMS #117144 - US 30 Bridge over W Bridge Conococheague Creek: This is a bridge preservation effort on Lincoln Highway over the West Branch Conococheague Creek.	Peters Township	Preliminary Engineering						\$268,000
		Final Design						\$220,000
		Utility						
		Right-of-Way						\$20,000
		Construction	\$165,128				\$165,128	\$600,000
		Total	\$165,128	\$0	\$0	\$0	\$165,128	\$1,108,000
MPMS #78690 - Fort Loudon Road over Buck Run: This is a bridge rehabilitation/restoration on Fort Loudon Road over Buck Run.	Peters Township	Preliminary Engineering						\$348,000
		Final Design						\$309,000
		Utility						\$80,000
		Right-of-Way						\$30,000
		Construction	\$993,785	\$624,216			\$1,618,001	\$1,618,000
		Total	\$993,785	\$624,216	\$0	\$0	\$1,618,001	\$2,385,000
MPMS #117157 - Newburg Road over Paxton's Run: This is a bridge replacement on Newburg Road over Paxton's Run.	Lurgan Township	Preliminary Engineering						\$467,028
		Final Design						\$340,467
		Utility						\$40,000
		Right-of-Way						\$40,000
		Construction	\$1,077,474	\$567,587			\$1,645,061	\$1,645,059
		Total	\$1,077,474	\$567,587	\$0	\$0	\$1,645,061	\$2,532,554
MPSP #117156 - Swamp Fox Road over I-81: This is a bridge preservation effort on Swamp Fox Road over I-81.	Guilford Township	Preliminary Engineering						\$344,920
		Final Design						\$400,000
		Utility						\$40,000
		Right-of-Way						
		Construction	\$612,022				\$612,022	\$594,196
		Total	\$612,022	\$0	\$0	\$0	\$612,022	\$1,379,116
MPMS #101404 - Welsh Run Road over Welsh Run: This is a bridge rehabilitation/restoration on Welsh Run Road over Welsh Run.	Montgomery Township	Preliminary Engineering						\$336,068
		Final Design						\$350,000
		Utility						\$20,000
		Right-of-Way						\$13,600
		Construction	\$1,282,000				\$1,282,000	\$1,282,000
		Total	\$1,282,000	\$0	\$0	\$0	\$1,282,000	\$2,001,668

Bridge

\$28,670,646

Project Name/Description	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	27-30 TIP	Project Total (Estimate)
MPMS #117142 - Black Gap Road over Mountain Road: This is a bridge replacement on Black Gap Road over Mountain Run.	Greene Township	Preliminary Engineering			\$600,000		\$600,000	\$600,000
		Final Design				\$500,000	\$500,000	\$500,000
		Utility						\$200,000
		Right-of-Way						\$200,000
		Construction						\$3,000,000
		Total	\$0	\$0	\$600,000	\$500,000	\$1,100,000	\$4,500,000
MPMS #116963 - Corner Road over Licking Creek: This is a bridge rehabilitation/restoration consisting of a bridge deck replacement on Corner Road over Licking Creek.	Montgomery Township	Preliminary Engineering						\$289,586
		Final Design						\$304,000
		Utility						
		Right-of-Way						\$30,000
		Construction	\$1,394,000				\$1,394,000	\$1,394,000
		Total	\$1,394,000	\$0	\$0	\$0	\$1,394,000	\$2,017,586
MPMS #90969 - Social Island Road Bridge-C: This is a bridge replacement on Social Island Road over Conococheague Creek.	Guilford Township and Hamilton Township	Preliminary Engineering						\$700,000
		Final Design						\$600,000
		Utility						\$75,000
		Right-of-Way						\$100,000
		Construction		\$796,692	\$756,639	\$1,747,580	\$3,300,911	\$7,108,000
		Total	\$0	\$796,692	\$756,639	\$1,747,580	\$3,300,911	\$8,583,000
MPMS #91343 - Social Island Road Bridge 2-C: This is bridge replacement on Social Island Road over Tail Race.	Guilford Township	Preliminary Engineering						
		Final Design						
		Utility						
		Right-of-Way						
		Construction		\$638,781	\$540,912	\$224,968	\$1,404,661	\$1,363,749
		Total	\$0	\$638,781	\$540,912	\$224,968	\$1,404,661	\$1,363,749
MPMS #117143 - Hykes Road over I-81: This is a bridge replacement on Hykes Road over I-81.	Antrim Township	Preliminary Engineering						\$651,806
		Final Design						\$810,000
		Utility						\$50,000
		Right-of-Way						\$35,000
		Construction	\$1,768,118	\$3,280,743	\$207,731	\$545,800	\$5,802,392	\$5,633,390
		Total	\$1,768,118	\$3,280,743	\$207,731	\$545,800	\$5,802,392	\$7,180,196
MPMS #116962 - Rockdale Road over Tributary to Back Creek: This is a bridge replacement on Rockdale Road over Tributary to Back Creek.	Peters Township	Preliminary Engineering						\$455,130
		Final Design						\$250,000
		Utility						
		Right-of-Way						\$30,000
		Construction	\$950,000				\$950,000	\$947,000
		Total	\$950,000	\$0	\$0	\$0	\$950,000	\$1,682,130
MPMS #117141 - Rolling Road over Tributary to Back Creek: This is a bridge replacement on Rolling Road over Tributary to Back Creek.	St. Thomas Township	Preliminary Engineering						\$414,564
		Final Design	\$200,000				\$200,000	\$325,000
		Utility						\$40,000
		Right-of-Way						\$30,000
		Construction	\$500,000	\$615,000	\$503,000		\$1,618,000	\$1,618,000
		Total	\$700,000	\$615,000	\$503,000	\$0	\$1,818,000	\$2,427,564

Bridge

\$28,670,646

Project Name/Description	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	27-30 TIP	Project Total (Estimate)
MPMS #63174 - Stone Bridge Road Bridge: This is a bridge rehabilitation on Stone Bridge Road over West Branch of Conococheague Creek.	Metal Township	Preliminary Engineering						\$649,000
		Final Design		\$400,000			\$400,000	\$400,000
		Utility		\$15,000			\$15,000	\$15,000
		Right-of-Way		\$25,000			\$25,000	\$25,000
		Construction				\$121,293	\$121,293	\$5,940,000
		Total	\$0	\$440,000	\$0	\$121,293	\$561,293	\$7,029,000
MPMS #118004 - Cornertown Road over Conococheague Creek: This is a bridge replacement on Cornertown Road over Conococheague Creek.	Greene Township	Preliminary Engineering						\$361,000
		Final Design			\$250,000		\$250,000	\$250,000
		Utility			\$13,000		\$13,000	\$13,000
		Right-of-Way			\$62,000		\$62,000	\$62,000
		Construction				\$1,171,871	\$1,171,871	\$3,000,000
		Total	\$0	\$0	\$325,000	\$1,171,871	\$1,496,871	\$3,686,000
MPMS #117072 - West King Street over Conococheague Creek: This is a bridge replacement on West King Street over Conococheague Creek.	Chambersburg Borough	Preliminary Engineering						\$412,000
		Final Design						\$481,773
		Utility						\$50,000
		Right-of-Way						\$149,100
		Construction		\$955,236	\$826,040		\$1,781,276	\$1,729,394
		Total	\$0	\$955,236	\$826,040	\$0	\$1,781,276	\$2,822,267
MPMS #117071 - West King Street over Falling Spring Creek: This is a bridge replacement on West King Street over Falling Spring Creek.	Chambersburg Borough	Preliminary Engineering						\$412,000
		Final Design						\$488,452
		Utility						\$75,000
		Right-of-Way						\$149,100
		Construction		\$529,974	\$1,014,869	\$55,169	\$1,600,012	\$1,553,410
		Total	\$0	\$529,974	\$1,014,869	\$55,169	\$1,600,012	\$2,677,962
MPMS #122840 - Franklin County Department Force Box Culvert: This consists of Department force box culvert replacements at various bridges over state routes throughout Franklin County.	Regionwide	Preliminary Engineering	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000
		Final Design						
		Utility						
		Right-of-Way						
		Construction	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	\$800,000
		Total	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	\$1,200,000

Multimodal

\$5,115,840

Project Name/Description	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	27-30 TIP	Project Total (Estimate)
MPMS #118495 - Cumberland Valley Rail Trail Extension to West Shippensburg: This is an extension of 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.	Southampton Township, Shippensburg Borough, Shippensburg Township	Preliminary Engineering						\$253,900
		Final Design						\$154,400
		Utility						
		Right of Way						
		Construction	\$1,264,094				\$1,264,094	\$1,310,503
		Total	\$1,264,094	\$0	\$0	\$0	\$1,264,094	\$1,718,803
MPMS #119286 - Carbon Reduction Program (CRP) Chambersburg RSL: Reserve line for the Carbon Reduction Program covering the Chambersburg Urban Area.	Chambersburg Urban Area	Preliminary Engineering						
		Final Design						
		Utility						
		Right of Way						
		Construction	\$538,000	\$538,000	\$538,000	\$538,000	\$2,152,000	\$5,972,221
		Total	\$538,000	\$538,000	\$538,000	\$538,000	\$2,152,000	\$5,972,221
MPMS #119287 - Carbon Reduction Program (CRP) Hagerstown RSL: Reserve line for the Carbon Reduction Program covering the Greencastle portion of the Hagerstown Urban Area.	Hagerstown Urban Area (Greencastle Portion)	Preliminary Engineering						
		Final Design						
		Utility						
		Right of Way						
		Construction	\$138,000	\$138,000	\$138,000	\$138,000	\$552,000	\$1,380,000
		Total	\$138,000	\$138,000	\$138,000	\$138,000	\$552,000	\$1,380,000
MPMS #121522 - Southgate Pedestrian Improvements: This item consists of a redevelopment of two street blocks into pedestrian and bicycle-only multi-modal greenway on Water Street, between Catherine and Washington streets.	Chambersburg Borough	Preliminary Engineering						
		Final Design						
		Utility						
		Right of Way						
		Construction	\$1,147,746				\$1,147,746	\$1,147,746
		Total	\$1,147,746	\$0	\$0	\$0	\$1,147,746	\$1,147,746

Roadway Expansion

\$39,438,175

Project Name/Description	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	27-30 TIP	Project Total (Estimate)
MPMS #93055 - I-81 New Interchange (Exit 12): This consists of a new interchange (Exit 12) on I-81 at Guilford Springs Road overpass.	Guilford Township	Preliminary Engineering						\$2,719,421
		Final Design						\$2,858,800
		Utility						\$13,926,979
		Right-of-Way						\$4,576,000
		Construction	\$22,342,500	\$3,163,728	\$7,286,947	\$6,645,000	\$39,438,175	\$44,414,110
		Total	\$22,342,500	\$3,163,728	\$7,286,947	\$6,645,000	\$39,438,175	\$68,495,310

Roadways

\$4,749,542

Project Name/Description	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	27-30 TIP	Project Total (Estimate)
MPMS #87805 - Highway Reserve: These highway reserve line funds will be used to address low bid cost increases, additional work on a project, and adding additional project phases to the TIP.	Regionwide	Preliminary Engineering						
		Final Design						
		Utility						
		Right of Way						
		Construction	\$ 1,306,797	\$ 58,745	\$ 1,521,000	\$ 1,863,000	\$ 4,749,542	\$ 12,626,000
		Total	\$ 1,306,797	\$ 58,745	\$ 1,521,000	\$ 1,863,000	\$ 4,749,542	\$ 12,626,000

Safety

\$6,231,072

Project Name/Description	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	27-30 TIP	Project Total (Estimate)
MPMS #114555 - Lincoln Way Intersection Safety Improvement: This consists of safety improvements, which will potentially include an intersection realignment with either lane widening or a conversion into a roundabout at the intersection of Lincoln Way (US 30) and Sollenberger Road.	Hamilton Township, Chambersburg Borough	Preliminary Engineering						\$ 1,196,904
		Final Design						\$ 600,000
		Utility						\$ 250,000
		Right-of-Way						\$ 350,000
		Construction		\$ 1,732,889	\$ 1,301,000	\$ 1,301,000	\$ 4,334,889	\$ 5,040,000
		Total	\$ -	\$ 1,732,889	\$ 1,301,000	\$ 1,301,000	\$ 4,334,889	\$ 7,436,904
MPMS #106709 - PA 997 & SR2015 Intersection: This involves the installation of two new roundabouts at the intersections on PA 997 with both Tomstown Road and Washington Township Boulevard.	Washington Township	Preliminary Engineering						\$ 1,056,000
		Final Design						\$ 1,300,000
		Utility						\$ 150,000
		Right-of-Way						\$ 600,000
		Construction	\$ 1,446,800	\$ 449,383			\$ 1,896,183	\$ 6,928,442
		Total	\$ 1,446,800	\$ 449,383	\$ -	\$ -	\$ 1,896,183	\$ 10,034,442

Transit

\$4,833,000

Project Name/Description	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	27-30 TIP	Project Total (Estimate)
MPMS #123772 - Operating Assistance: This assistance funding line will be used for operating assistance for the Chambersburg Urbanized Area.	Regionwide	OTH-F		\$ 630,000	\$ 662,000	\$ 695,000	\$1,987,000	\$ 1,987,000
		5307	\$ 600,000				\$ 600,000	\$ 600,000
		OTH-S	\$ 145,000	\$ 152,000	\$ 160,000	\$ 168,000	\$ 625,000	\$ 625,000
		LOC	\$ 5,000	\$ 5,000	\$ 5,000	\$ 6,000	\$ 21,000	\$ 21,000
		Total	\$ 750,000	\$ 787,000	\$ 827,000	\$ 869,000	\$ 3,233,000	\$ 3,233,000
MPMS #123773 - Microtransit Vehicles: This line item will be used to replace/expand microtransit vehicles in the FFY 2027-2030 SRTA TIP, including a projected four transits between 2027-2028 and other future replacements.	Regionwide	OTH-F		400000		480000	\$ 880,000	\$ 880,000
		5307	\$ 400,000				\$ 400,000	\$ 400,000
		OTH-S	\$ 97,000	\$ 97,000		\$ 116,000	\$ 310,000	\$ 310,000
		LOC	\$ 3,000	\$ 3,000		\$ 4,000	\$ 10,000	\$ 10,000
		Total	\$ 500,000	\$ 500,000	\$ -	\$ 600,000	\$ 1,600,000	\$ 1,600,000

Planning & Research

\$746,512

Project Name/Description	Location	Project Phase	FFY 2027	FFY 2028	FFY 2029	FFY 2030	27-30 TIP	Project Total (Estimate)
MPMS #87810 - Delivery/Consultant Assistance: This item provides funding for Franklin County Consultant Assistance in project delivery and construction.	Regionwide	Preliminary Engineering	\$ 275,000	\$ 275,000			\$550,000	\$550,000
		Final Design						
		Utility						
		Right-of-Way						
		Construction						
		Total	\$ 275,000	\$ 275,000	\$ -	\$ -	\$ 550,000	\$ 550,000
MPMS #88666 - Susquehanna Regional Transportation Partnership (SRTP) Rideshare Program: This entry provides funding for ridesharing, vanpooling programs, and transit coordination in the Franklin County Metropolitan Organization area.	Regionwide	Preliminary Engineering	\$ 97,767	\$ 98,745			\$ 196,512	\$ 284,315
		Final Design						
		Utility						
		Right-of-Way						
		Construction						
		Total	\$ 97,767	\$ 98,745	\$ -	\$ -	\$ 196,512	\$ 284,315

Glossary – Terms and Acronyms

FCMPO—Franklin County Metropolitan Planning Organization – transportation planning body for Franklin County.

PennDOT – Pennsylvania Department of Transportation.

FHWA – Federal Highway Administration.

Title VI (1964) – Title VI of the Civil Rights Act 1964 – federal requirement.

ADA (1990) – Americans with Disabilities Act – federal requirement.

CAA – Clean Air Act – federal requirement.

MPO – Metropolitan Planning Organization.

NAAQS – National Ambient Air Quality Standards.

NHS – National Highway System.

PM1 – Performance measures for safety.

PM2 – Performance measures for asset management.

PM3 – Performance measures for system performance.

TAMP – Transportation Asset Management Plan.

HSIP – Highway Safety Improvement Program – federal funds that will be utilized towards projects geared towards measures to prevent fatalities and serious injuries.

NHPP – National Highway Performance Program – federal funds directed toward NHS segments for bridge and roadway projects.

STP – Surface Transportation Program – federal highway funds.

TAP – Transportation Alternative Program – federal funds which are predominantly focused on bicycle and pedestrian improvement.

LRTP – Long Range Transportation Plan – a long term plan for countywide transportation planning. Current iteration is implemented over a 20 year scope.

STIP – State Transportation Improvement Program.

TIP – Transportation Improvement Program – a short-term, four-year plan for countywide transportation projects.

VMT – Vehicle Miles Traveled.

IIJA/BIL - Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law

NBIS - National Bridge Inspection Standards

PIB - Pennsylvania Infrastructure Bank

NEVI - National Electric Vehicle Infrastructure

AQCA - Air Quality Conformity Analysis

SIP - State Implementation Plan

CRP - Carbon Reduction Program

CDA - Community Demographic Analysis

TPM - Transportation Performance Management

ACS - American Community Survey census data

15 **TAC** - Technical Advisory Committee

VOC - Volatile Organic Compounds; carbon-based chemicals that react with nitrogen oxides to form smog and contribute to poor indoor air quality

NO_x - Nitrogen Oxides; environmental pollutants that create smog, acid rain, and nutrient pollution in water

PM 2.5 - Inhalable particles that are 2.5 micrometers or less in size

PM₁₀ - Inhalable particles that are 10 micrometers or less in size

CO - Carbon Monoxide

Act 89 - Comprehensive Transportation Funding Plan; transportation funding law passed in 2013 investing \$2.3 billion annually for roads, bridges, public transit, and multimodal projects.

Act 13 - Marcellus Legacy Fund; an investment of natural gas impact fees used to help repair/replace at-risk local bridges

Liquid Fuels - Pennsylvania County Liquid Fuels Program; an annual provision administered to counties by PennDOT for construction, maintenance, and repair of local roads and bridges