

ADAMS COUNTY OFFICE OF PLANNING AND DEVELOPMENT

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Sherri Clayton-Williams, AICP, Director

Date: October 21, 2022

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

Andrew D. Merkel

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

Subject: ACTPO Meeting: October 26, 2022

The next meeting of the ACTPO Board is **Wednesday, October 26, 2022** from **1:00-3:00 p.m.** This meeting will be conducted using as a hybrid format, with options for in-person attendance or virtual attendance.

The in-person component of the meeting will be held at Adams County Agricultural and Natural Resources Center, Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325. The virtual component will be held using Microsoft Teams. Instructions to access the meeting are included in the meeting notice email. Attached, please find the following documents:

- 1) Draft agenda for the October 26, 2022 ACTPO meeting,
- 2) Draft minutes from the July 27, 2022 ACTPO meeting,
- 3) Correspondence from Latimore Township regarding a local bridge,
- 4) FFY 2023-2026 PA STIP Approval and Planning Finding Letter,
- 5) Summary of Public Comment Period tracking details,
- 6) Map of 9/11 National Memorial Trail, and
- 7) Administrative Actions for the 2021-2024 TIP.

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

Adams County Transportation Planning Organization

October 26, 2022

1:00 – 3:00 P.M.

1. Introductory Comments – Bob Gordon, ACTPO Chairman
2. Approval of Minutes: July 27, 2022
3. Staff Updates – ACOPD
 - a. HOP / Traffic Study / Project Meetings
 - b. Local Bridge Update – Adams County Bridge Engineer
 - c. Public Participation Plan (PPP) Update
 - d. FFY 2023-2026 PA STIP Approval and Planning Findings
 - e. [PennDOT Multimodal Transportation Fund \(MTF\) Application Round](#)
 - f. [Pennsylvania National Electric Vehicle Infrastructure \(NEVI\) Plan](#)
4. Transit Update
 - a. Susquehanna Regional Transportation Authority Update
5. Presentation by Commuter Services of Pennsylvania
6. Presentation on 9/11 National Memorial Trail – HABPI
7. 2021 – 2024 TIP Update – PennDOT, Adams County
 - a. Administrative Actions
8. Penn DOT Comments
9. FHWA Comments
10. Public Comments
 - a. Open Public Comment Period
11. Member Comments
12. Next Meeting, Time and Place
 - a. 2023 ACTPO Meetings
 - January 25, 2023
 - April 26, 2023
 - July 26, 2023
 - October 25, 2023 (tentative until the dates of the 2023 Fall Statewide Planning Partners Meeting are confirmed)

Adams County Transportation Planning Organization (ACTPO)
Minutes for the Committee Meeting on July 27, 2022

Attendance:

Voting Members

David Laughman	Arendtsville Borough (Vice-Chair)
Ray Green	PennDOT Central Office
Carey Mullins	PennDOT District 8-0
Charles "Skip" Strayer	Adams County Planning Commission
Beth Nidam	SRTA – rabbittransit
Scott Small	Conewago Township
Robin Fitzpatrick	Adams Economic Alliance
Jim Martin	Adams County Commissioner
David Hazlett	Carroll Valley Borough
Nina Tipler	York Springs Borough

Legislative Representatives

Catherine Wallen	Representative Ecker's Office
Misty Wagner-Grillo	Congressman Joyce's Office

Adams County Office of Planning and Development

Sherri Clayton-Williams
Andrew Merkel
Laura Neiderer
Harlan Lawson

Others

Judie Butterfield	Gettysburg Borough
Charles Gable	Gettysburg Borough
Stacy Newcomer	Commuter Services
Rich Reisinger	PennDOT District 8-0
Kenana Korkutovic	PennDOT District 8-0
Matt Crea	PennDOT Central Office
Ronique Bishop	FHWA PA Division
Will Cameron	County Bridge Engineer
Stacey Rice	@Home in Adams County
Bonnie Little	Conewago Valley School District
Jack Ketterman	Germany Township
Thomas Jolin	HABPI
Darrin Catts	Oxford Township
Terry Scholle	Mt. Joy Township

Media

None

1. Introductory Comments

Mr. Laughman called the meeting to order at 1:00pm. It was established that a quorum was present. No items were added to the agenda.

2. Approval of Minutes – June 22, 2022

Mr. Strayer motioned to approve the minutes. Mr. Martin seconded, and the minutes were approved by a unanimous vote.

3. Staff Updates – ACOPD

- a. Mr. Merkel reported that staff attended the following HOP/Traffic Study/Project meetings since the last ACTPO board meeting:
 - SRTP/PA Commuter Services Board meeting
 - PennDOT – Bi-Monthly Planning Partners Call
 - PennDOT – PennDOT Connects Outreach Planning Meeting
 - LRTP Public Meetings
- b. Mr. Cameron reported that the 2022 interim local bridge inspections are ongoing. They will be completed in September. He also noted the design of the maintenance repairs for the 40 county-owned bridges is proceeding.

4. Transit Update

- a. Ms. Newcomer reported for Commuter Service of Pennsylvania. She noted that the Spring and Summer Program Update was included in the meeting packet. Staff recently attended the Adams County Domestic Relations fair and had employer outreach with RH Sheppard and Pella. Additionally, Commuter Services has been continuing to work with rabbittransit to promote the Gettysburg-Hanover connector route.
- b. rabbittransit had no updates to share with the board.

5. ONWARD2050 – Long Range Transportation Plan Update – Adams County

- a. Ms. Neiderer provided an overview of the draft ONWARD2050 plan and related documentation.
- b. Mr. Laughman provided an opportunity for public comment on the Air Quality Conformity Determination report. There was no public comment related to the Air Quality Conformity Determination report. Ms. Bishop commended the MPO on the LRTP update efforts.
- c. Ms. Neiderer reviewed the ONWARD2050 public comment period documentation. The public comment period was open from June 24th, 2022-July 25th, 2022. A packet of the summary and complete comments was included in the meeting packet and is incorporated in the appendix of the plan. Two public meetings were held, however there was no public participation at either meeting. Staff indicated that may need to be a future discussion on this effort and alternative efforts for public engagement opportunities.
- d. Mr. Merkel reviewed the Air Quality Conformity Determination Report, noting that it is the same report that was presented for, and included with, the 2023-2026 TIP. Mr. Martin motioned to

approve the Air Quality Conformity Determination report and Mr. Strayer seconded. The motion passed unanimously by vote.

- e. Mr. Laughman reviewed the Air Quality Resolution. Mr. Martin moved to approve the Air Quality Resolution. Mr. Green seconded. The Air Quality Resolution was approved by unanimous vote.
- f. Mr. Laughman entertained a motion to approve the Adams County Long Range Transportation, referred to as ONWARD2050. Ms. Fitzpatrick made a motion and Mr. Strayer seconded. The Adams County Long Range Transportation Plan, ONWARD2050 was approved unanimously by vote.

6. PennDOT Comments

- Mr. Reisinger noted that the department will begin to advertise for consultants for several intersection safety improvements that are on the 2023-2026 TIP later this fall.
- Mr. Martin asked if there are any comments regarding the US-15 improvements that are ongoing and the effectiveness of the improvements. Mr. Reisinger replied that it is probably a little early to determine results as construction is still underway. It will likely take time to gather data after the improvements are complete to determine effectiveness, however, the department is hopeful that there is improvement throughout the corridor. Mr. Martin noted that it may benefit public perception to report the improvement benefits. Additional discussion occurred regarding the project.

7. FHWA Comments

- Ms. Bishop updated the board on planning initiatives related to various FHWA programs and funding opportunity information. She also noted that the DOT Navigator resource was released and is available to the public.

8. Public Comments

- Ms. Butterfield provided an update on the improvements at the Gettysburg Regional Airport.

9. Member Comments

- Mr. Martin also commended the staff for their efforts on the LRTP update.

10. Next Meeting, Time, and Place

- a. The next meeting is scheduled for October 26th, 2022. The meeting adjourned at 1:40



U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
(215) 656-7100
(215) 656-7260 (fax)

Federal Highway Administration
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
(717) 221-3461
(717) 221-4553 (fax)

In Reply Refer To:
HPD-PA

Pennsylvania FFY 2023 -
2026 Statewide Transportation Improvement
Program & Air Quality Conformity Determinations

September 29, 2022

Ms. Yassmin Gramian, P.E.
Secretary of Transportation
Pennsylvania Department of Transportation
Commonwealth of Pennsylvania
Keystone Building
400 North St., Fifth Floor
Harrisburg, Pennsylvania

Dear Secretary Gramian:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our joint review of the Pennsylvania Federal Fiscal Year (FFY) 2023-2026 Statewide Transportation Improvement Program (STIP) submitted with your letter dated August 17, 2022. Based on our review of the information provided, certifications of Statewide and Metropolitan transportation planning processes for and within the Commonwealth of Pennsylvania, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), we hereby take the following actions:

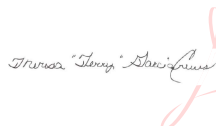
1. FHWA and FTA, in concurrence with the Environmental Protection Agency (EPA), have determined that the conformity determinations for the FFY 2023-2026 TIPs in all nonattainment and maintenance areas of the Commonwealth, adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. This includes all ten (10) conformity determinations for areas that are currently designated under the existing National Ambient Air Quality Standards (NAAQS) and the nine (9) areas impacted by the U.S. Court of Appeals for the D.C. Eighth Circuit decision in *South Coast Air Quality Management District v. EPA* addressing conformity requirements for former 1997 ozone “orphan” regions. (Please see the enclosed table for the Pennsylvania regions requiring transportation conformity.) The air quality conformity determination approval for these regions will reset the 4-year conformity timeclock to begin on the date of this letter.
2. The FHWA and FTA approve the Pennsylvania FFY 2023-2026 STIP, which includes the individual Transportation Improvement Programs (TIPs) for all Metropolitan

Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Independent County (Wayne), the Statewide Items TIP, and the PennDOT Interstate Management Program.

3. The FHWA and FTA find that the projects contained in the STIP and MPO/RPO TIPs are based on transportation planning processes that meet the requirements of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the “Bipartisan Infrastructure Law”); 23 U.S.C. Sections 134 and 135; 49 U.S.C. Sections 5303 and 5304; and 23 CFR part 450.
4. Based on our joint review of the overall Pennsylvania statewide, metropolitan, and rural transportation planning processes, the FHWA and FTA are issuing the FFY 2023-2026 STIP Federal Planning Finding, as enclosed.
5. In addition, several MPOs/RPOs have updated their Long Range Transportation Plan (LRTP) in accordance with 23 CFR Part 450.324. These areas include: Reading Area Transportation Study (RATS) MPO, Adams County MPO, Erie MPO, North Central RPO, and the Shenango Valley Transportation Study (SVTS) MPO. The Southwestern Pennsylvania Commission (SPC) has amended its LRTP. FHWA and FTA, in concurrence with EPA, have determined that the conformity determinations for the above mentioned LRTPs adequately address and meet the requirements as specified in the Transportation Conformity Rule [40 CFR Part 93], as amended. The air quality conformity determination approval for RATS MPO will reset the 4-year LRTP update timeclock to begin on the date of this letter. The Adams County MPO, Erie MPO, North Central RPO, and the SVTS MPO are designated as former 1997 ozone “orphan” region and as such retain 5-year LRTP update deadlines which were reset when the MPOs and RPO took action to adopt the various LRTP.

If you have any questions regarding this determination, please do not hesitate to contact either Jennifer Crobak, FHWA PA, at (717) 221-3440 or Laura Keeley, FTA Region III, at (215) 656-7111.

Sincerely,

 Digitally signed by
THERESA GARCIA
CREWS
Date: 2022.09.29
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Terry Garcia Crews
Regional Administrator
FTA Region III

ALICIA E
NOLAN Digitally signed by
ALICIA E NOLAN
Date: 2022.09.29
14:57:27 -04'00'

Alicia Nolan
Division Administrator
FHWA Pennsylvania Division

Enclosures

cc: Melissa Batula, P.E., Acting Executive Deputy Secretary
 Larry Shifflet, Deputy Secretary for Planning
 Andy Batson, AICP, Acting Deputy Secretary for Multimodal Transportation
 Michael Keiser, P.E., Acting Deputy Secretary for Highway Administration
 Michelle Jennings, Acting Deputy Secretary for Administration
 Jon Fleming, Chief Executive
 Gavin Gray, P.E., Acting Chief Engineer
 Brian D. Hare, P.E. Director, Center for Program Development and Management
 Andrea Bahoric, Director, Bureau of Planning and Research
 Danielle Spila, Director, Bureau of Public Transportation
 Natasha Fackler, PennDOT Infrastructure Investment Coordinator
 Kristin Mulkerin, Acting Alternative Funding Program Director
 Mark Tobin, Center for Program Development and Management
 Mike Gismondi, Center for Program Development and Management
 Jessica Clark, Center for Program Development and Management
 Jackie Koons-Felion, Center for Program Development and Management
 Dan Farley, Director, Bureau of Operations
 Doug Tomlinson, Bureau of Operations
 Steve Gault, Bureau of Operations
 Mike Long, Bureau of Operations
 Justin Bruner, Bureau of Operations
 PennDOT District Executives
 MPO/RPO Executive Directors
 MPO/RPO Assistant Directors/Planners
 Mike Gordon, EPA
 Greg Becoat, EPA
 Chris Trostle, PA Department of Environmental Protection
 Tony Tarone, FTA Region III
 Laura Keeley, FTA Region III
 Tim Lidiak, FTA Region III
 Ryan O'Donoghue, FHWA PA
 Clint Beck, FHWA PA
 Camille Otto, FHWA PA
 Jon Crum, FHWA PA
 Jennifer Crobak, FHWA PA
 Ronnique Bishop, FHWA PA
 Gene Porochniak, FHWA PA
 Matt Smoker, FHWA HQ

Pennsylvania FFY 2023-2026 STIP Federal Planning Finding

This is the documented Federal Planning Finding (FPF) for the Pennsylvania FFY 2023-2026 Statewide Transportation Improvement Program (STIP) and all incorporated Transportation Improvement Programs (TIPs). This FPF is issued by the Federal Highway Administration (FHWA) Pennsylvania Division and the Federal Transit Administration (FTA) Region III for Statewide, Nonmetropolitan, and Metropolitan Transportation Planning and Programming Processes.

The FHWA and FTA find that the Pennsylvania FFY 2023-2026 STIP substantially meets the requirements of 23 United States Code (U.S.C.) 134, 135; 49 U.S.C. 5303-5305; 23 Code of Federal Regulations (CFR) part 450, and 49 CFR part 613.

The FPF includes **5 Commendations** where the Pennsylvania Department of Transportation (PennDOT) and Planning Partners have demonstrated excellence in the planning process and **5 Recommendations** for continued improvement. There are **no Corrective Actions**. Please see the Findings on page 3 for details.

FHWA and FTA are committed to assisting PennDOT and the Planning Partners to review and address the Recommendations identified in the FPF. FHWA and FTA request the opportunity to meet with PennDOT to discuss the FPF and develop an Action Plan to address the Recommendations within 90 days of the STIP approval.

What is the Federal Planning Finding (FPF)?

The FPF is a formal action taken by FHWA and FTA to evaluate and ensure that STIPs and TIPs are developed according to Statewide and metropolitan transportation planning processes consistent with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304 and 23 CFR part 450 and 500, and 49 CFR part 613.

The FPF is a formal opportunity to highlight what works well and opportunities for improvement in the Statewide or metropolitan transportation planning process.

The FPF applies to both PennDOT and Planning Partners.

The FPF is a required prerequisite to FHWA's and FTA's joint approval of the STIP.

What are the statutory and regulatory requirements for the FPF?

- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, Pub. L. 109-59) contained statutory requirements, codified in Title 23 and Title 49, that the Secretary determine, at least every four years, whether the transportation planning process through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134-135 and 49 U.S.C. 5303-5304.
- A FPF is required for the approval of a STIP (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).
- Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141), the Fixing America's Surface Transportation (FAST Act, Pub. L. 114-94), and the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law") maintain this requirement.

Pennsylvania FFY 2023-2026 STIP Federal Planning Finding

- The FHWA and FTA adopted joint implementing regulations for these requirements, found in 23 CFR part 450. Pursuant to the regulations, the requirement for the FPF applies to both the STIP (23 CFR 400.220(b)) and TIPs (23 CFR 450.330(a)).

How are the findings identified and tracked?

FHWA and FTA work collaboratively to identify potential observations to include in the FPF. These observations are identified through each agency's involvement, stewardship and oversight activities with PennDOT, Metropolitan and Rural Planning Organizations (MPOs/RPOs), transit agencies, and key stakeholders. FHWA and FTA use several opportunities and methods to assess the quality of the Statewide and regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. In addition to the STIP/TIP review, this involvement includes the Unified Planning Work Program (UPWP) approval, the Long Range Transportation Plan (LRTP) coordination, Air Quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other activities.

There are three finding categories:

- 1) **Corrective Actions:** Items identified where the activity does not meet statutory and regulatory requirements. Each Corrective Action requires action by the State and/or MPOs and provides a date to complete the Corrective Action(s).
- 2) **Recommendations:** Items that meet the statutory and regulatory requirements, but may represent opportunities to improve the transportation planning processes. Recommendations could include enhancements to the planning processes, planning emphasis areas, emerging technologies, and agency initiatives.
- 3) **Commendations:** Activities or initiatives that demonstrate innovative, highly effective, well-thought out procedures for implementing the planning requirements or represent a national model for implementation and can be cited as an example for others.

Pennsylvania FFY 2023-2026 STIP Federal Planning Finding

Findings:

The following **Commendations** of the Statewide and metropolitan transportation planning processes have been identified:

1. **Transportation Funding Analysis:**

FHWA and FTA commend PennDOT for its comprehensive efforts to research, analyze and communicate the transportation funding challenges facing the Commonwealth of Pennsylvania. In 2021, PennDOT established the new Pathways program and launched an Alternative Funding Planning and Environmental Linkages (PEL) study to identify possible near-term and long-term solutions to transportation funding. Through the PEL, PennDOT consulted with FHWA and the Environmental Protection Agency (EPA) to establish a methodology for evaluating environmental justice effects associated with alternative funding strategies. PennDOT also played a key role as a technical advisor in the Transportation Revenue Options Commission (TROC) which was established in March 2021 through an Executive Order signed by Governor Tom Wolf. Through the PEL and TROC efforts, PennDOT has paved the way for the Commonwealth to explore and implement alternative funding solutions.

2. **STIP Public Involvement Strategy:**

FHWA and FTA commend PennDOT for successfully completing the FFY 2023-2026 STIP public comment period. In accordance with the Statewide Public Participation Plan (PPP), a STIP 15-day public comment period was held from June 15 through June 30, 2022. To supplement the regional TIPs' public outreach, PennDOT posted each regional TIP on the www.TalkPATransportation.com website. PennDOT also made the State Transportation Commission (STC) meetings more accessible by adding a virtual meeting link, agenda and materials to the website. FHWA and FTA commend PennDOT for these efforts to improve public involvement in the statewide transportation planning process.

3. **State Freight Work Group and State Freight Plan:**

FHWA and FTA commend PennDOT for expanding participation in the State Freight Work Group to include private sector stakeholders including the Pennsylvania Motor Truck Association (PMTA). In addition, FHWA and FTA recognize efforts are underway to update the State Freight Plan to be compliant with 49 U.S. Code § 70202 (§21104) and the new BIL freight provisions requirements. PennDOT's State Freight Plan update is due November 17, 2022.

4. **Pennsylvania's Efforts on the National Electric Vehicle Infrastructure (NEVI) Program:**

FHWA and FTA commend PennDOT's tremendous effort to develop Pennsylvania's first State Plan for Electric Vehicle Infrastructure Development (PennDOT NEVI Plan) under the new NEVI Formula Program. Throughout the planning process, PennDOT engaged the public and diverse stakeholders including advocacy organizations, government agencies, utility providers, airports and transit agencies, and labor and industry representatives. PennDOT also established EV Equity Guiding Principles to help guide implementation and make EVs more accessible for all Pennsylvanians. Pennsylvania's NEVI Plan was officially approved by FHWA on September 14, 2022.

Pennsylvania FFY 2023-2026 STIP Federal Planning Finding

5. Transit Asset Management (TAM) Outreach and Performance Targets:

FTA and FHWA commend the increase in coordination within PennDOT and with transit agencies, and the MPOs/RPOs regarding the Performance Based Planning and Programming (PBPP) requirements of the MPOs/RPOs as they relate to transit projects. The coordination within PennDOT led to the most inclusive TIP guidance document going to the MPOs/RPOs which provided significant assistance in making sure Transit based Performance Measures were accounted for in the TIPs.

The following **Recommendations** for the Statewide and metropolitan transportation planning processes have been identified:

1. Safety Planning, Programming and Project Delivery:

Improving safety is the top priority for FHWA, FTA and PennDOT. However, Pennsylvania has not met or made significant progress towards meeting the Safety Performance Measures (PM) under 23 CFR Part 490 for the last three reporting periods (CY2018, CY2019, and CY2020). To reduce fatalities and serious injuries, Pennsylvania needs to take a comprehensive approach to safety by proactively identifying safety projects, utilizing the full Highway Safety Improvement Program (HSIP) annual apportionment, and integrating safety appropriately into projects. There are three parts of this finding:

- a. PennDOT has established a robust data-driven safety planning process and policy, per *Publication 638*, to evaluate and program candidate projects for HSIP funding. However, FHWA found that numerous candidate projects programmed on the draft TIPs did not follow the PennDOT process for approvals or amendments in the PennDOT HSIP SharePoint site. PennDOT needs to ensure that they are following their process as defined in *Publication 638*. To address this issue, PennDOT should review and verify that all projects programmed with HSIP funds on the FFY 2023-2026 STIP have been evaluated for eligibility through the HSIP SharePoint Site. If there is a cost increase to the HSIP funding, the project should be amended in the HSIP SharePoint site and reevaluated for safety cost effectiveness per *Publication 638*. This verification must be completed prior to any HSIP obligations, above the originally approved amount, occurring on the project.
- b. Historically, PennDOT has obligated less than 80% of its full HSIP annual apportionment which diminishes Pennsylvania's capacity to deliver important safety projects.
- c. There has been a concerted effort to improve HSIP obligation rates over the last two years; however, there continues to be a rush to approve projects and to obligate funds in the last quarter of the federal fiscal year. In FFY21, approximately 75% of HSIP funds were obligated in the fourth quarter and in FFY22, approximately 50% of HSIP funds were obligated in the fourth quarter.

FHWA requests that PennDOT schedule regular coordination meetings to discuss these challenges and identify opportunities to improve safety planning, programming, and project delivery.

Pennsylvania FFY 2023-2026 STIP Federal Planning Finding

2. Integration of Transportation Performance Management (TPM):

FHWA and FTA recognize that PennDOT has long maintained a preservation-first focus and has made considerable progress in identifying investment needs and developing the Bridge and Pavement Asset Management Systems (BAMS/PAMS). However, it still appears that PennDOT's Asset Management Systems (AMS) are being used to backcheck project candidates rather than guiding investment priorities and driving project selection to achieve optimal performance. This finding is being carried over from the 2021 FPF.

Through the 2023 TIP development process, FHWA observed challenges to fully utilizing the BAMS/PAMS outputs including time constraints, competing project priorities, and technical training needs on how to use the data outputs in the planning process (TIP/TYP/LRTP). PennDOT's Transportation Asset Management Plan (TAMP) documentation continues to show the mix of project work types in the STIP are different than the Lowest Life Cycle Cost (LLCC) project work types recommended by the AMS. PennDOT did not evaluate the expected performance (PM2) of the draft STIP during the STIP development process. FHWA requests that PennDOT schedule coordination meetings to discuss strategies to better integrate TPM and PBPP into the planning process so that substantial progress can be achieved prior to the FFY 2025 STIP update.

As Pennsylvania makes progress on these initiatives, FHWA and FTA recommend that PennDOT, MPOs/RPOs, and transit agencies review and evaluate their planning agreements and internal procedural documents to ensure they are updated to incorporate new requirements and clearly define and document their roles and responsibilities for carrying out 23 U.S.C 134, 23 U.S.C 150, and 23 CFR 450 Subpart C requirements.

3. MPO/RPO LRTP Development Process:

Since the 2019 FPF, progress has been made in many areas to improve the LRTP update process and agency coordination; however, FHWA and FTA continue to observe issues with LRTPs which demonstrates the need for continued improvement. This finding is being carried over. FHWA and FTA recommend that MPOs/RPOs schedule a LRTP update coordination meeting at least 30 months in advance of the LRTP deadline. This coordination meeting should include FHWA, FTA, PennDOT Central Office and District Office staff, and other key partners. The meeting will serve the purpose of discussing roles and responsibilities, reviewing state and federal planning and transportation conformity requirements (where applicable), discussion on how to incorporate PBPP and TPM into the plan update, and identifying key milestones and resources. FHWA and FTA also recognize that PennDOT is in the process of finalizing the MPO/RPO LRTP Guidance Document. This document will be essential to provide technical assistance and tools to meet state and federal planning requirements.

4. MPO/RPO Compliance with FTA Title VI Requirements:

In early 2021, it was identified that not all Pennsylvania MPOs/RPOs had FTA compliant Title VI programs despite receiving FTA Planning funds through PennDOT's Consolidate Planning Grant (CPG). PennDOT has taken steps to inform the MPOs and RPOs of the requirements, and how to meet them, but as the primary recipient administering the CPG, PennDOT is ultimately responsible for the compliance status of their subrecipients. FTA and FHWA have participated in efforts to increase the awareness of the requirements among the MPOs/RPOs and encourage the

Pennsylvania FFY 2023-2026 STIP Federal Planning Finding

development of programs that meet these requirements, but it is clear from these coordination efforts there is still confusion among the planning partners what the requirements are and how to meet them.

FHWA and FTA recommend PennDOT undertake efforts to not only verify the status of the subrecipients of their CPG, but also undertake a proactive and guidance driven approach to supporting the efforts of their subrecipients to be in compliance with the Title VI requirements in accordance with FTA Circular 4702.1B.

5. Annual Listing of Obligated Projects for Transit:

All Planning Partners, transit agencies and PennDOT must cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous year in accordance with 23 CFR 450.334. While overall, the MPOs/RPOs have made significant improvements in this effort since it was identified in the 2019 FPF, especially with Highway/Bridge projects, the inclusion of obligated transit projects has been inconsistent. As such, FTA and FHWA recommend PennDOT work with MPOs/RPOs and transit agencies to ensure this requirement is carried out on an annual basis for all federally funded Highway/Bridge and transit projects.

Pennsylvania Areas Requiring Transportation Conformity

Note: The table reflects the revocation of the 1997 PM_{2.5} NAAQS on October 24, 2016. The table includes the 1997 8-hour ozone NAAQS per the February 16, 2018 D.C Circuit decision in South Coast Air Quality Management District v. EPA (Case No. 15-1115). The impact of this court decision is only on areas that were maintenance or nonattainment of the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 and 2015 ozone NAAQS. These areas are referred to as “orphan” maintenance areas.

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Reading	2008 8-hour Ozone	Reading, PA	Berks	Marginal
Allentown	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Lehigh, Northampton	Marginal
	2006 24-Hour PM _{2.5}	Allentown, PA	Lehigh, Northampton	Maintenance
Harrisburg	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Cumberland, Dauphin	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Cumberland, Dauphin, Perry	Orphan Maintenance
York	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	York	Maintenance
	1997 8-hour Ozone	York, PA	York	Orphan Maintenance
Lancaster	2008 8-hour Ozone	Lancaster, PA	Lancaster	Marginal
	2006 24-Hour PM _{2.5}	Lancaster, PA	Lancaster	Maintenance
Lebanon	2012 Annual PM _{2.5}	Lebanon County, PA	Lebanon	Moderate
	2006 24-Hour PM _{2.5}	Harrisburg-Lebanon-Carlisle-York, PA	Lebanon	Maintenance
	1997 8-hour Ozone	Harrisburg-Lebanon-Carlisle, PA	Lebanon	Orphan Maintenance
Johnstown	1997 8-hour Ozone	Johnstown, PA	Cambria	Orphan Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Cambria	Maintenance
NEPA	2008 8-hour Ozone	Allentown-Bethlehem-Easton, PA	Carbon	Marginal
	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Monroe	Orphan Maintenance

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
DVRPC	2015 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2012 Annual PM _{2.5}	Delaware County, PA	Delaware	Moderate
	2008 8-hour Ozone	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Marginal
	2006 24-Hour PM _{2.5}	Philadelphia-Wilmington, PA-NJ-DE	Bucks, Chester, Delaware, Montgomery, Philadelphia	Maintenance
SPC	2012 Annual PM _{2.5}	Allegheny County, PA	Allegheny	Moderate
	2008 8-hour Ozone	Pittsburgh-Beaver Valley, PA	Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, Westmoreland	Marginal
	2006 24-Hour PM _{2.5}	Pittsburgh-Beaver Valley, PA	Allegheny (P), Armstrong (P), Beaver, Butler, Greene (P), Lawrence (P), Washington, Westmoreland	Maintenance
	2006 24-Hour PM _{2.5}	Johnstown, PA	Indiana (P)	Maintenance
	2006 24-Hour PM _{2.5}	Liberty-Clairton, PA	Allegheny (P)	Moderate
	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Indiana	Orphan Maintenance
	1997 8-hour Ozone	Greene Co, PA	Greene	Orphan Maintenance
	1987 24-Hour PM ₁₀	Clairton & 4 Boroughs, PA	Allegheny (P)	Maintenance
	1971 CO	Pittsburgh, PA	Allegheny (P)	Limited Maintenance

MPO/RPO	Applicable NAAQS	Nonattainment / Maintenance Area Name	Counties in Area	Nonattainment Status
Altoona	1997 8-hour Ozone	Altoona, PA	Blair	Orphan Maintenance
North Central	1997 8-hour Ozone	Clearfield and Indiana Cos, PA	Clearfield	Orphan Maintenance
Erie	1997 8-hour Ozone	Erie, PA	Erie	Orphan Maintenance
Franklin	1997 8-hour Ozone	Franklin Co, PA	Franklin	Orphan Maintenance
Scranton	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Lackawanna, Luzerne	Orphan Maintenance
Northern Tier	1997 8-hour Ozone	Scranton-Wilkes-Barre, PA	Wyoming	Orphan Maintenance
	1997 8-hour Ozone	Tioga Co, PA	Tioga	Orphan Maintenance
Centre	1997 8-hour Ozone	State College, PA	Centre	Orphan Maintenance
Adams	1997 8-hour Ozone	York, PA	Adams	Orphan Maintenance
Shenango Valley	1997 8-hour Ozone	Youngstown-Warren-Sharon, OH-PA	Mercer	Orphan Maintenance

(P) = designates partial county areas that are included in the nonattainment/maintenance area

ACTPO – Public Comment Origination Tracking

2023-2026 TIP

- Public Comment period advertised in Gettysburg Times and Hanover Evening Sun
- Notification sent out to *e-MERGEing News* email list and municipalities.
- Of the 20 public comments received:
 - Potentially 9 comments came from sources other than *e-MERGEing News* email list
 - Other 11 comments came from *e-MERGEing News* email list
- Two Public Information Meetings held on June 1st (10 am & 6pm)
 - Two total attendees

ONWARD2050 - LRTP

- Public Comment period advertised in Gettysburg Times, York Daily Record, Merchandiser (all 3 Adams County Editions)
- Notification sent out to *e-MERGEing News* email list and *Gettysburg Connection* online media source
- Of the 8 public comments received:
 - Only 1 comment came from printed source
 - All others from *e-MERGEing News* email list or PennDOT/FHWA related
- Two Public Information Meetings held on July 13th (10 am & 6pm)
 - No attendees

Daniel T. Worley,
Chairman
Woody Myers,
Vice-Chairman
Steve Gotwols,
Supervisor

LATIMORE TOWNSHIP
Board of Supervisors
559 Old US Route 15
York Springs, PA 17372
717-528-4614; FAX 717-528-8281

OFFICE HOURS:

Monday: 11-4
Tuesday: Closed
Wednesday: 11-4
Thursday: 11-4
Friday: Closed

Mr. Robert L. Gordon, ACTPO Chair
Adams County Transportation Planning Organization
670 Old Harrisburg Road
Suite 100
Gettysburg, PA 17325

Re: Latimore Township Bridge No. LAT-2
T-635 (Ridge Road) over Latimore Creek
Bridge Replacement
Transportation Improvement Program

Dear Mr. Gordon:

The Latimore Township Supervisors respectfully request that ACTPO add the project for the replacement of Latimore Township Bridge No. LAT-2, T-635 (Ridge Road) over Latimore Creek to the Transportation Improvement Program (TIP) for federal and state funding. We will apply Latimore Township funds for the local 5% share, if required.

Latimore Township Bridge No. LAT-2 is in serious condition due to corrosion of the steel I-beam superstructure. The single span bridge is posted for a weight limit of 5 Tons and has a one lane width.

The following is the preliminary estimate of the project costs for the replacement of Bridge No. LAT-2.

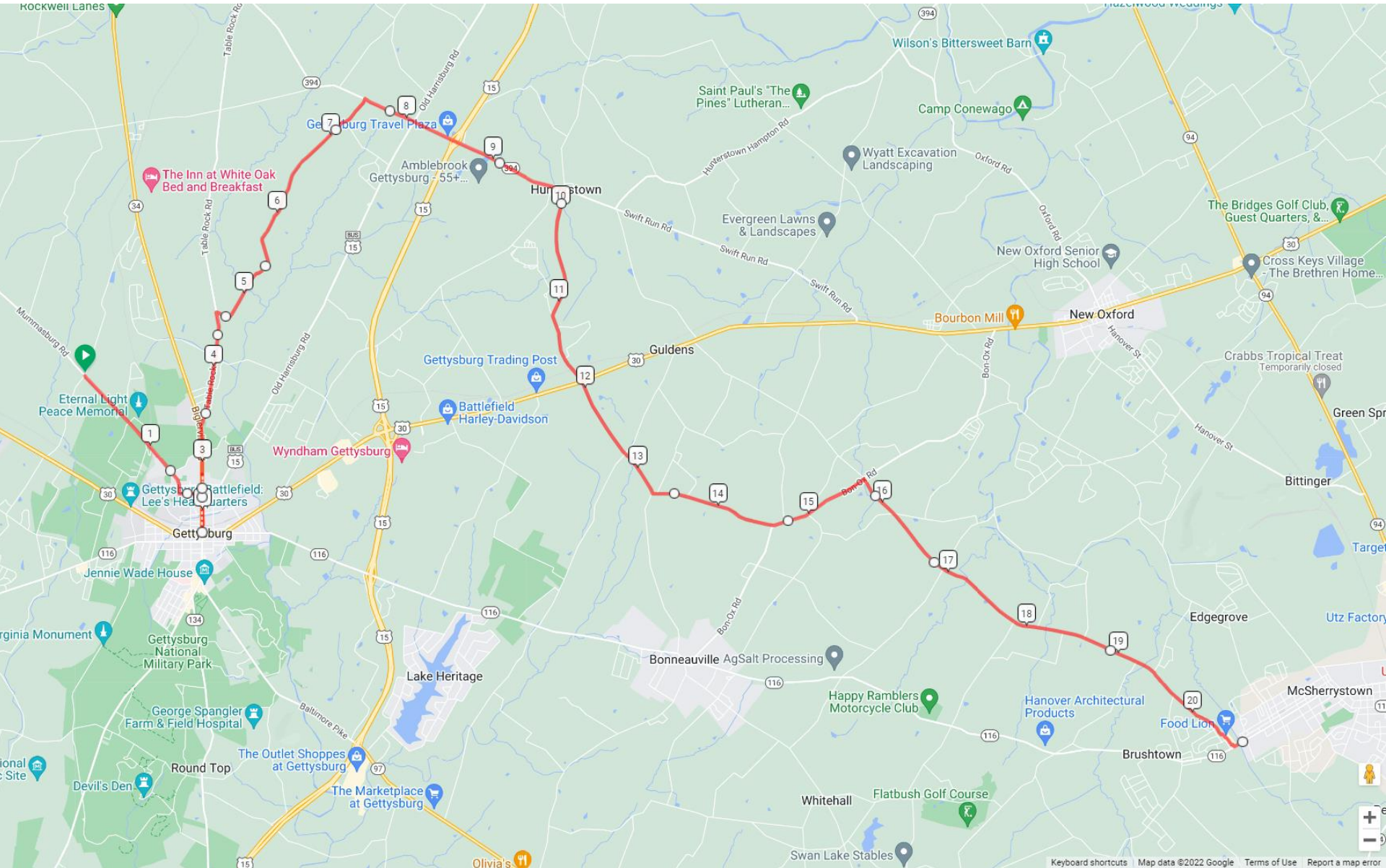
Preliminary Engineering	\$ 275,000
Final Design	\$ 225,000
Right of Way	\$ 75,000
Utilities	\$ 25,000
Construction	<u>\$1,000,000</u>
Total	\$1,600,000

Thank you for considering our request. Please contact us if you need additional information.

Sincerely,
Daniel T. Worley - Chairman
LATIMORE TOWNSHIP SUPERVISORS

Cc: Andrew D. Merkel, AICP, Adams County Office of Planning and Development
William D. Cameron, PE, Adams County Bridge Engineer, Pennoni Associates Inc.

9/11 National Memorial Trail in Adams County



Roads in Adams County for the 9/11 National Memorial Trail

Go to – 911trail.org, then Visit the Trail, Interactive Map

Dist	Type	Note	Next
0.0	📍	Start of route	1.2
1.2	➡	Slight R to stay on US-30 E	1.5
2.7	➡	R onto Old Rte 30	6.2
8.8	⬅	L onto Fairview Fruit Rd	1.3
10.1	➡	R onto Hilltown Rd	1.2
11.3	➡	R onto Mummasburg Rd	4.5
15.7	⬆	Continue onto College Ave	0.1
15.8	⬅	L onto W Lincoln Ave	0.2
16.1	➡	R onto Carlisle St	0.4
16.5	⬆	Enter the traffic circle	0.1
16.5	⬆	Exit the traffic circle onto Carlisle St/ Lincoln Square	1.1

16.5 miles. +716/-1165 feet

Dist	Type	Note	Next
17.6	➡	Slight R onto Table Rock Rd	1.2
18.8	➡	R onto Miller Rd	0.5
19.3	⬆	Continue onto Good Intent Rd	2.5
21.8	➡	R onto PA-394 W	2.3
24.1	➡	R onto Granite Station Rd	3.5
27.5	⬅	L onto Tall Oaks Rd	1.3
28.9	⬆	Continue onto Bon-Ox Rd	1.1
29.9	➡	R onto Centennial Rd	4.9
34.8	⬅	L onto PA-116 W	1.2
36.0	⬆	Continue onto W Elm Ave	0.8
36.8	📍	End of route	0.0

20.3 miles. +692/-619 feet

SIGNS for
9/11 National Memorial Trail



NOTE: ALL SIGN SPECIFICATION, PRODUCTION AND INSTALLATION SHALL BE FABRICATED AND CONDUCTED IN CONFORMANCE WITH THE STANDARDS SET FORTH IN PUBLICATION 408 OF THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (2016 OR CURRENT) AND THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD 2009 WITH 2012 REVISIONS OR CURRENT) .

NOTE: ALL SIGNS ALONG NON-PennDOT STATE ROUTES SHALL BE 9"X12"; ALL SIGNS ALONG PennDOT ROUTES SHALL BE 18"X24" IN THE LOCATIONS AND QUANTITIES AS INDICATED ON SIGN TAB SHEET T1.

FFY 2021-2024 TIP MODIFICATIONS FORM

Adams																			Informed Coordinating Committee: 9/26/22		
Administrative Modifications - Highway																			Informed Technical Committee: N/A		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Remarks		
1	PA 116/Trib Willoughby Run	106666	ROW	Before		185					10								Increasing the ROW phase of PA 116/Trib Willoughby Run in FFY 2022 for \$46,600 to the current estimated cost. This project consists of bridge improvements on PA 116 (Fairfield Road) over Tributary to Willoughby Run in Cumberland Township, Adams County. This project has a current estimated let date of Jan. 26, 2023.		
	Before				581																
	Adjust				185																
	Adjust				581					47											
	After				185					10											
	After				581					47											
2	Eisenhower Drive Extension	58137	FD	Before		581					816			2,184			111	Decreasing the FD phase of Eisenhower Drive Extension in FFY 2022 for \$46,600. This phase will be fully funded on the 2023 Draft TIP. This project consists of connecting Eisenhower Drive from High Street to Route 116 in Conewago Township, Adams County. This project has a current estimated let date of Jan. 2, 2025.			
	Adjust				581				-47												
	After				581																
									770				2,184			111					
3	US 15 Preservation NorthBound	116595	PE	Before		581					200							Decreasing the PE phase of US 15 Preservation NorthBound in FFY 2022 for \$142,617 to the current estimated cost. This project consists of a pavement preservation on US 15 (Blue-Gray Highway) from the Maryland line to PA 394 (Shrivers Corner Road) in Freedom, Cumberland, Mount Joy and Straban Townships. This project has a current estimated let date of Dec. 14, 2023.			
	Adjust				581				-143												
	After				581																
									57												
4	Piney Creek Bridge 2	90692	FD	Before		185					150							Increasing the FD phase of Piney Creek Bridge 2 in FFY 2022 for \$134,417 to the current estimated cost. This project consists of a bridge replacement on PA 97 over Tributary to Piney Creek in Germany Township, Adams County. This project has a current estimated let date of May 18, 2023.			
	Adjust				185																
	Adjust				581				134												
	After				185				150												
	After				581				134												
3	PA 116 over Trib Marsh Crk	106665	ROW	Before														Adding the ROW phase of PA 116 over Trib Marsh Crk in FFY 2022 for \$8,200 to the current estimated cost. This project consists of a bridge rehabilitation on PA 116 (Fairfield Road) over Tributary to Marsh Creek in Highland Township, Adams County. This project has a current estimated let date of May 9, 2024.			
	Adjust				581				8												
	After				581																
Program Summary - Net Changes				Before FFY Totals		0	0	0	0	1,176,273	0	0	2,184,000	0	0	111,245	0	0			
				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0	0			
				After FFY Totals		0	0	0	0	1,176,273	0	0	2,184,000	0	0	111,245	0	0			

FISCAL CONSTRAINT CHART
FFY 2021-2024 TIP Highway/Bridge

Administrative Action (MA ID: 126871) Adams TIP				Fund Type		FFY 2021			FFY 2022			FFY 2023			FFY 2024			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029-2032			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Bridge Reserve	87792	CON	Before	BRIP																												Reserve Line Item utilized as balancing source to maintain fiscal constraint.	
			Before	BOF																													
			Adjust	BRIP							1,364,222																						
			Adjust	BOF																													
			After	BRIP							1,364,222																						
Adams			After	BOF																													
SR 116 Bridge over Conewago Creek			Before	BRIP					1,304,000																							Advancing funds due to August Redistribution. Funds returned to reserve line item.	
			Before	NHPP					1,114,149			1,364,222																					
			Before	STP		20,008			962																								
			Adjust	BRIP																													
			Adjust	NHPP					1,364,222			(1,364,222)																					
116/051	113071	CON	Adjust	STP																													
			After	BRIP					1,304,000																								
			After	NHPP					2,478,371																								
			After																														
			After	STP		20,008			962																								
Before Totals						\$20,008	\$0	\$0	\$2,419,111	\$0	\$0	\$1,364,222	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Adjustment Totals						\$0	\$0	\$0	\$1,364,222	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$20,008	\$0	\$0	\$3,783,333	\$0	\$0	\$1,364,222	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			

NOTES