

# ADAMS COUNTY OFFICE OF PLANNING AND DEVELOPMENT

670 Old Harrisburg Road, Suite 100 | Gettysburg, PA 17325  
Ph: 717-337-9824 | Fx: 717-334-0786

Sherri Clayton-Williams, AICP, Director

**Date:** June 17, 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: June 22, 2022

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The next meeting of the ACTPO Board is **Wednesday, June 22, 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 June 22, 2022 ACTPO meeting,
- 2) Draft minutes from the April 27, 2022 ACTPO meeting,
- 3) Commuter Services of PA Annual Reports,
- 4) Draft 2023-2026 Adams County TIP Materials,
- 5) Draft Onward2050 Long Range Transportation Plan and Public Comment Period Announcement,
- 6) Transit Asset Management and Performance Measurements Update,
- 7) Amendment for the 2021-2024 TIP, and
- 8) Administrative Actions for the 2021-2024 TIP.

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

# Adams County Transportation Planning Organization

June 22, 2022

1:00 – 3:00 P.M.

1. Introductory Comments – Bob Gordon, ACTPO Chairman
2. Approval of Minutes: April 27, 2022
3. Staff Updates – ACOPD
  - a. HOP / Traffic Study / Project Meetings
  - b. Local Bridge Update – Adams County Bridge Engineer
4. Transit Update
  - a. Commuter Services of Pennsylvania Update
  - b. Susquehanna Regional Transportation Authority Update
5. 2023 – 2026 TIP – PennDOT, Adams County, CPTA
  - a. Review of 2023 – 2026 TIP
  - b. Review of Public Comment Period Documentation
  - c. Approval of Air Quality Conformity Determination Report **(Action Required)**
  - d. Approval of Air Quality Resolution **(Action Required)**
  - e. Approval of Self-Certification Resolution **(Action Required)**
  - f. Approval of Procedures for 2023 – 2026 TIP/STIP Modification **(Action Required)**
  - g. Approval of 2023 – 2026 TIP **(Action Required)**
6. Onward2050 – Long Range Transportation Plan Update – Adams County
  - a. Authorization of 30-day Public Comment Period **(Action Needed)**
7. Transit Asset Management (TAM) and PTASP PM Target Update – SRTA **(Action Needed)**
8. 2021 – 2024 TIP Update – PennDOT, Adams County
  - a. Amendment **(Action Needed)**
  - b. Administrative Actions
9. Penn DOT Comments
10. FHWA Comments
11. Public Comments
  - a. Open Public Comment Period
12. Member Comments
13. Next Meeting, Time and Place
  - a. 2022 ACTPO Meetings
    - July 27, 2022 (Adoption of 2050 LRTP)
    - October 26, 2022

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

**Attendance:**

**Voting Members**

Bob Gordon	Hamiltonban Township (Chair)
Dave Laughman	Arendtsville Borough (Vice-Chair)
Ray Green	PennDOT Central Office
Nathan Walker	PennDOT District 8-0
Charles "Skip" Strayer	Adams County Planning Commission
Bryan Johnson	Gettysburg Adams Chamber of Commerce
Nina Tipler	York Springs Borough
Bob Rhoads	Mt. Pleasant Township
Beth Nidam	SRTA – rabbittransit

**Legislative Representatives**

Catherine Wallen	Representative Ecker's Office
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**Adams County Office of Planning and Development**

Sherri Clayton-Williams  
Andrew Merkel  
Laura Neiderer  
Harlan Lawson

**Others**

Judie Butterfield	Gettysburg Borough
Stacy Newcomer	Commuter Services
Jeff Puher	PennDOT District 8-0
Christopher Kufro	PennDOT District 8-0
Rich Reisinger	PennDOT District 8-0
Ronnique Bishop	FHWA PA Division
Will Cameron	County Bridge Engineer
Dennis Hicketier	HABPI
Tom Jolin	HABPI
Terry Scholle	Mt. Joy Township
Stacey Rice	@Home in Adams County
Scott Small	Conewago Township
Bev Frey	Oxford Township
Bonnie Little	Conewago Valley School District

**Media**

None

### **1. Introductory Comments**

Mr. Gordon 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 – January 26, 2022**

A correction was made to the attendance list. Mr. Rhoads motioned to approve the corrected minutes. Mr. Strayer seconded, and the corrected 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:
  - Inch & Company Multifamily (Straban Township)
  - Gettysburg Regional Airport (Cumberland Township)
  - Huntington Fields (Huntington Township)
  - SRTP/PA Commuter Services Board meeting
  - PennDOT - AQ Conformity Training
  - PennDOT – Planning for EV Charging Infrastructure Funding
- b. Mr. Cameron reported that the 2022 interim local bridge inspections will begin in May, including seven County and eight Township bridges.
- c. Mr. Merkel informed the board that a current TIP project that entails adding ITS (Intelligent Transportation System) devices is set to be implemented, resulting in a traffic camera at every interchange along the US-15 corridor in Adams County.

### **4. Transit Update**

- a. Ms. Newcomer reported for Commuter Service of Pennsylvania. She noted that over 70 meetings took place and 190 new members enrolled in the commuter database during the month of March. Also, Packaging Corporation of America competed in the Earth Month event and the 2021 Commuter Services Annual Performance report was released.
- b. Ms. Nidam reported that there are no significant updates for rabbittransit.

### **5. Presentation by Healthy Adams Bicycle Pedestrian Inc. (HABPI)**

Mr. Hickethier provided an overview of Healthy Adams Bicycle Pedestrian Inc. He noted it is an all-volunteer staff. ACOPD staff played a short video developed by the organization for the attendees of the meeting. Mr. Hickethier noted that HABPI partners with many municipalities and encourages that bicycle and pedestrian facilities are incorporated during the planning stages of development projects.

### **6. 2023-2026 TIP – PennDOT, Adams County, CPTA**

- a. An overview of the Draft 2023-2026 Adams County TIP and the 2026-2026 Draft Transit TIP was provided by staff. Staff noted that the Draft TIP document must go through a 30-day public comment period. Notice of the public comment period will be advertised in both the Gettysburg Times and The Evening Sun. Mr. Laughman noted that The Evening Sun does not print a paper edition daily, and Mr. Merkel explained that the Gettysburg Times is the paper of general



record, and so advertisement in The Evening Sun is an extra effort to notify the public of the comment period. Staff will look into publication schedule of The Evening Sun and will advertise accordingly. Hardcopies of the Draft TIP packet will be placed throughout the county for the public to access during the public comment period and will also be available electronically on the Adams County website. Mr. Strayer motioned to authorize the Draft TIP 30-day public comment period from May 16<sup>th</sup>, 2022 through June 16<sup>th</sup>, 2022. Mr. Laughman seconded. The motion passed unanimously.

#### **7. Long Range Transportation Plan Update – Adams County**

Ms. Neiderer reported on the status of the Long Range Transportation Plan and presented the working draft Plan document to the board. Many sections of the LRTP are in a completed draft form and other sections are nearing completion of a draft. She noted that a “first-cut” of the draft LRTP will be presented in more detail at the upcoming LRTP subcommittee meeting for input and feedback. She explained that the draft LRTP document will also have to go through a 30-day public comment period prior to adoption in July 2022, however, those specific dates are to-be-determined.

#### **8. 2021-2024 TIP Update – PennDOT, Adams County**

- a. Mr. Puher noted that there were eighteen administrative modifications made to the 2021-2024 TIP since the January 2022 ACTPO meeting. There is no vote required for administrative modifications. Ms. Frey asked for a status update of the safety project at the intersection of Red Hill Rd and Hanover St. in Oxford Township. Mr. Walker noted the selection process will soon take place, as a meeting has already occurred with the union to put the project out for bid. He also noted that when the 2023-2026 TIP takes effect in October, the funding for the project will be obligated.

#### **9. PennDOT Comments**

- Mr. Walker provided an update for the Eisenhower Extension project. The public comment period opened January 24<sup>th</sup>, 2022 and closed March 10<sup>th</sup>, 2022 and a final decision is expected to be made in the fall of this year.
- Mr. Kufro introduced himself as the acting District Executive for PennDOT District 8-0. He mentioned that PennDOT is expecting feedback from FHWA regarding the Eisenhower Extension project.
- Mr. Reisinger introduced himself as the AD of Design for PennDOT District 8-0.
- Mr. Walker announced that Kenana Korkutovic was hired as a District Planner for PennDOT District 8-0.

#### **10. FHWA Comments**

- Ms. Bishop noted that there have been updates made to the BIL/IJA website regarding funding information.

#### **11. Public Comments**

- Ms. Butterfield provided an update regarding the construction in Gettysburg Borough. Met-Ed, Columbia Gas, and Gettysburg Municipal Authority have worked together to update infrastructure throughout the borough. Construction work is expected to be completed by early July 2022.

## **12. Member Comments**

- Mr. Gordon mentioned that 8-1-1 gave a presentation at the most recent COG meeting. He noted that there has been discussion of resuming the county committee that coordinated efforts between utility companies and municipalities.
- Ms. Tipler asked where the ITS devices, discussed earlier in the meeting, will be placed specifically at the interchange locations. Mr. Walker responded that PennDOT will evaluate each location to determine the best placement for the devices.

## **13. Next Meeting, Time, and Place**

- a. Mr. Gordon noted the schedule for the future ACTPO meetings in 2022. The next meeting is scheduled for June 22, 2022. A motion to adjourn the meeting at 2:02 PM was moved by Mr. Small and seconded by Mr. Laughman.

# Adams County Year in Review 2021

## Back to Basics

During 2021, our Commuter Services team assisted employers in the region with rebuilding and redefining their worksite commuter benefits programs. The needs of our employer partners were ever changing, as they navigated the new norm. With the opportunity to go back to basics, partners embraced our Transportation Demand Management (TDM) tools, events, and resources. Some examples of these items include: Telecommute Committee, “Clash” competitions, annual try-it events, worksite assessments, webinars and our Commute PA rideshare and rewards program.

Over the past year our outreach managers conducted over **160** events and **360** meetings. The health and safety limitations imposed by the COVID Pandemic required many events to be held virtually. Our outreach staff is very excited and hopeful to get back to onsite events in 2022.

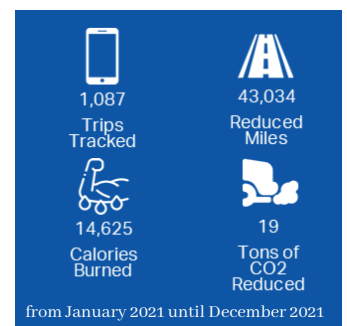
## Establishing a New Baseline

As we adapted and planned for the future, we looked towards our Commute PA database to guide our way. The annual evaluation of our users offered important findings to provide a new baseline for the Commuter Services program. In 2021, there was a significant increase in telecommuters tracking in Commute PA. Many employers were forced to move employees to full remote working without policies and programs in place. Throughout 2021, **32%** of those who were evaluated, are still using telecommuting as their primary mode of transportation. In addition, results of the evaluation showed carpool and transit participants climbing towards pre-pandemic numbers. One of the 2022 goals will be to encourage those who commuted using a green mode prior to the pandemic, to return to that mode as they settle into their new travel schedule, instead of driving alone. Our team will focus on developing customized commuter benefits plans for partners to ensure employees have worksite specific details about their commute options.

## Redefining Success

Whether it is implementing a formal hybrid work model or maintaining their worksite carpool program, employers in the region are defining success differently. In **Adams County**, employer outreach and community engagement have led to the growth and support of mobility options for the entire region.

- Staff led outreach efforts to Packaging Corporation of America to inform about the new Gettysburg Hanover Connector route provided by rabbittransit
- CSPA and rabbittransit held a “How to Ride” event for the Adams County Housing Authority to try the new Gettysburg Hanover Connector route
- Elwood Staffing in Adams (and York) won the “Staffing Agency Showdown” with 724 miles reduced by their employees



**NUMBERS ABOVE INCLUDE ALL  
COMMUTERS TRAVELING WITHIN  
ADAMS COUNTY**

## LEADERSHIP



### MICHAEL GOLEMBIEWSKI, Chair

As we enter 2022, who would've thought that COVID would still be such a large part of our daily lives? Not only are we still dealing with masking, vaccinations and restrictions, but also changes in how we work, where we work and how we get there. The Susquehanna Regional Transportation Partnership (S RTP) and the Commuter Services program continue to directly meet these challenges and face the changing needs of daily commuters. With continued gratitude to our member agencies and partners at PennDOT & the Federal Highway Administration, the S RTP and our consultant team continues to expand our outreach, with more commuters and their employers, about commuting options.

As the Chairman of this great organization, I am proud of how our membership and consultant team have met these challenges head-on. We have reinvented our current programs, implemented some new ideas, and are continuing to investigate other programs. Although in-person events and travel are still curtailed, our mission, "To promote commuting options that reduce congestion, conserve natural resources, and improve safety and mobility at a regional level, by educating and implementing innovative Transportation Demand Management (TDM) programs" is being fulfilled! It is my sincere wish that 2022 brings continued recovery from the pandemic and good health for all.



### MATTHEW BOYER, Executive Director

The 2021 year is in our rear-view mirror and it appears we've successfully weathered the majority of the COVID storm. As we traverse the remnants of this pandemic in early 2022, we set our sights on more positive aspects of life and begin the process of goal setting for the upcoming year(s). We look forward to returning to our educational outreach efforts and the dissemination of important Transportation Demand Management (TDM) information to our employer and community partners.

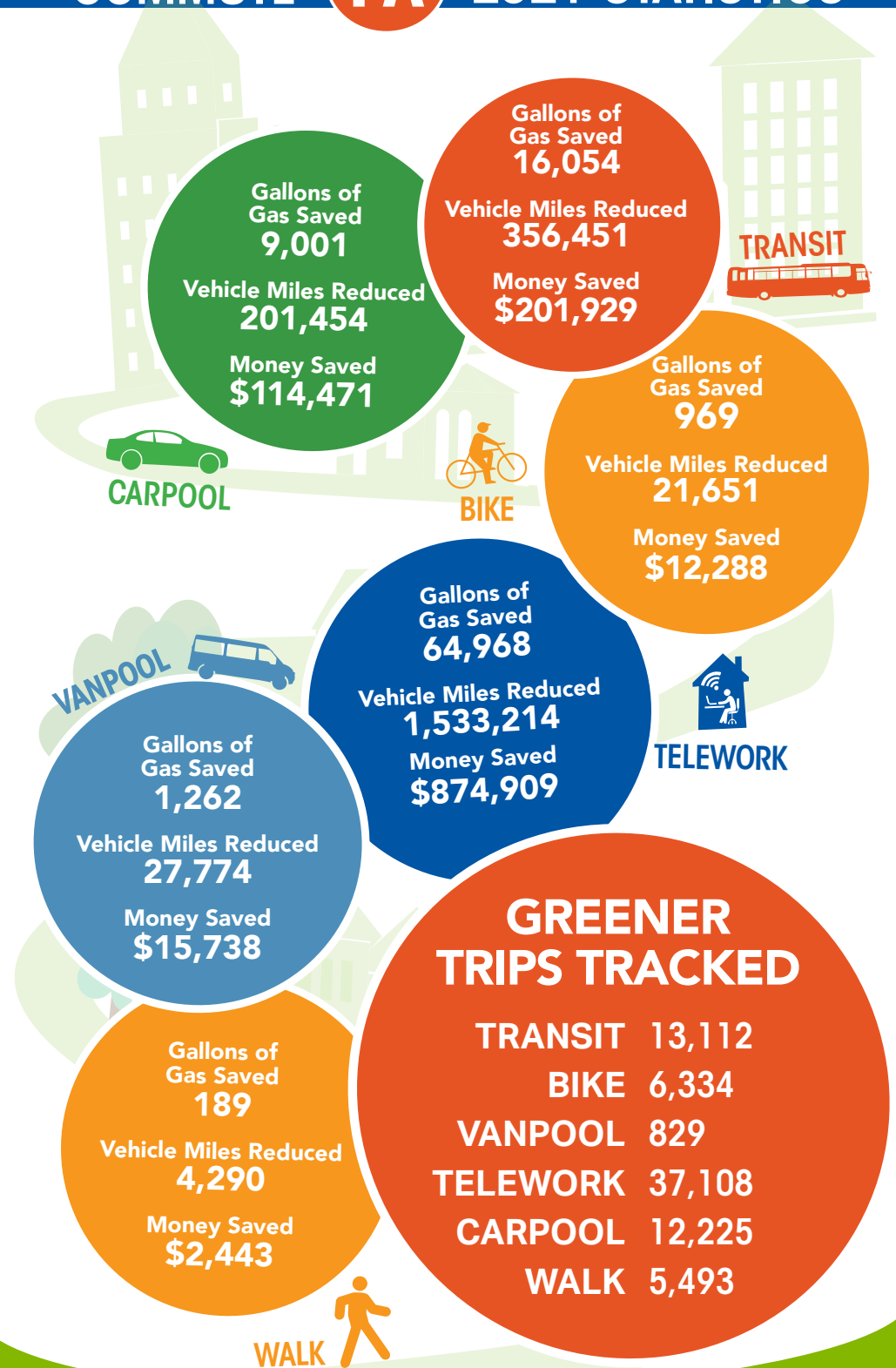
The challenges of the 2021 year necessitated changes in our delivery methods for the educational outreach information we provide to south-central Pennsylvania. The use of Zoom, Teams Meeting and several other virtual platforms has become common practice for our businesses and community organizations. With the normalization of this "at-home" technology we've also seen a massive shift in the use of telework across many industries and workforce programs. The ability to carry out the daily tasks of many jobs has been proven successful through the mandated use of teleworking, and no one is more pleased with this workforce shift than our Commuter Services of PA outreach team.

On the horizon I see commuter passenger rail returning to the area, enhanced use of transit for daily commuting, and a heightened awareness of regional commuters desirous of sticking cash back into their pockets rather than the gas pump by using green modes of transportation.

## OUR MISSION STATEMENT

The Susquehanna Regional Transportation Partnership (S RTP) /Commuter Services of Pennsylvania promotes commuting options that reduce congestion, conserve natural resources and improve safety and mobility at a regional level by educating and implementing innovative Transportation Demand Management (TDM) programs. The Transportation Demand Management (TDM) program, Commuter Services of PA, was developed and implemented by the S RTP Board of Directors which comprises the transit agencies, metropolitan planning organizations and chambers of commerce across these participating counties.

## COMMUTE PA 2021 STATISTICS



## TOTAL COMMUTER SAVINGS

VEHICLE MILES REDUCED	GALLONS OF GAS SAVED	MONEY SAVED
2,162,994	92,443	\$1,221,778

## BY THE NUMBERS



### Emissions Reduced

	NITROGEN OXIDE NOx (lbs.)	VOLATILE ORGANIC COMPOUND VOCs (lbs.)	CARBON DIOXIDE CO <sub>2</sub> (tons)
CARPPOOL	264	261	88.21
WALK	5.63	5.55	1.85
TRANSIT	468	461	157
BIKE	28.4	28	9.50
VANPOOL	36.4	35.9	12.4
TELEWORK	2,017	1,990	637

### Total Reductions

NOx (lbs.)	VOC (lbs.)	CO <sub>2</sub> (tons)
2819.43	2781.45	905.96

### Customer Service Inquiries

68%



PHONE CALLS

23%



EMAILS

8%



LIVE CHATS

3

NEW  
COMMUNITY  
PARTNERS

8

NEW  
EMPLOYER  
PARTNERS

2

ERH  
TRIPS  
PROVIDED

164

EVENTS  
HELD

363

MEETINGS  
HELD

## Best Workplaces for Commuters (BWC)

An innovative program providing qualified employers national recognition and an elite designation for implementing transportation demand management programs. By offering outstanding commuter benefits and meeting a National Standard of Excellence employers become eligible to join this exclusive group. Congratulations to our 2021 Best Workplaces for Commuters employers!

DHL Supply Chain (Newville)

DHL Supply Chain (Carlisle)

Eurofins Lancaster Laboratories (Lancaster)

Tyson Foods Inc. (New Holland)

WebFX (Harrisburg)



# EMPLOYER TRANSPORTATION COORDINATOR (ETC) TELEWORK PEER GROUP

In February 2021, Commuter Services started a Telework Peer Group among our Employer Transportation Coordinators (ETC) as a way to come together and navigate through remote work. At the start, most employees were working from home and running across challenges such as network capabilities, missing the personal connection, impact on company culture and developing a long term plan. Based on our monthly meetings, below are some of the highlights that were discussed among the group.

Return to Work Plans

- Dedicated teams
- Set up Sharepoint
- Tiered approach
- Flex work areas
- Promote carpooling

Best Practices

- Virtual new hire training
- Needs assessment of employees
- Define remote positions
- Free Friday or Focus Friday
- Hoteling
- Ergonomic assessment
- Meeting times (start 5 minutes after hour; end 5 minutes before hour)
- Gallery vs. Speaker view in virtual meetings
- "Time-off" on calendars

Employee Engagement

- "Thanks" point system
- Wellness Wednesdays
- Virtual water cooler talk
- New hire mixer
- Mental Health Days
- Pop-up fitness classes
- Coordinated bike rides
- Get to know me form
- Open forums to chat

Virtual:

- Costume contest
- Happy Hour
- Game Night
- Recipe swap

These meetings will continue in 2022 and we would like to have more employers become part of the discussion. If you or someone within your organization are interested in joining our peer group for open discussions centered around all things telework, please send an email to Stacy Newcomer at [stacy.newcomer@pacommuterservices.org](mailto:stacy.newcomer@pacommuterservices.org).

## ABOUT US

**Commuter Services is a program of the non-profit Susquehanna Regional Transportation Partnership, whose board includes:**

### TRANSIT AUTHORITIES

Lebanon Transit, South Central Transit Authority (BARTA & RRTA) and Susquehanna Regional Transportation Authority (CAT & rabbitransit)

### METROPOLITAN PLANNING ORGANIZATIONS (MPOS)

Adams, Franklin, Harrisburg (Cumberland, Dauphin and Perry counties), Lancaster, Lebanon, Reading and York

### CHAMBERS OF COMMERCE AND ECONOMIC DEVELOPMENT

Harrisburg Regional Chamber & CREDC, Gettysburg Adams Chamber of Commerce, Greater Chambersburg Chamber of Commerce, Lebanon Valley Chamber of Commerce, Greater Reading Chamber Alliance, Lancaster Chamber of Commerce & Industry and York County Economic Alliance

Funding is provided by the Federal Highway Administration and PennDOT in partnership with the participating MPOs.

# TRY-IT PROMOTIONAL EVENTS

## Earth-a-palooza



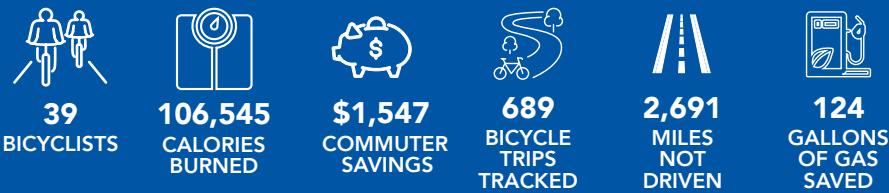
To celebrate Earth Day in 2021, we encouraged commuters to record their green commutes in Commute PA and engage on our Facebook page by answering questions related to Earth Day and green commuting for the month long promotion. During April, 72 commuters began following us on Facebook, representing a 5% increase of total followers.



## Motorless May



This year, we challenged local bicyclists to record their bike trips in Commute PA and interact with our Facebook page. In May, there were 37 new Facebook followers.



## Car Free Month! September 2021

During the month of September, we challenged commuters to find a new commute mode for work instead of driving alone. Commuters were asked to participate by recording green trips in Commute PA and engaging in social media posts.



2021

Steering Toward a  
**BRIGHTER  
TOMORROW**

**COMMUTER SERVICES**  
OF PENNSYLVANIA

[PaCommuterServices.org](https://PaCommuterServices.org)  
1.866.579.RIDE



# PUBLIC COMMENT PERIOD DOCUMENTATION

## Legislative Requirements

The 30 day public comment period for the draft FFY 2023-2026 Transit and Highway Transportation Improvement Program (TIP) and draft Air Quality Conformity Determination Analysis (AQCA) Report for Adams County began May 16, 2022 and ended June 16, 2022.

Packets of the Draft 2023-2026 TIP were made available to the following locations to be available for public:

- Adams County Commissioners Office – 117 Baltimore Street, Room 201, Gettysburg, PA 17325
- Adams County Office of Planning and Development – 670 Old Harrisburg Road, Suite 100, Gettysburg, PA 17325
- All Adams County Library Locations
- All Township and Borough Offices.

The Draft 2023 TIP was emailed to all 34 municipalities for their review and feedback on any projects that may lie within their individual jurisdictions. Additionally, the Draft 2023 TIP was emailed to all agencies, citizens and media organizations that receive notice of MPO meetings and those identified as “stakeholders” in ACTPO’s Public Participation Plan (PPP).

The Draft 2023 TIP documentation was also posted on the Adams County Transportation Planning Organization (ACTPO) website, <http://www.adamscounty.us/Dept/Planning/Pages/TIP.aspx>. Links to this information were also posted on the following websites:

- PA State Transportation Commission – <https://www.talkpatransportation.com/how-it-works/tip>
- PennDOT District 8-0 – <https://www.penndot.gov/RegionalOffices/district-8/PublicMeetings/Pages/default.aspx>

Advertised public meetings for the TIP was held on June 1, 2022 at 10:00 a.m. and 6:00 p.m. using a hybrid public meeting format. The in-person meeting component was held at the Adams County Agricultural and Natural Resources Center – Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325. The virtual meeting component was held using Microsoft Teams. Additionally, the Draft 2023 TIP was presented to the Adams County Planning Commission on May 18, 2022.

## Tribal Contacts

ACTPO contacted the seven Native American tribes with vested interest in Adams County listed below by their preferred method of communication.

- Absentee-Shawnee Tribe of Indians of Oklahoma (e-mail)
- Delaware Nation, Oklahoma (e-mail)
- Delaware Tribe of Indians (e-mail)
- Eastern Shawnee Tribe of Oklahoma (e-mail)
- Saint Regis Mohawk Tribe (mail)
- Seneca Cayuga Tribe of Oklahoma (e-mail)
- Shawnee Tribe (e-mail)

## Legal Advertisement

The legal advertisement for the 30-day public comment period (attached) was sent to the following publications and printed on May 16<sup>th</sup>, 2022:

- Gettysburg Times (May 16, 2022)
- The Hanover Evening Sun (May 16, 2022)

## Comments Received

### June 1<sup>st</sup>, 2022 (10 a.m.) – Public Meeting (Hybrid Format)

*\*Note:* While this meeting was recorded for posting on ACTPO's webpage, the technology platform used failed to accurately capture the visual component of the presentation. The audio component was captured and will be posted on ACTPO's webpage for review.

#### Comments received:

- Ellen Ryan, Conewago Township resident – Ms. Ryan expressed opposition to the Eisenhower Extension Project (MPMS #58137). She noted concerns related to overdevelopment, the creation of additional traffic issues, and ecological and environmental concerns. Ms. Ryan also noted that additional efforts need to be made by ACTPO to address transparency issues. Suggestions included additional virtual platforms that enhance access to public meetings and public documents, and also advertising public notices in the York Daily Record and the local Merchandiser. Ms. Ryan indicated that she would be providing her verbal comments in writing (see submitted comments).

**Response:** Staff indicated that ACTPO would need to respond to all comments received during the Public Comment Period and that publication of notices in the suggested media outlets will be considered.

- Bill Popovich, Adams County resident, expressed opposition to the Eisenhower Extension Project (MPMS #58137), noting that the project would negatively impact the region. Mr. Popovich noted concerns related to overdevelopment and stated that funding should be used to repair existing transportation infrastructure.

**Response:** Staff responded with further questions to clarify types of over-development. Staff intends to use the issues raised in this discussion to inform future County Comprehensive Planning efforts.

### June 1<sup>st</sup>, 2022 (6 p.m.) – Online Public Meeting (Hybrid Format)

*\*Note:* While this meeting was recorded for posting on ACTPO's webpage, the technology platform used failed to accurately capture the visual component of the presentation. The audio component was captured and will be posted on ACTPO's webpage for review.

- There was no public participation at this meeting.

### May 18th, 2022 – Adams County Planning Commission

- Commissioner Jim Martin, on behalf of the Adams County Board of Commissioners, presented a letter requesting that Adams County Bridge No. 123 be added to the 2023-2026 Adams County Transportation Improvement. He noted that the bridge is in poor condition. This letter was also submitted as comment.

**Response:** Staff indicated that inclusion on the 2023-2026 TIP or future TIPs is likely dependent upon available funding.

## May 16<sup>th</sup> to June 16<sup>th</sup>, 2022 – Public Comment Period

The following comments were received during the 30-day public comment period.

- 1) Abbottstown Borough Council provided written comment supporting the Country Club Road / Beaver Creek bridge project (MPMS #18086) and asked that it remain a priority project on the 2023-2026 Adams County TIP.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation. The project is programmed on the 2023-2026 TIP and will move forward upon adoption.

- 2) David Bolton provided written comment supporting the Eisenhower Extension Project (MPMS #58137), noting, however, that there should be no development along the new route. Mr. Bolton also expressed support for the Country Club Road / Beaver Creek Bridge (MPMS #18086). Mr. Bolton supports the inclusion of both projects on the 2023-2026 TIP.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation.

- 3) The Adams County Board of Commissioners submitted a written request for ACTPO to consider adding Adams County Bridge No. 123 over Rock Creek to the 2023-2026 Transportation Improvement Program. The local bridge is in poor condition.

**Response:** Staff indicated that inclusion on the 2023-2026 TIP or future TIPs is likely dependent upon available funding.

- 4) Representative Torren Ecker provided comment supporting the Country Club Road Bridge project (MPMS #18086).

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation. The project is programmed on the 2023-2026 TIP and will move forward upon adoption.

- 5) John Irvin, Conewago Township Resident, called via phone to express his opposition to the Eisenhower Drive Extension (MPMS #58137). He is concerned that the project will take away needed farmland and said that the implementation of traffic lights would help to address the traffic issues during peak hours.

**Response:** Staff acknowledged the comment, which was recorded in a memo-to-file and is included in the full public comment period documentation.

- 6) Thomas Jolin submitted comment noting his concern that there are no bicycle / pedestrian projects on the 2023-2026 Adams County TIP. He noted that these types of facilities provide benefits to the community, related to health and well-being, improved air quality, and preventing sprawl and vehicle congestion. Mr. Jolin suggested that additional funding should be found to support bike / ped projects and that a dedicated staff person should be assigned to concentrate on the implementation of bike / ped projects. He also indicated that all road and bridge projects should incorporate bicycle / pedestrian facilities.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation.

- 7) Sheila Laughlin, Conewago Township resident, provided comment opposing the Eisenhower Drive Extension (MPMS # 58137), citing negative impacts to the landscape, farms, and local businesses. She noted that improvements to the existing infrastructure and implementing traffic signals can improve traffic issues.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation.



- 8) April O'Brien provided written comment and also spoke to staff regarding her comments via telephone. She offered her support for the Country Club Road Bridge project (MPMS #18086). She also expressed preference for a two-lane bridge, as opposed to a one-lane bridge.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation. Ms. O'Brien's comment related to the design of the bridge, which was relayed via phone, was added by staff to her written comment. The project is programmed on the 2023-2026 TIP and will move forward upon adoption.

- 9) William Cameron, Senior Bridge Engineer and current Adams County Bridge Engineer, provided support, on behalf of the Adams County Board of Commissioners, supporting the addition of Adams County Bridge No. 123 to the 2023-2026 Transportation Improvement Program. His full written comment included a summary report of the bridge and preliminary cost estimate for the improvement project.

**Response:** Inclusion on the 2023-2026 TIP or future TIPs is likely dependent upon available funding.

- 10) Pete Martin, Engineer for PJ Martin Engineering, submitted comment on behalf of Huntington Township, requesting improvement to the intersection of SR 0034 / Idaville York Springs Road be added to the 2023-2026 TIP, citing frequent tractor trailer impacts.

**Response:** Staff responded that this intersection is listed as a future candidate project on ACTPO's draft Long Range Transportation Plan. This intersection, along with all intersections receiving comments during the public comment period, will be discussed with PennDOT during upcoming PennDOT Connects outreach efforts to discuss future options for improvement. The full correspondence is included in the public comment documentation.

- 11) Christopher Redding provided comment expressing opposition to the Eisenhower Drive Extension project (MPMS #58137).

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation.

- 12) Dale Reichert, Abbottstown Borough Resident, expressed support for the Country Club Road Bridge project (MPMS #18086) and supports inclusion on the 2023-2026 TIP.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation. The project is programmed on the 2023-2026 TIP and will move forward upon adoption.

- 13) Ellen Ryan provided written comment opposing the Eisenhower Drive Extension project (MPMS #58137). She noted several concerns related to sprawl/overdevelopment, loss of farmland, health impacts, social injustices, and environmental impacts. She noted that the project will create more traffic issues, not relieve traffic concerns.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation.

- 14) Dan and Janice Smith provided comment opposing the Eisenhower Drive Extension project (MPMS #58137), noting negative impacts to the rural landscape, farmland, and scenic views. They suggested Improvements to existing infrastructure.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation.

- 15) Pete Socks, Chairman – Board of Supervisors of Berwick Township, expressed support for the Country Club Road Bridge project (MPMS #18086) programmed on the Draft 2023-2026 TIP.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation. The project is programmed on the 2023-2026 TIP and will move forward upon adoption.

- 16) Patricia and Robert Strine, Conewago Township residents, provided comment expressing opposition to the Eisenhower Drive Extension project (MPMS #58137), asking that the plans for the project be canceled.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation.

- 17) Joni Swope, Conewago Township resident, provided written comment opposing the Eisenhower Drive Extension project (MPMS #58137), citing negative impacts to wildlife, historic properties, air quality and noise. She expressed concern that alternative solutions were not given adequate consideration. Ms. Swope noted that the public comments received during the public hearing were not posted on the project website.

**Response:** Staff acknowledged receipt of the comment, which is included in the full public comment period documentation. They also responded that FHWA, PennDOT, and the project design consultant are currently reviewing the public comments received during the public comment period and a final decision on the project is expected to be made in Summer 2022. The full correspondence is included in the 2023-2026 TIP public comment documentation.

- 18) Comment was submitted on behalf of the Union Township Board of Supervisors requesting the intersection of Mehring Road (T-452) and Bollinger Road (SR2027) be included on the 2023-2026 TIP. There are concerns with large vehicles navigating this intersection.

**Response:** This intersection, along with all intersections receiving comments during the public comment period, will be discussed with PennDOT during upcoming PennDOT Connects outreach efforts to discuss future options for improvement.

- 19) Jeffrey and Pamela Wallace spoke with staff via phone to express their opposition of the Eisenhower Drive Extension project (MPMS #58137). They cited concerns related to negative wildlife impacts, and noise.

**Response:** Staff acknowledged the comment, which was recorded in a memo-to-file and is included in the full public comment period documentation.

- 20) Staff accepted a revision to the "Fiscal Constraint Chart", from PennDOT, during the public comment period.

**Response:** Staff acknowledged the revision and posted the updated document on the Adams County TIP webpage. The revised document will be included in the final 2023-2026 TIP document.

## **NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD FOR THE DRAFT 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND DRAFT AIR QUALITY CONFORMITY ANALYSIS**

The Adams County Transportation Planning Organization (ACTPO) announces the start of the 30-day public review & comment period for the Draft FFY 2023-2026 Transportation Improvement Program (TIP) and the Draft Air Quality Conformity Analysis Report (AQCA) for Adams County on **Monday, May 16<sup>th</sup>, 2022**. The TIP lists priority highway, bridge, safety, and enhancement projects for the period of October 1, 2022 through September 30, 2026. Comments will be accepted via phone, mail, or email until **4:00 PM on Thursday, June 16<sup>th</sup>, 2022**.

The FFY 2023-2026 TIP and related documentation will be available for review and comment at the following locations during regular business hours:

- **Adams County Office of Planning and Development**, 670 Old Harrisburg Road, Suite 100, Gettysburg, PA, (717) 337-9824
- **Adams County Commissioners Office**, 117 Baltimore Street, Room 201, Gettysburg, PA 17325
- **All Adams County Library Locations**
- **All Township and Borough Offices in Adams County**

The FFY 2023-2026 TIP and related documentation will also be available for review on the **Adams County Website** at: [www.adamscounty.us/Dept/Planning/Pages/TIP.aspx](http://www.adamscounty.us/Dept/Planning/Pages/TIP.aspx)

The Adams County Transportation Planning Organization (ACTPO) will hold two public information meetings on **Wednesday, June 1<sup>st</sup>, 2022** to present and receive comments on the 2023-2026 TIP. One will be held at **10:00 a.m.** and a second will be held at **6:00 p.m.** Each meeting will be conducted using a hybrid meeting format, with the option for in-person or virtual attendance.

The in-person meeting components will be held at **Adams County Agricultural and Natural Resources Center – Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325**. Members of the public wishing to attend the virtual meeting component can access the meeting using the following web link and call-in information:

### **Adams County TIP Online Public Comment Meeting June 1<sup>st</sup>, 2022: 10:00 a.m. – 12:00 p.m.**

Web link: <https://bit.ly/3ys08A8>  
Join by phone: 929-229-2915  
Phone Conference ID: 835 117 139#

### **Adams County TIP Online Public Comment Meeting June 1<sup>st</sup>, 2022: 6:00 – 8:00 p.m.**

Web link: <https://bit.ly/3w0jRVZ>  
Join by phone: 929-229-2915  
Phone Conference ID: 207 445 901#

A link to the Public Comment Meetings can also be found on the County of Adams website: <http://www.adamscounty.us/Pages/default.aspx>

## **NOTICE OF INTENT TO CONSIDER ADOPTION:**

ACTPO intends to consider the Draft 2023-2026 TIP and AQCA report for adoption on **June 22<sup>nd</sup>, 2022 at 1:00 PM**. This meeting will also be conducted using a hybrid meeting format, with the option for in-person or virtual attendance. The in-person meeting component will be held at Adams County Agricultural and Natural Resources Center – Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325.

## **HOW TO PARTICIPATE:**

The public has multiple ways to comment on individual projects or the TIP in general between the dates of May 16<sup>th</sup>, 2022 and June 16<sup>th</sup>, 2022. Whichever method you prefer, please include your name and the municipality you live in. If you are commenting on an individual project, please include the project name or ID number for reference.

1. Attend one of the public meetings scheduled to discuss the 2023-2026 TIP.
2. Email your comments to the Adams County Office of Planning and Development c/o:
  - a. Andrew Merkel, AICP – [amerkel@adamscounty.us](mailto:amerkel@adamscounty.us)
  - b. Laura Neiderer – [lneiderer@adamscounty.us](mailto:lneiderer@adamscounty.us)
3. Call the Adams County Office of Planning and Development at (717) 337-9824.
4. Mail comments to:

Adams County Office of Planning and Development  
670 Old Harrisburg Road, Suite 100  
Gettysburg, PA 17325

## **DISCLAIMERS:**

1. Public notice of public involvement activities and time established for public review and comment on the TIP satisfies the POP requirements of the Section 5307 Program.
2. The Adams County Transportation Planning Organization (ACTPO) is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact the Adams County Office of Planning and Development, 670 Old Harrisburg Road Suite 100, Gettysburg, PA 17325, (717) 337-9824.

## Proof of Publication of Legal Notice

Under provisions of "Newspaper Advertising Act" of  
Pennsylvania and its Supplements.

### STATEMENT

It is hereby stated and declared that the Gettysburg Times is a daily newspaper as defined under the "Newspaper Advertising Act" of the Commonwealth of Pennsylvania approved May 16, 1929, and its several supplements and amendments, published at its place of business in the Township of Cumberland, Adams County, Pennsylvania, and is of general circulation throughout said County. That it was established in the year 1902 and has been issued regularly and continuously circulated and distributed from its established place of business daily, from the date of its establishment to the present time; that said newspaper is owned and published by Gettysburg Times Publishing LLC, a corporate organized and existing under the laws of the State of Pennsylvania. That a legal notice, a true copy of which exactly as printed and published, is securely attached hereto, was published and appeared in the regular editions and issues of said newspaper on the following dates, viz. 05/14/2022, 05/16/2022

That all of the charges, costs and expenses, including the fee for the affidavit to this proof of publication has not been paid in full.

*Carolyn Schreiber*

Advertising Clerk

of Gettysburg Times Publishing LLC

Commonwealth of Pennsylvania } ss.:  
County of Adams

On 05/16/2022, before me, the subscriber, a Notary Public in and for said State and County personally came the above named CAROLYN SCHREIBER who having been by me duly sworn according to law on his/her oath doth depose and say that he/she is the Advertising Clerk of Gettysburg Times Publishing LLC, and is an officer duly authorized by resolution of the Board of Directors of Gettysburg Times Publishing LLC, and that the affidavit on its behalf; that the affiant is not interested in the statement and that all of the allegations contained in the statement therein referred to are true.

*Carolyn Schreiber*  
Clerk

I subscribed before me the day and year aforesaid.

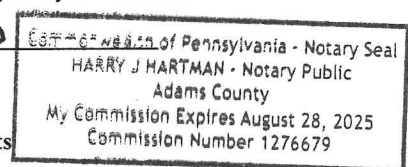
*[Signature]*

Commission expires

Statement of Advertising Costs

Gettysburg Times  
Gettysburg Times Publishing LLC,  
Legal notice or advertisement attached hereto

For dates	\$288.50
For name	\$0.00
	\$288.50



### Receipt for Advertising Costs

Gettysburg Times, a daily newspaper, hereby acknowledges receipt of the amount of \$288.50, which has been paid to me have not been fully paid.

Gettysburg Times Publishing LLC, a corporation  
Gettysburg Times, a daily newspaper

\_\_\_\_\_  
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\_\_\_\_\_

**NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD FOR THE DRAFT 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND DRAFT AIR QUALITY CONFORMITY ANALYSIS**

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June 1<sup>st</sup>, 2022: 10:00 a.m. - 12:00 p.m.

Web link: <https://bit.ly/3ys08A8>  
Join by phone: 929-229-2915  
Phone Conference ID: 835 117 1394

**Adams County TIP Online Public Comment Meeting**  
June 1<sup>st</sup>, 2022: 6:00 - 8:00 p.m.

Web link: <https://bit.ly/3w0RVZ>  
Join by phone: 929-229-2915  
Phone Conference ID: 207 445 9014

A link to the Public Comment Meetings can also be found on the County of Adams website: <http://www.adamscounty.us/Pages/default.aspx>

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# Evening Sun

PART OF THE USA TODAY NETWORK

ADAMS CO OFFICE OF PLANNING  
670 OLD HARRISBURG RD #100  
GETTYSBURG, PA 17325  
ATTN CECILIA BILLINGSLEY

Publication Cost: \$662.08  
Ad No: GCI0882443  
Customer No: 103589  
PO#: PUBLIC NOTICE  
# of Affidavits 1

**This is not an invoice**

## Affidavit of Publication

### Proof of Publication State of Pennsylvania

**The Evening Sun** is the name of the newspapers(s) of general circulation published continuously for more than six months at its principle place of business, 37 Broadway Street, Hanover, PA.

The printed copy of the advertisement hereto attached is a true copy, exactly as printed and published, of an advertisement printed in the regular issues of the said The Evening Sun published on the following dates, viz:

**Date of Publication: 5/15/2022**

I, being first duly sworn upon oath depose and say that I am a legal clerk and employee of The Evening Sun and have personal knowledge of the publication of the advertisement mentioned in the foregoing statement as to the time, place and character of publications are true, and that the affiant is not interested in the subject matter of the above mentioned advertisement.



Subscribed and sworn to before on May 15th, 2022:



Notary, State of Wisconsin, County of Brown

1-2-25

My commission expires

KATHLEEN ALLEN  
Notary Public  
State of Wisconsin

## NOTICE OF PUBLIC REVIEW AND COMMENT PERIOD FOR THE DRAFT 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND DRAFT AIR QUALITY CONFORMITY ANALYSIS

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Phone Conference ID: 835 117 139#

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Join by phone: 929-229-2915

Phone Conference ID: 207 445 901#

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1. Attend one of the public meetings scheduled to discuss the 2023-2026 TIP.
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**JUNE 1, 2022 - 10:00 AM-12:00 PM**

[illegible]



**JUNE 1, 2022 - 6:00 PM-8:00 PM**

[illegible]

**From:** [abbottstown@comcast.net](mailto:abbottstown@comcast.net)  
**To:** [Andrew Merkel](#); [Laura Neiderer](#)  
**Subject:** Public Comment on TIP  
**Date:** Tuesday, June 7, 2022 10:40:40 AM  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)

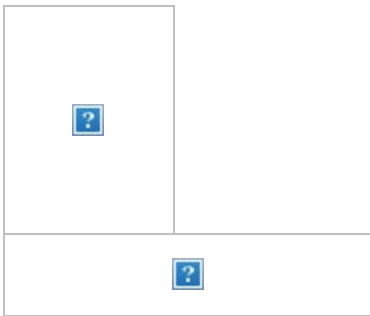
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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

On behalf of the Abbottstown Borough Council, the Abbottstown residents have waited far too long to have their Beaver Creek bridge repaired/replaced. They have asked for help for years with no avail, being left as the last of the bridge projects in the county to be addressed. Even with a stone placed within the bridge dedicating it from the county commissioner at that time, the county has refused to help with this structurally deficient bridge (as labeled by Pennoni and Associates). Many residents of Berwick and Abbottstown will be affected if this bridge collapses, leaving no short distance alternatives for them to reach their homes.

Please keep this project in the next TIP as a priority one issue that need addressed immediately. Thank you for your service to Adams County.

Gratefully,



**David W. Bolton, MBA, CBO**  
**Borough Manager**

Doctoral Candidate, Public Policy – Liberty University  
Abbottstown Borough, Adams County  
241 High Street  
Abbottstown, PA 17301  
717-259-0965

**CONFIDENTIALITY NOTICE:** This e-mail communication and any attachments may contain *confidential* and *privileged* information for the use of the designated recipients named above. If you are not the intended recipient, you are hereby notified that you have received this communication in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this communication in error, please respond immediately by returning this e-mail to the sender and destroying all copies of this communication including any attachments.

**From:** [David Bolton](#)  
**To:** [Andrew Merkel](#); [Laura Neiderer](#)  
**Subject:** Public Comment on TIP  
**Date:** Tuesday, June 7, 2022 10:36:17 AM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

For more than 40 years, the bypass around McSherrystown from Hanover to Gettysburg has been placed on the backburner to make way for other projects closer to the county center. The delays along this route are experienced each and every day by this author, and the resounding support for it is far greater than the few small, loud voices opposing it. Planning ahead and finding solutions is better than doing nothing at all and kicking the can down the line. The buck stops here. There is finally money and support for this project and the time is right to move forward with the Eisenhower Extension. However, there should be NO development along this route, and it should be made like that in Hampstead, MD, with raised land barriers and trees atop to reduce noise that may affect neighboring communities. Future development will be dependent on the desires of those serving in leadership positions at that time.

Additionally, the Abbottstown residents have waited far too long to have their Beaver Creek bridge repaired/replaced. They have asked for help for years with no avail, being left as the last of the bridge projects in the county to be addressed. Even with a stone placed within the bridge dedicating it from the county commissioner at that time, the county has refused to help with this structurally deficient bridge (as labeled by Pennoni and Associates). Many residents of Berwick and Abbottstown will be affected if this bridge collapses, leaving no short distance alternatives for them to reach their homes.

Please keep both of these projects in the next TIP as priority one issues that need addressed immediately. Thank you for your service to Adams County.

Gratefully,

***David W. Bolton***

David W. Bolton, MBA, CBO (Scotty)

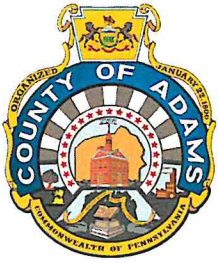
[DavidWBolton.org@gmail.com](mailto:DavidWBolton.org@gmail.com)

[www.DavidWBolton.org](http://www.DavidWBolton.org)

Phone: [717-634-8726](tel:717-634-8726)

Fax: [717-630-9546](tel:717-630-9546)

"Be the Change you Wish to See in the World."



# Office of the Adams County Commissioners

117 Baltimore St., Room 201, Gettysburg, PA 17325-2391

PHONE (717) 337-9820 · FAX (717) 334-2091

Commissioners: Randy L. Phiel, James E. Martin, Marty Karsteter Qually

Chief Clerk: Paula V. Neiman | County Manager: Steven A. Nevada

Solicitor: Molly R. Mudd, Esquire

May 18, 2022

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

Re: Adams County Bridge No. 123  
T-417 (Goulden Road) over Rock Creek  
Cumberland and Mount Joy Townships  
Bridge Improvement  
Transportation Improvement Program

Dear Mr. Gordon:

The Adams County Commissioners respectfully request that ACTPO add the project for the improvement of Adams County Bridge No. 123, T-417 (Goulden Road) over Rock Creek to the 2023-2026 Transportation Improvement Program (TIP) for federal and state funding. We will apply funds from the Act 13 Marcellus Legacy Fund and/or Liquid Fuels Funds for the local share.

Adams County Bridge No. 123 is the only local bridge in poor condition which is not listed on the current TIP or the draft 2023-2026 TIP. The two-span bridge is in poor condition due to corrosion of the steel I-beam superstructure and is posted with a weight limit restriction.

The following is the preliminary estimate of the project costs for the improvement of Bridge No. 123.

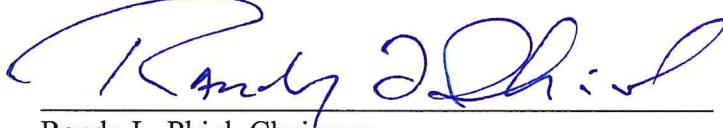
Preliminary Engineering	\$ 375,000
Final Design	\$ 325,000
Right of Way	\$ 100,000
Utilities	\$ 50,000
Construction	<u>\$2,000,000</u>
Total	\$2,850,000

Robert L. Gordon, ACTPO Chair  
Page 2

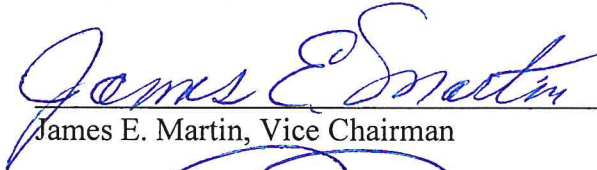
Thank you for considering our request. Please contact us if you need additional information.

Sincerely,

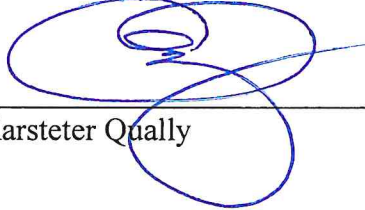
ADAMS COUNTY COMMISSIONERS



Randy L. Phiel, Chairman



James E. Martin, Vice Chairman



Marty Karsteter Qually

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

**From:** [Torren Ecker](#)  
**To:** [Andrew Merkel](#); [Laura Neiderer](#)  
**Subject:** Public Comment Abbottstown Bridge  
**Date:** Thursday, June 9, 2022 1:26:38 PM

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

My office has received requests to lend my support to the Beaver Creek bridge repair/replacement. It is my understanding that the local municipalities that this bridge serves have advocated for this bridge to be repaired or replaced. I support this improvement project.

Please keep this project on the next TIP as a priority issue that needs to be addressed. Thank you for your service to Adams County.

Best regards,  
Torren

*Torren C. Ecker*

PA House of Representatives | 193rd District  
282 W. King Street | Abbottstown, PA 17301  
**Phone:** 717.259.7805 | **Fax:** 717.259.7802  
[tecker@pahousegop.com](mailto:tecker@pahousegop.com) | [www.RepEcker.com](http://www.RepEcker.com)

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**MEMORANDUM**

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**TO:** DRAFT 2023-2026 TIP PUBLIC COMMENT FILE

**FROM:** LAURA NEIDERER

**SUBJECT:** CORRESPONDENCE WITH JOHN IRVIN

**DATE:** 6/16/2022

**CC:**

---

MEMO TO FILE –

Mr. Irvin, Conewago Township resident, called to express his opposition to the Eisenhower Drive Extension Project (MPMS 58137). He is concerned that the project will take away needed farmland. He also feels that the implementation of traffic lights would help to address the traffic issues during peak hours.

**From:** [Thomas Jolin](#)  
**To:** [Laura Neiderer](#)  
**Cc:** [Eric and Betsy Meyer](#); [Sarah Kipp](#); [Max Bramel](#); [Dennis Hicketier](#)  
**Subject:** Comments re: TIP and 23-26 Transportation draft  
**Date:** Wednesday, June 15, 2022 10:01:48 AM

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

**Hello Laura, First, thanks so very much for ALL your work. It is much appreciated. Here are my comments for the 2023-2026 Transportation Improvement Program (TIP) and the Draft Air Quality Plan.**

**1. There are no projects listed for bicycling/ped on the TIP. This is a problem with our system and outreach. When we consider that some towns like New Oxford and Fairfield don't have grocery stores, we can understand the convenient bike/ped transportation would help sustain in town grocery stores and other commercial businesses. That would help prevent sprawl, air pollution, car congestion, plus promote local business. It will help combat health problems associated with our sedintary habits.**

**The following is from the latest WellSpan Health Needs Assessment (2018). The Adams County obesity/overweight rate is 72%; 34% have high cholesterol; 41% have high blood pressure. Diabetes was reported by 13%. Required cultural change is especially important for our young people, who are getting off to unhealthy starts in life. By comparison, The Netherlands has an obesity rate that is a fraction of ours. Past Gettysburg Hospital President, Dr. Kevin Mosser, described their success this way, "we ride in cars and the Dutch ride on bicycles." He was a strong advocate and inspired WellSpan to help fund HABPI. Fact: Overweight adolescents who participate in bicycling three to four days per week are 85% more likely to become normal-weight adults. (*Menschik, D., et al., 2008*)**

**Health is an important function of the ACOPD. Sedintary transportation methods negatively impact our health. More bike/ped is needed.**

**2. I think Adams County needs to challenge a system in which CMAQ funding is not allocated to Adams County. This is not fair. Further, our family monitors air quality and Adams County, in fact, so does have poor air quality, which is why we use an air purifier.**

**3. There must be other sources of funding available to Adams County for planning and building bike/ped infrastructure. The ACOPD should make these known and help municipalities and non profits to obtain them, and advance bike/ped.**



**4. The ACOPD should have a person on staff that is assigned as an expert bike/ped developer. This person could help municipalities and non profits. Laura and Andrew are helpful, but they are also pulled by many other tasks. So, having one bike/ped specialist assigned from ACOPD would be a great help. In the same breath, I want to thank both Laura and Andrew for all their bike/ped work, especially given their diverse work loads. Besides, both are very nice people and a pleasure to deal with.**

**5. I hope that Straban and Cumberland Townships, plus Gettysburg will be given priority help towards developing bike/ped infrastructure. Both are interested in such work, and of course have the needs, given the great amount of development happening. Plus, both have car congestion. Also, I know East Berlin and Hamilton Township have are developing bike/ped infrastructure. Of course, these aren't the only ones. So, please help them/us.**

**6. No bridge or road work should happen without including bike/ped infrastructure.**

**Thank you very much for your work.**

**Sincerely,  
Thomas Jolin**

**From:** [Sheila Laughlin](#)  
**To:** [Andrew Merkel](#)  
**Subject:** Proposed Eisenhower Extension Project  
**Date:** Wednesday, June 15, 2022 2:33:11 PM

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I am opposed to the extension of Eisenhower Drive for the following reasons:

multiple new housing developments will lead to overcrowding and higher taxes.

I think the money could be better spent on road improvements, traffic lights, etc.

Sheila Laughlin  
Conewago Twp

**From:** [Sheila Laughlin](#)  
**To:** [Laura Neiderer](#)  
**Subject:** Eisenhower Extension Project  
**Date:** Wednesday, June 15, 2022 2:42:17 PM

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I have lived in this area for 30+ years (coming from Pittsburgh). I'm opposed to the Eisenhower Extension Project.

I feel the traffic could be controlled with the addition of more traffic signals, including left turn signals, stop signs, and improving the current roadways.

A bypass highway would take away from the beautiful landscape of this area by eliminating farms and existing local businesses.

Sheila Laughlin  
Conewago Twp.

---

**From:** Sheila Laughlin <slaughlin6829@gmail.com>  
**Sent:** Wednesday, June 15, 2022 2:28 PM  
**To:** Sherri Clayton-Williams <sclayton@adamscounty.us>  
**Subject:** Eisenhower Drive Extension Project

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am opposed to the Eisenhower Drive Extension Project. I am opposed specifically because I feel the bypass would lead to overcrowding with new housing developments added to this area, loss of farm land, and more taxes.

Sheila Laughlin  
Conewago Township

RECEIVED

JUN 06 2022

April O'Brien  
Abbotstown Borough

I would like to see Country Club Road Bridge  
replaced! All info is on other side

Thank you  
April O'Brien

— additional comment:

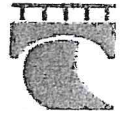
Mrs. O'Brien would prefer to see a two-lane bridge, as  
opposed to a one-lane bridge.

(Received via phone by L. Neiderer)  
06/10/22

# PROJECT NAME: COUNTRY CLUB ROAD BRIDGE

MPMS ID: 18086

First Appearance on TIP:



## PROJECT DETAILS

Primary Improvement Type: Bridge Replacement

State Route #: N/A

Name: Country Club Rd

Length: N/A

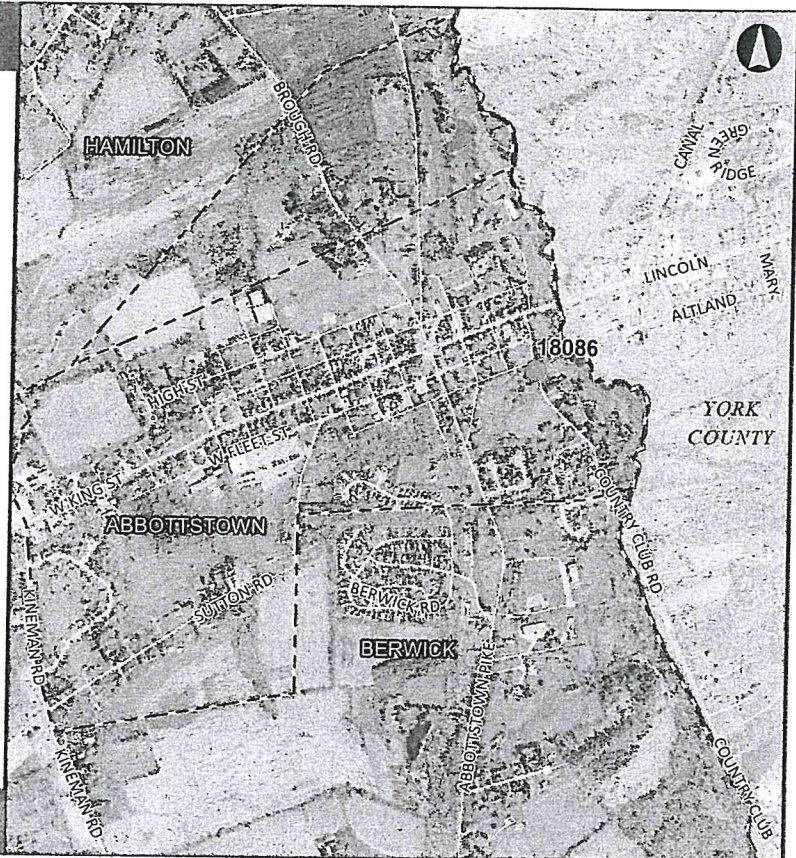
Geographic Limits: Country Club Road over Tributary of Beaver Creek

Description: Bridge Replacement

Estimated Let Date: 01/01/2030

Estimated Year of Construction: 2030

Estimated Total Project Cost: \$1,220,000



## FUNDING SOURCE

Federal: \$496,000 (BOF) | 2nd 4-years: \$590,339 (BOF)

State: \$93,000 (183) | 2nd 4-years: \$110,689 (183)

Local: \$31,000 | 2nd 4-years: \$36,869

## FUNDING SUMMARY

Phase	Previous	2023	2024	2025	2026	2nd 4-Years
Prelim. Engineering		\$317,500	\$32,500			
Final Design				\$250,000		
Utility						
Right of Way				\$16,595	\$3,405	
Construction						\$737,897
<b>Total</b>		<b>\$317,500</b>	<b>\$32,500</b>	<b>\$266,595</b>	<b>\$3,405</b>	<b>\$737,897</b>
<b>Actual Expenditures</b>						
FY 2023—2026	\$620,000					
FY 2027—2030	\$737,897					



**From:** [Andrew Merkel](#)  
**To:** [Green, Raymond C](#); [Laura Neiderer](#)  
**Cc:** [Korkutovic, Kenana](#); [Walker, Nathan](#); [Puher, Jeffrey](#); [Owens, Jonathan](#)  
**Subject:** RE: DRAFT 2023-2026 TIP Financial Constraint Chart - Public Comment Request  
**Date:** Tuesday, May 31, 2022 4:06:14 PM

---

Ray,

Acknowledged.

Thank you!

---

Andrew D. Merkel, AICP  
Assistant Director / Comprehensive Planning Manager  
Adams County Office of Planning and Development  
670 Old Harrisburg Road, Suite 100  
Gettysburg, PA 17325  
Phone: (717) 337-9824 Fax: (717) 334-0786  
[www.adamscounty.us/Dept/Planning](http://www.adamscounty.us/Dept/Planning)

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**From:** Green, Raymond C <raygreen@pa.gov>  
**Sent:** Tuesday, May 31, 2022 4:04 PM  
**To:** Andrew Merkel <amerkel@adamscounty.us>; Bomberger, Andrew <abomberger@tcrpc-pa.org>; Laura Neiderer <lneiderer@adamscounty.us>; Clark, Will T <WClark@co.lancaster.pa.us>; Jon Fitzkee <JFitzkee@lebcnty.org>; Song H. Kim <SKim@lebcnty.org>; Barr, Kristiana <KBarr@co.lancaster.pa.us>; Chris Caba <ccaba@ycpc.org>; Mike Pritchard <mpritchard@ycpc.org>  
**Cc:** Korkutovic, Kenana <kkorkutovi@pa.gov>; Walker, Nathan <natwalker@pa.gov>; Puher, Jeffrey <JPUHER@pa.gov>; Owens, Jonathan <jonowens@pa.gov>; Steven Thomas <sjthomas@franklincountypa.gov>  
**Subject:** DRAFT 2023-2026 TIP Financial Constraint Chart - Public Comment Request

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon TTAC, YAMPO, HATS, ACTPO and LEBCO:

Please see attached the revised DRAFT 2023-2026 TIP Financial Constraint charts for your respective MPO. I provided additional comments and edits, per PennDOT Office review. The dollar figure edits and/or remark comments are minimal. Please accept the Department's public comment. You may update your website to include the latest version and/or include in your TIP public comment documentation for the record. FYI. When you upload your approved 2023-2026 TIP to SharePoint, please use your REVISED attached version.

Excluding Franklin County, this email can be your record of public comment. FYI. If you could provide an acknowledgement email response, that would complete our public comment on this

subject.

Any questions, please let me know.

Thanks,  
Ray

**Ray Green** | Transportation Planning Manager  
Department of Transportation  
Center for Program Development and Management  
400 North Street, 6th Floor | Harrisburg PA 17120  
Phone: 717.787.2358 | Fax: 717.787.5247

[www.penndot.gov](http://www.penndot.gov)



May 26, 2022

ADAMS21001

Mr. Andrew D. Merkel, AICP  
Adams County Office of Planning and Development  
670 Old Harrisburg Road  
Suite 100  
Gettysburg, PA 17325

**RE:** Adams County Bridge No. 123  
T-417 (Goulden Road) over Rock Creek  
Cumberland and Mount Joy Townships  
Bridge Improvement  
Public Transportation Hearing, TIP

Dear Mr. Merkel:

On behalf of the Adams County Commissioners, as Adams County Bridge Engineer, we are writing to provide a summary report to support funding the improvement of Adams County Bridge No. 123, T-417 (Goulden Road) over Rock Creek by the 2023-2026 Transportation Improvement Program (TIP) for federal and state funding. The Adams County Commissioners plan to apply funds from the Act 13 Marcellus Legacy Fund and/or Liquid Fuels Funds for the local share.

This two-span continuous rolled steel I-beam bridge is in overall poor condition. The main deficiencies are the ongoing deterioration and severe corrosion of the continuous steel I-beam superstructure and the deterioration to the reinforced concrete substructure. The bridge is in poor condition due to corrosion of the steel I-beam superstructure. It is posted for a weight limit of 29 Tons, Except Combinations 35 Tons. Please find attached a bridge location map and photographs.

The reinforced concrete deck is in overall fair condition. The top surface is not visible due to the recently constructed asphalt wearing surface. The exposed concrete on the underside exhibits numerous fine to medium width transverse cracks with heavy efflorescence, and spalls with exposed and severely corroded reinforcement.

The continuous steel I-beams exhibit fair to poor paint condition throughout with locations of severe corrosion, laminate corrosion, and section loss. Several beams in Span 1 exhibit severe corrosion and section loss to the beam flanges at mid span and to the webs and flanges at the pier. The Span 1 right fascia beam bottom flange at mid span exhibits the most noted section loss up to 5/16". The steel roller expansion bearings at the pier and the far abutment exhibit misalignment of the rollers and severe corrosion restricts normal movement.

The reinforced concrete substructure is in overall fair condition. The concrete abutments and wingwalls exhibit hairline to fine cracking with efflorescence and several delaminations, spalls, and shallow spalls with exposed reinforcement bars. The concrete pier exhibits several spalls and delaminations and one spall with an exposed bar on the stem.

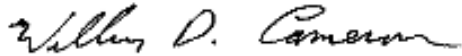
Adams County Bridge No. 123 is the only county-owned bridge in poor condition. There are no county-owned bridges listed on the draft 2023-2026 TIP. The following is the preliminary estimate of the project costs for the improvement of Bridge No. 123.

Preliminary Engineering	\$ 375,000
Final Design	\$ 325,000
Right of Way	\$ 100,000
Utilities	\$ 50,000
Construction	<u>\$2,000,000</u>
Total	\$2,850,000

Thank you for considering this information for your planning. Please contact us if you need additional information.

Sincerely,

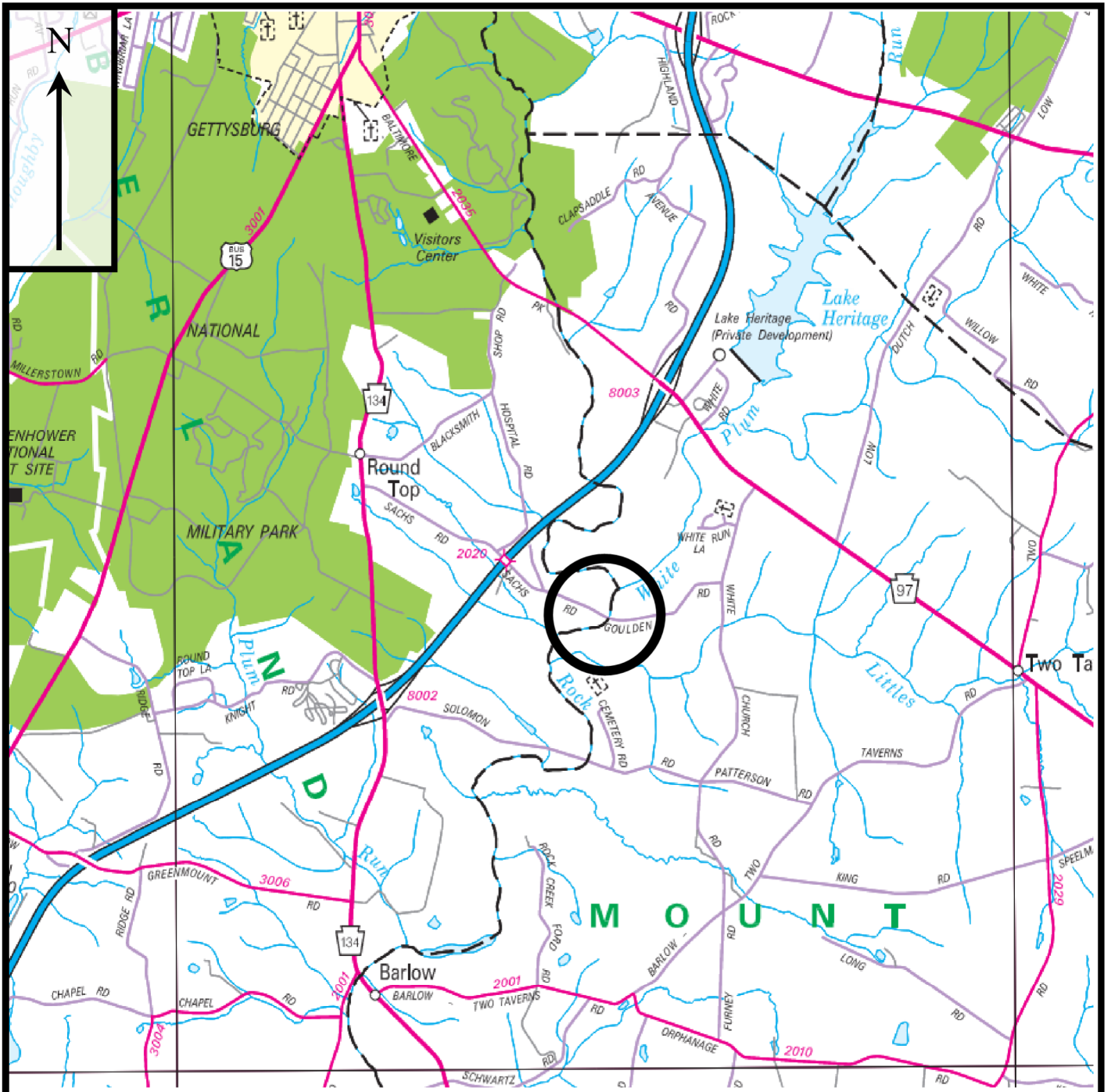
**PENNONI ASSOCIATES INC.**



William D. Cameron, PE  
Senior Bridge Engineer

Enclosures

cc: Lisa A. Moreno-Woodward, Adams County Commissioners



### LOCATION MAP

**SOURCE:**  
TYPE 10 – GENERAL  
HIGHWAY MAP (2020)

ADAMS COUNTY  
PENNSYLVANIA

ADAMS CO. BRIDGE NO. 123  
T-417 ( GOULDEN ROAD )  
OVER ROCK CREEK  
CUMBERLAND AND MOUNT JOY  
TOWNSHIPS  
LATITUDE: 39° 46.9'  
LONGITUDE: 76° 12.3'  
BMS NO.: 01 7204 0417 3123  
ADAMS COUNTY, PENNSYLVANIA

Prepared By:



**PENNONI ASSOCIATES INC.**  
CONSULTING ENGINEERS  
5072 Ritter Road, Suite 102  
Mechanicsburg, Pennsylvania 17055



Photo No. 1 - Near approach.



Photo No. 2 - Far approach.





Photo No. 3 – Upstream elevation.



Photo No. 4 - Downstream elevation.





Photo No. 5 – Underside of bridge, near span.



Photo No. 6 – Underside of bridge, far span.



Photo No. 7 – Right overhang, Span 1. Note spalls with exposed reinforcement.



Photo No. 8 – Spalls with exposed reinforcement bars along left overhang, Span 1.





Photo No. 9 – Severe corrosion to outside face of left fascia beam, Span 1.



Photo No. 10 – Severe corrosion to outside face of right fascia beam, Span 1.





Photo No. 11 – Typical condition of expansion bearing at far abutment.



Photo No. 12 - Typical condition of expansion bearing at pier.  
Beam 4 bearing shown.



Photo No. 13 –Two spalls with exposed reinforcement bars on far abutment backwall.



Photo No. 14 – Spall with exposed bar on pier at far right.

**From:** Christopher Redding <cjredding@comcast.net>  
**Sent:** Wednesday, June 15, 2022 8:17:26 PM  
**To:** Sherri Clayton-Williams <sclayton@adamscounty.us>  
**Subject:** EEP

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My vote is NO to the Eisenhower drive prodject. I live in McSherrystown where its supposed to cut through.

NO NO NO NO AND NO!!!!!!!!!!!!!!!!!!!!!!

**Christopher J. Redding**  
**CJ's Repair Sevice**  
**226 Johnathon Drive**  
**McSherrystown, PA 17344**  
[\*\*cjredding@comcast.net\*\*](mailto:cjredding@comcast.net)

---

**717-688-9177**



**From:** [reicherts1@comcast.net](mailto:reicherts1@comcast.net)  
**To:** [Andrew Merkel](#); [Laura Neiderer](#)  
**Subject:** Public Comment Abbottstown Bridge  
**Date:** Wednesday, June 8, 2022 8:05:45 PM

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The Abbottstown residents have waited far too long to have their Beaver Creek bridge repaired/replaced. They have asked for help for years with no avail, being left as the last of the bridge projects in the county to be addressed. Even with a stone placed within the bridge dedicating it from the county commissioner at that time, the county has refused to help with this structurally deficient bridge (as labeled by Pennoni and Associates). Many residents of Berwick and Abbottstown will be affected if this bridge collapses, leaving no short distance alternatives for them to reach their homes.

Please keep this project in the next TIP as a priority one issue that needs addressed immediately.

Thank you for your service to Adams County.

**DALE REICHERT**

491 W King St  
Abbottstown PA 17301  
[Reicherts1@comcast.net](mailto:Reicherts1@comcast.net)  
717-324-0341

**ACTPO TIP Plan Meeting for information and public comments – June 1<sup>st</sup>, 2022, Adams County, PA.** Attendance at 10: 00 AM meeting was sparse. Fuel costs and time may have been barriers for attendees, as well as, Advertisement of meeting. Not everybody reads the Gettysburg Times! **We must not only protect the countryside and save it from destruction; we must restore what has been destroyed and salvage the beauty and charm of our cities. (Boroughs, Townships, Hamlets) Once our natural splendor is destroyed, it can never be recaptured. And once a man no longer walks with beauty or wonder with nature, his spirit will wither and his sustenance is wasted...** Lyndon B. Johnson. PA Constitution, Article 1, Section 27/PA Constitution states; the people have a right to clean air, pure water and to the preservation of the natural, scenic, historic and esthetic values of the environment. **The quotes above clearly explain why so many oppose the Eisenhower Drive Extension. It must be canceled in order to protect the community against the agricultural, health, ecological, environmental and social injustices the Preferred Eisenhower Extension plan presents.**



The preferred plan for the **Eisenhower Drive Extension** is clearly a **sprawl agenda for developers**. It is not financially sound and a poor allocation of federal dollars. How can PennDOT, ACTPO, Federal Highway Authority and the Army Corps of Engineers recommend federal dollars for the EEP when so many bridges and existing roads remain unsafe? As far as growth, let's remind everyone that PA lost Congressional seats because the growth in the country is in the Sunbelt. **EEP through Conewago will not solve traffic issues, except create more, and more importantly it will not protect the countryside and save it from destruction. What are the arguments against urban sprawl?**

"Although some would argue that urban sprawl has its benefits, such as creating local economic growth, urban sprawl has many negative consequences for residents and the

environment, such as higher water and air pollution, increased traffic fatalities and jams, loss of agricultural capacity, increased car dependency, ..."<https://prs3.com/5-negative-effects-of-urban-sprawl/>

**Anyone confused about Why the Preferred EEP must be scrapped should find the Alabama Band music video on YouTube and listen to the wisdom in the lyrics of the Alabama's Band Hit song,**

***Pass It on Down.*** It is an environmental song that should be played before every county, borough, township, city, state and national meeting, including ACTPO, PennDOT, Federal Highway Authority, and Army Corps of Engineer meetings.

Locally grown food matters more today than ever. **Food security is real.** Hunger is a problem in the United States and here in Adams County. Food Banks, businesses, restaurants, need farmers. **Today, any community may be threatened with cyber-attacks, fuel shortages, power grid outages, contaminated water, water rationing, supply chain issues, civil unrest and natural disasters. No Farms...No Food.**

**Additionally, Conewago Township residents overwhelmingly, want to preserve green space and farms in the Township** as reported in the Summer **2021 survey** conducted for the Township Planning Board **by Gannett and Fleming.** People live here and move here because they love the scenic views and its beauty. That's why they live here rather than in the Hanover Borough. Many residents are refugees from the overcrowded, sprawled Maryland, Washington DC area and they understand that Urban boundaries matter.



**Before Covid 19 Pandemic 2020-2022 period, petitions were submitted to PennDOT with well over 500 signatures opposing the EEP through historic and scenic Conewago Township.** There still is a lot of opposition to the preferred option. More people showed up for meetings than the meeting room could accommodate at the Township to oppose the EEP going through Conewago Township. People attended numerous meetings to oppose the Road. Facebook pages existed for the purpose of opposing the road.

The 2020 Election for supervisors went to the Court of Common Pleas to settle the Write In candidate controversy. The main issue in the election was EEP. Finally, the court appointed the No Build candidates to the board. Anti-EEP Citizens paid the legal fees. Everyone knows the road is political and the builders want it so they can develop every square inch of the county. If left unchallenged by citizens, builders, and developers will seek to develop every square inch of available land.

**The most contentious issues in the Township have been the EEP, the disappearance of a beloved iconic pool, the loss of the UTZ Soccer Fields, proposed water rate increases, unreliable trash collections, and the endless parade of developers peddling their site plans for unwanted sprawl during the 2020-2022 Covid Lockdowns & on-going Pandemic Emergency.** The loss of more AG and scenic views through **unpopular zoning changes, as well as the countless waivers,** granted like favors, remain contentious issues. Although, so many **hazardous walking conditions** exist, the Township always grants corporations and builders waivers not to include sidewalks in their final site plans. As a result, school children heading to bus stops and workers commuting to work by foot or bikes are traveling before daybreak on hazardous unsafe roadways.

The Township also grant fees in lieu of park plans to builders seeking not to include park and recreation areas in their site plans, even though the Plum Creek Community Park requires auto transportation to the site from most existing and proposed subdivisions. Now, high fuel prices are a barrier for many residents to get to the park. **Walkability remains an issue.** Healthy communities include sidewalks. Obesity remains a huge public health issue here in Adams County as well as the nation.

**The Eisenhower Drive Extension preferred road option fails to future proof the very existence of local farms, fresh locally grown food and food security.** The new road and further developments **will further challenge:** concerns about storm water management, quality and quantity of water, clean air, diverse wildlife habitats, and beautiful, restorative surroundings, not just for residents today but for **generations to come.**

ACTPO's support for the EEP through Conewago Township is not practical, insightful, or remotely sensitive to Conewago residents, as well as, the farmers who do not want the urban sprawl this road will bring. The mission to solve traffic problems is pure fantasy. The EEP will destroy more vital life-giving lands. **Citizen opposition to the Eisenhower Extension by pass through pristine agricultural lands is strong and in 2020 Conewago and McSherrystown went on record against the major project.**

**Why do we need another STATE ROAD in Conewago Township** when so many roads, including State Road 116 have been totally ignored for traffic signals or any maintenance? Additionally, a Township official reported they no longer sweep the state roads in the township because of debris removal regulations.

**For decades, the so-called rush hour traffic through Historic McSherrystown could have been solved with a couple of traffic lights, or at least one on Second Street, Third Street or Fifth Street with help from PennDOT.** Essentially the insane lack of traffic signals, stop signs, one-way signs, no left turn solutions have continued on State Road 116, Oxford Avenue, High Street and Kindig because policy makers, developers and contractors want it to justify the new road to bring urban sprawl, more subdivisions, retail, etc. to the Eastside of Adams County.

**The deliberate failure to prevent the installation of traffic controls on the roads listed above created the unsafe and hazardous conditions. It is that simple.** Small boroughs are truly marginalized by the complicated, exhaustive process and expense to get any traffic controls because they simply do not have sufficient funds and, or, the staff available to complete and submit the bureaucratic paperwork.

**The deliberate failure to address traffic concerns through installations of cost-effective Stop signs, Traffic signals, etc. is a social injustice, financially unsound, and highly discriminatory.** For years students wrote reports and made videos about the traffic control problems on State Road 116 and when they presented common sense solutions, they were told the road didn't have the fatal accident quotas necessary for the State to install a traffic light. Really?

A hazardous and dangerous traffic existed at the **intersection of Mt Pleasant Road and State Road 194 in Conewago Township.** The only reason the intersection has a traffic light signal today is because a local resident paid for it in exchange for No Traffic on a road through his property.

Since the traffic is EAST of McSherrystown through the Hanover Borough and into York County, it is not justifiable to build the road through Conewago Township in Adams County. Moreover, the social, agricultural, environmental, and ecological injustices justify the NO Build/Cancel option. **Thousands of Agricultural acreage have disappeared in Adams County,** while the Land Conservancy Board only managed to preserve miniscule farm acreage. What is most troubling about land preservation is that the Land Conservancy appears to be housed in the ACTPO Department and ACTPO has been the driving force to push for the EEP through scenic



Conewago Township, even with so much opposition. The new road will harm the local businesses in the Historic Borough and township.

**Furthermore, the developers trying to get final approval for their plans in Conewago Township desperately need the unwanted and unnecessary road to obtain a green light to go forward.** The pressure for this road location is from developers who want not only to develop Conewago, but to further develop the open land on State Road 116, west heading into Gettysburg. All of this will lead to urban sprawl with more traffic, more environmental issues, more crimes, and higher taxes. **The preferred option will not solve the traffic issues in overdeveloped Hanover Borough.**

Moreover, the proposed **Roundabouts in the preferred plan are totally unsafe for pedestrians and very confusing for motorists.**

**Water is the Golden Goose.** Overall planning in the region doesn't appear to address the water crisis and the competition for water. **Just where is the environmental impact study?** The Clean Water Act passed by Congress in 1972, is ignored with countless violations and rare enforcement. Water Wars are real. Water is gold. "Current treatments eliminate infectious diseases like typhoid, cholera and dysentery, but to call the process purification is a misnomer."

<https://www.nytimes.com/2013/08/27/science/a-quest-for-even-safer-drinking-water.html>

**Clean air and pure water are constitutional rights and excluding and ignoring this is an egregious health injustice.**

**Water Quality** is a huge issue and much discussion and research about the tap water conclude that life-threatening contaminants exist, as well as parasites, causing health issues. Itching, skin issues, rotting teeth, brain tumors, liver problems, gastrointestinal illnesses, heart conditions, and cancers are health issues to name a few, and water is sometimes the suspect. However, the annual water reports state tap water meets legally acceptable standards with a list of the acceptable amounts of identified contaminants present in the water. Many of the identified contaminants impact the vulnerable and immune compromised although they meet legally acceptable standards. Those who can afford it, spend money on bottled water because many people believe their tap water is not exactly safe. It may meet legally acceptable standards; however, people read and hear stories about the many health threats and illnesses connected to the water. Protecting clean water quality and quantity remain concerns. Just google water, and there are countless articles about water.

*Furthermore, Municipal Authority Meetings as well as Zoning Meetings in the Township are not livestreamed or video archived.* Residents who cannot attend meetings are left in the dark. **Transparency is a huge issue.** More public awareness about water, roads, and zoning is necessary. Local government decisions impact quality of life.

Many children and adults suffer with respiratory illnesses and asthma is at all-time high. **Air quality** index alerts provide daily ratings about the air quality each day. Often, the ratings are not good. More traffic will not help.

**Plum Creek** is listed as an **impaired waterway** and it **sometimes floods**. The soil in Conewago Township is sink hole prone and the area has a history of them. This road is a very bad idea. In fact, **Sherry Village, has had a history of flood issues over the years when the Fire Department has had to pump water out of basements and the preferred Road plan will come right next to Jonathan Drive in Sherry Village.**

The preferred road option does not preserve farms and protect farmers. **Marginalizing the importance of farming and a local food supply threatens food security and fails to protect the community food supply chain issues caused by unforeseen emergencies and black swan events.** Relying on transporting food products from Florida and California is very dangerous and shortsighted. Wildfires, hurricanes, droughts, floods, and other climate changes may interfere with growing seasons at any time.

**Locally grown food products remain paramount because all communities are vulnerable to possible power grid outages, water contamination, rationing, cyber-attacks, rising fuel issues, fuel shortages, and civil unrest. Locally grown food is more important than ever. No Farms... No Food is not an option.**

**Removing more local agricultural lands from production is truly a catastrophic social injustice.**

Hunger is a huge issue in this country and continuing to remove pristine farm land is immoral and unjust. **Destroying more pristine farm land is suicidal.** Russia and China are both leasing and buying agricultural lands in Africa and South America. The Russian/Ukraine conflicts over the centuries included food security. Ukraine is known as the breadbasket of Europe. Eliminating all alternatives, except the one that directly destroys more farmlands because other municipalities expressed opposition is arbitrary and capricious. Opponents to the preferred plan also have property rights and countless valid reasons for their opposition.

**Why are the rights of residents who oppose the preferred road subordinate to those who want it?**

What ever happened to equal protection under the law? If PennDOT succeeds in building the Eisenhower Drive Extension, and the build everything in sight industry succeeds in urbanizing the area with unsightly and unwanted sprawl, with no more available land, the next step will be an Expressway through Hanover Borough into Maryland to Interstate 795 to Baltimore. Here's how it will unfold. The Department of Transportation and the State will seize thousands of properties claiming they have outlived their usefulness; bulldoze them to build a four, five, six, or eight lane freeway. This is how the government built the Washington Beltway and how major highways come about. The real agenda is to build a highway into Baltimore.



Why are the rights of farmers less important than the rights of corporations, businesses and residents outside of Conewago and McSherrystown? **Why are the rights of residents who oppose the preferred road subordinate to those who want it?** The argument about how the road is needed to attract businesses to generate more revenue for the Hanover Borough has serious flaws. In fact, the **zoning and planning in Adams and York fail the region** and have resulted in serious unintended consequences that have continued to create winners and losers. Let's just examine the so-called Miracle Mile and the North Hanover Mall. The **mall is dying** and has been for decades. Incidentally, it is owned by an out-of-state company who owns most of the other failed malls across the nation. These out of state investors buy malls, raise the rents, and do absolutely nothing to improve or maintain them.

Nearby communities also have **malls that remain empty with few customers and empty parking lots on lands that were once prime agricultural farms**. Will we have to import all of our food when all the farm lands have disappeared? If left unchallenged, out of state, and foreign investors, builders and developers will seek to develop every square inch of available land.

**Destroying the land that feeds us is an extreme social injustice.** Just how many Adam County farm acres disappeared during the Covid Lockdown time period? The public would like to know. **EEP through Conewago will not solve traffic issues, except create more, and more importantly it will not protect the countryside or farms and save them from destruction. It must be canceled in order to protect the community against the agricultural, health, ecological, environmental and social injustices the Preferred Eisenhower Extension plan presents.**

For numerous agricultural, environmental, ecological, health, and social injustices, the Preferred Eisenhower Drive Extension Road through Conewago Township must be canceled. It is unjustifiable to build another new road when so many existing roads remain in disrepair and lack simple, cost-effective traffic control solutions. **Destroying the land that feeds us is an extreme social injustice.**

It is time to **revitalize our current cities and make them safe places to live and work**, not build new metropolitan areas. This would give **builders, contractors and developers lots of work and money**. Not everyone wants to live in an urban community or an overcrowded suburban area. People on the Eastside of Adams value their rural, historic and scenic views as much as those on the west side of Adams County.

**EEP through Conewago will not solve traffic issues, except create more, and more importantly it will not protect the countryside and save it from destruction. It must be canceled in order to protect the community against the agricultural, health, ecological, environmental and social injustices the Preferred Eisenhower Extension plan presents.**

**The agenda has been and is to support the build everything in sight agenda and to urbanize Eastern Adams County. Fly over drones targeted the rural area for a long time.**

**New roads never improve traffic.** Just take a trip south and look at the Washington DC Beltway. This road was supposed to improve traffic safety, etc. However, it only led to more sprawl, more congestion, and to non-stop unwanted, exponential growth. If anyone drives across the Cross Bronx Expressway in NY and any other NY Expressway, Parkway, Freeway, they will encounter the work of the Power Broker, Robert Moses, an unelected bureaucrat, who single handedly transformed New York and destroyed it. Let's remember Northern Virginia, Maryland, and places like the Bronx, Queens, Staten Island, LA, and most metropolitan areas once were rural and agricultural and desirable places to live until the build everything in sight industry overbuilt and destroyed

them. Once the Verrazzano's Bridge in NY was built connecting Brooklyn, NY to beautiful, rural, farm borough of Staten Island in New York City, Staten Island became another overcrowded urban sprawl nightmare. Urban boundaries matter!

Instead of having ordinances and policies to protect and preserve and conserve agricultural lands, PA municipalities and counties create winners and losers, as well as blight, by approving more warehouses, malls, strip malls and site plans for more subdivisions, townhouses, etc. on thousands of acres of rich Agricultural lands.

As a result, **farms are disappearing at an alarming rate** and no one is paying attention or cares. Just how many Adam County farm acres disappeared during the Covid Lockdown time period? The public would like to know. When companies move their operations, or fail, the communities are left with vacant abandoned buildings, warehouses, more blight and unproductive properties. You only have to drive around the area to see many failed businesses, or the high turnover of business properties in the area. On Eisenhower Drive, a former restaurant chain is now a car wash, a former craft store is now a Donation store, while a popular furniture store closed its doors and another popular department store also remains vacant with for sale signs. In addition, many new strip malls have vacant storefronts. **Farms have to be forever.**



Before Chambers of Commerce and corporations adopted the make everything in China, India, and Vietnam etc. business model, Hanover and surrounding communities were manufacturing powerhouses. Local employers and workers flourished and prospered. If the Borough wonders why they have declining revenues, drive around and look at all the businesses that have disappeared, moved to Mexico, or China, or simply failed. It is alarming. Furthermore, businesses and people are migrating to freer states because the taxes are lower and regulations are more business friendly. The only substantial **growth** comes from the retiree population. **PA lost Congressional seats and Sunbelt states gained them.**

What's more, numerous businesses folded in the Hanover Borough as a result of the Eisenhower Drive. Has the Borough kept track of the businesses that have failed over the years? Although, hundreds of acres of the richest and most productive agricultural land were bulldozed for this failed retail mall, has anyone investigated why it failed, or have any remorse about the destruction of the most productive and rich soil and farms in the world. No Farms ... No Food.

The reason for eliminating all the other alternatives as stated by a presenter at the PennDOT public hearing at SAVES on February 23, 2022 was alarming. It is obvious that the Eisenhower Extension Project is a political road and the public hearing is a required theatrical gesture to check the box to comply with the public hearing and feedback requirements. While the road plans have been in progress for almost twenty years, even in its earliest stages, the need to improve the traffic through McSherrystown was misleading then, as it is today. **The agenda always was and is to support the build everything in sight industry and to urbanize Eastern Adams County. Fly over drones targeted the rural area for a long time. New roads never improve traffic.**

For numerous agricultural, environmental, ecological, health, and social injustices, the Preferred Eisenhower Drive Extension Road through Conewago Township must be canceled. It is unjustifiable to build another new road when so many existing roads remain in disrepair and lack simple, cost-effective traffic control solutions. **Destroying the land that feeds us is an extreme social injustice.**

It is time to **revitalize our current cities and make them safe places to live and work**, not build new metropolitan areas. This would give **builders, contractors and developers lots of work and money**. Not everyone wants to live in an urban community or an overcrowded suburban area. People on the Eastside of Adams value their rural, historic and scenic views as much as those on the west side of Adams County.

**EEP through Conewago will not solve traffic issues, except create more, and more importantly it will not protect the countryside and save it from destruction.**

**The Eisenhower Drive Extension must be canceled in order to protect the community against the agricultural, health, ecological, environmental and social injustices the Preferred Eisenhower Extension plan presents.**

Thank you for advertising the ACTPO Public Hearing for the June 1<sup>st</sup> 2022 in the *Gettysburg Times*. However, this was not enough. Many people do not read the GBT. Some read *The Evening Sun*, *The York Daily* or the *York Dispatch*. To improve your efforts to publicize your projects and public hearings, please **advertise future public hearings in the Hanover Merchandiser** because it is a free paper that is delivered to every household in Conewago Township, McSherrystown, Hanover, and surrounding communities.

During the summer of 2021, Conewago Township in Adams County conducted a survey and they sent out a flyer about how to participate. It came to the residents through the free weekly merchandiser delivered to every residence. As a result, Conewago Township had significant resident participation. This would not have occurred if the survey only was advertised in the *Gettysburg Times*. In the future, please **publish the announcements in Spanish** because the Hispanic population is about 12% or more in some school districts. Please also contact the local TV stations to cover the event. Where was WGAL, ABC12 and the Harrisburg stations? Also consider public service announcements on the local radio stations.

Finally, it would be **advantageous for all Adams County meetings to be livestreamed and archived for citizen view, including all County Commission meetings.** More importantly, most people cannot attend in-person meetings and some meeting rooms are not adequate for large numbers. Please **consider the many Open Government Platforms** available to improve citizen participation and transparency. **Diligent Board Docs** are very helpful for posting documents with Agenda Items for meetings. **Swagit** is a very user-friendly platform that allows such government entities, such as: school boards, county commissions, local boroughs, townships and all community boards to **livestream and archive all meetings**. There are many other platforms, however, **Diligent Board Docs and Swagit are very user friendly and easy for citizens to navigate**. Hopefully, the county's upgraded website will be easier to navigate in the future. Furthermore, it would be **helpful for more meetings to be held at different and more central locations**.

## References

*Quest for Even Safer Drinking Water*

<https://www.nytimes.com/2013/08/27/science/a-quest-for-even-safer-drinking-water.html>

“The 53,000 water utilities in the United States deliver some of the safest drinking water in the world — a public health victory of unrivaled success that began in 1908 with chlorination campaigns in Jersey City and Chicago. Still, millions of individual cases of waterborne diseases occur annually and [related hospitalization costs approach \\$1 billion each year](#). In 2007 and 2008, the most recent years for which figures are available, the Centers for Disease Control and Prevention recorded 164 waterborne disease outbreaks, almost entirely from protozoan cysts of the parasite [Cryptosporidium](#).”

**See links to Toxic Water Series by Investigative Journalist Charles Duhigg and more**

<https://www.nytimes.com/interactive/projects/toxic-waters/index.html>

<https://www.nytimes.com/2010/03/15/us/15water.html>

<https://www.nytimes.com/2009/09/13/us/13water.html>

<https://www.nytimes.com/2009/12/17/us/17water.html>

<https://fmr.org/new-york-times-toxic-waters-series>

<http://uswateralliance.org/about-us>

<https://www.amazon.com/Power-Broker-Robert-Moses-Fall/dp/0394720245>

<https://www.roadex.org/e-learning/lessons/environmental-considerations-for-low-volume-roads/environmental-issues-related-to-road-management/>

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2936977/>

Benefits of Land Conservation – Headwaters Land Conservancy

<https://headwatersconservancy.org/benefits-of-land-conservation/>

Comments for ACTPO’s Transportation Improvement Plan  
provided by Ellen Ryan, Adams County Resident - June 1<sup>st</sup> 2022



**From:** [danfs@comcast.net](mailto:danfs@comcast.net)  
**To:** [Andrew Merkel](#)  
**Subject:** no to Eisenhower extension  
**Date:** Wednesday, June 15, 2022 10:49:33 PM

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Andrew

Adams County office of Panning and development,

PLEASE Stop the destruction of our beautiful rural landscape of Eastern Adams County.

Save our beautiful farmland, scenic routes, Green View, The historical view of Conewago chapel.

This is Adams County. Preserve our heritage, our identity.

We do not want or need more congested traffic, noise, car, and truck exhaust, over crowding, crime, and higher taxes.

We do not need more commercial shopping centers, and concrete.

Spend our tax dollars more wisely by improving our existing roadways and intersections.

Thank you,

Dan and Janice Smith

235 Johnathon Drive

McSherrystown, Pa 17344



**From:** [danfs@comcast.net](mailto:danfs@comcast.net)  
**To:** [Laura Neiderer](#)  
**Subject:** cancel Eisenhower extension  
**Date:** Wednesday, June 15, 2022 10:53:38 PM

---

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Dear Laura

Adams County office of Panning and development,

PLEASE Stop the destruction of our beautiful rural landscape of Eastern Adams County.

Save our beautiful farmland, scenic routes, Green View, The historical view of Conewago chapel.

This is Adams County. Preserve our heritage, our identity.

We do not want or need more congested traffic, noise, car, and truck exhaust, over crowding, crime, and higher taxes.

We do not need more commercial shopping centers, and concrete.

Spend our tax dollars more wisely by improving our existing roadways and intersections.

Thank you,

Dan and Janice Smith

235 Johnathon Drive

McSherrystown, Pa 17344

**From:** Pete Socks <petesocks@berwicktp.org>

**Sent:** Friday, June 10, 2022 8:13 PM

**To:** Andrew Merkel <amerkel@adamscounty.us>; neiderer@adamscounty.us  
<neiderer@adamscounty.us>

**Subject:** Public Comment Abbottstown Bridge

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sorry for the delay but please see below. I serve as Chairman of the Berwick Township Board of Supervisors.

The Abbottstown and Berwick Township residents have waited far too long to have their Beaver Creek bridge repaired/replaced. They have asked for help for years with no avail, being left as the last of the bridge projects in the county to be addressed. Even with a stone placed within the bridge dedicating it from the county commissioner at that time, the county has refused to help with this structurally deficient bridge (as labeled by Pennoni and Associates). Many residents of Berwick and Abbottstown will be affected if this bridge collapses, leaving no short distance alternatives for them to reach their homes.

Please keep this project on the next TIP as a priority one issue that needs addressed immediately. Thank you for your service to Adams County.

Pete

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**From:** [PATRICIA STRINE](#)  
**To:** [amerkek@adamscounty.us](mailto:amerkek@adamscounty.us); [Laura Neiderer](#)  
**Subject:** Eisenhower Drive Ext.  
**Date:** Wednesday, June 15, 2022 5:32:46 PM

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We are saying NO to the Eisenhower Extension. Cancel the plans, we are opposed to IT.

Thank you,  
Patricia A Strine  
Robert N Strine  
( 221 Vincent Drive, McSherrystown, Pa 17344 )

**From:** [Joni Swope](#)  
**To:** [Andrew Merkel](#); [Laura Neiderer](#); [Sherri Clayton-Williams](#)  
**Subject:** Transportation funding-Eisenhower Dr  
**Date:** Tuesday, June 14, 2022 8:43:48 AM

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As a 40+ yr resident of Conewago Twp I have seen much development in the area. It is impossible to not have development but you need to be aware of what is good and responsible for the area. The following are concerns related to the Eisenhower Drive extension.

1. Monetary - The cost is astronomical for the reported 4-7 minutes of time to be saved. A bridge over railroad tracks itself is an enormous expense. As stated in the Assessment, "PennDOT anticipates state and potential federal funding for this project, but the extent of federal funding is unknown..." This is NOT what has been stated previously in public meetings. In addition, the released Assessment stated, "traffic will still be an issue during rush hours even with a new alignment." How can a justification of monetary expenditure be made when the Assessment itself makes this statement.
2. Local support - The majority of this project is in Conewago Twp. Twp officials have submitted written communication to PennDOT and other authorities indicating the Twp does NOT support the project. Petitions have previously been signed and submitted. Representation at meetings has been evident of No Build.
3. National Historical Registry Properties- The proposed path impacts several national historical registry properties. The solution regarding this impact is to provide educational materials about these properties and a payoff of \$20,000 to Historic Gettysburg-Adams County.
4. Wildlife - A bypass will encroach upon the homes and habitats of animals, their feeding grounds and lead to decreased populations. We have already lost all evidence of pheasants. Other wildlife populations have decreased as building increased. The proposed area is home to wildlife such as deer, fox, owls, squirrels, coyotes, skunks, raccoons, hawks and eagles etc. It will not be long until we will need to supply educational material on wildlife.
5. Air quality and Noise - due to time limitations I have opted not to discuss here as common sense will tell you these will 100% be affected
6. As stated previously, the vast majority of the 5c build is within conewago twp. The signed petitions and representation at meetings is evidence the No build would meet the will of the people who will be affected by this every single day. It appears those in favor of 5C are those who benefit financially from this project.
7. Many residents as well as The PA historic preservation office questioned whether other non construction alternatives such as altering traffic patterns, signals, etc were given adequate consideration. An east west roadway will not alleviate any north south traffic. There are roads in the area in greater need of efforts to resolve severe congestion. Rather than designate specific monies to one large project it would be much wiser to use such funds for multiple, more needed areas.
8. Attention to other traffic areas will better serve EVERYONE in the greater Hanover area and not just the several commercial/industrial sites being catered to with the Eisenhower project.
9. The Assessment repeatedly states the 5C appears to result in least overall harm. However, No Build results in no harm. The Delaware Law School, in its 4/28/2022 communication to Messrs. Singer and Crum and cc'd to you, addressed MANY disturbing concerns with this project.

Joni Swope  
386 Church St  
Hanover (Adams County)

**From:** [Joni Swope](#)  
**To:** [Laura Neiderer](#)  
**Cc:** [Andrew Merkel](#); [Sherri Clayton-Williams](#)  
**Subject:** Re: Transportation funding-Eisenhower Dr  
**Date:** Tuesday, June 14, 2022 9:43:11 AM  
**Attachments:** [image001.png](#)  
[Feb mtg Eisenhower Dr.docx](#)

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your confirmation of receipt of my email. That content was what was verbally stated at the February 2022 public hearing with a time constraint. At this time I would like to include a copy of what was mailed as the Eisenhower Drive web site was to make available ALL submitted written communication with a deadline of March 10. Periodic checks of that site still do not reflect any such communications received by me or others. This document is more detailed and inclusive. Please review this for further consideration. Thank you

On Tue, Jun 14, 2022 at 9:12 AM Laura Neiderer <[lneiderer@adamscounty.us](mailto:lneiderer@adamscounty.us)> wrote:

We have received your comment for the draft 2023-2026 TIP. Thank you.

Regards,

Laura

**Laura Neiderer** | Comprehensive Planner

Adams County Office of Planning & Development

670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325

P: 717.337.9824 ext. 3009

[lneiderer@adamscounty.us](mailto:lneiderer@adamscounty.us)



## To All to Whom This Concerns:

As a 40+ yr resident of Conewago Twp, I have seen much development in the area. It is impossible to not have development, but you need to be aware of what is good and responsible for the area. After a review of the Environmental Assessment and the stated need for this project, I would like to address the following concerns. Please note, the order of listed appearance does not represent order of importance as all are important.

### MONETARY

The monetary cost is astronomical for the reported 4-7 minutes of time to be saved. A bridge over railroad tracks itself is an enormous expense. As stated in the Assessment, “PennDOT anticipates state and potential federal funding for this project, but the extent of federal funding is unknown...” This is NOT what has been publicly stated previously. The Assessment stated, “Traffic will still be an issue during rush hours, even with a new alignment.” How can a justification of monetary expenditure be made when the Assessment itself makes this statement. It is further stated 5C would have no impact on public services. Additional roadways, most specifically in rural Conewago Twp *will* require additional services as roads currently do not exist. At the May 15, 2019 Consulting Party meeting, representatives stated any lights installed at intersections will be the responsibility of the township to maintain. Speed enforcement will be responsibility of the local township; obviously a service not required where no roads currently exist. In addition, the “elephant in the room” is that this area is prone to sinkholes, and blasting from a local industry occurs continually. Who will be responsible for repairs?

### LOCAL SUPPORT

The majority of this project is in Conewago Twp. Twp officials have submitted written communication to PennDOT and other authorities indicating the Twp does NOT support the continuation of the project. Petitions have previously been signed and submitted. Representation at meetings has been evident of No Build. The lack of support from the township in which a vast majority of the project will occur should be sufficient to dismiss this project.

### NATIONAL HISTORICAL REGISTRY PROPERTIES

The proposed path will have an effect on several national historical registry properties. The proposed mitigation efforts regarding this impact is to provide educational materials on those properties. In addition, a payoff of \$20,000 is to be made to Historic Gettysburg-Adams County. These local properties do not generate income as historic Gettysburg does, but all efforts should still be taken to maintain the integrity of the settings. Historic Gettysburg-Adams County should be embarrassed to enter into such an agreement.

### WILDLIFE

There will be an impact on wildlife in the area. A bypass will encroach upon the homes and habitats of animals, their feeding grounds, and lead to decreased populations. We have already lost all evidence of pheasants in the area. Other wildlife populations have decreased as building has increased. The proposed area is home to wildlife such as deer, fox, owls, squirrels, coyotes, raccoons, and eagles. It will not be long until we will need to supply educational material on these wildlife. Section 4(F) of the Assessment states “...wildlife/waterfowl refuges...may only occur if no feasible and prudent avoidance alternative to such use exists...” The No Build alternative meets the criteria for no harm. The Assessment (4.1 Natural Resources) repeatedly stated “...because of the extensive cover of croplands... a detailed evaluation of project area wildlife species was not considered appropriate for this project.” The “extensive cover of croplands” being eliminated and the disruption to woodlands are major factors that will impact project area wildlife. Any wildlife that remains within the compromised habitat will have much greater risk of becoming road kill, thus reducing populations as well.

### AIR QUALITY

An air quality assessment was not completed for this project and states it will meet all requirements. The 5C disrupts agricultural land. It is unimaginable to assume the air quality will not be effected. With increase of



pollutants from vehicles and other sources, “meeting these requirements” is not comforting. Large cities started in this same manner and now have air pollution at unacceptable levels without mitigation efforts other than to remain indoors at times.

## NOISE

The 5C Build will create substantial noise increase over existing levels. It is stated, “Noise abatement measures (barriers) must... achieve noise reduction... and be receptive to affected property owners.” With 5C we lose green areas and are provided a barrier/wall in its place. The requirement of being “receptive” to a barrier design versus **approval** by affected property owners of a design are not the same and afford the property owners no guarantee.

## NEED

The origin and destination study of 2015 indicates “... that regional travel contributes to the congestion and poor roadway levels...” Of note is that 100% of the intersections noted as “currently operating unacceptably” are unsignalized. Of the intersections projected to operate unacceptably in the 2042 No Build scenario, only two are signalized. Only 3 are identified as unacceptable during *both* AM and PM peak and two of those are unsignalized. As previously mentioned, the Assessment stated, “Traffic will still be an issue during rush hours, even with a new alignment.” Any legitimate traffic concerns being stated as the need for the 5C Build would only push those concerns to the Brushtown/Bonneville areas. Thus, the proposed actions would result in ignorance and lack of concern about the larger picture.

As stated previously, the vast majority of the 5C Build is within Conewago Twp. In light of petitions signed and representation at meetings, it is evident the No Build would meet the will of the people who will be affected by this **every single day**. It appears those in favor of 5C are those who will benefit financially from this project.

The Assessment states the need for the project because the area is “congested to the point... unable to efficiently move traffic, especially during morning and evening rush hours.” Many local areas exhibit heavy congestion at ALL hours of the day; SR94 which runs N/S is a prime example. To be considered successful in alleviating traffic congestion in the area, this project would also need to address SR94 and it does not. It is further stated without this project, “...it will take more than 5 minutes just to turn onto or cross SR116 from one of the side streets in McSherrystown.” This traffic, which is being generated from “high density neighborhoods” from the “side streets” will not be alleviated with the proposed 5C Build. A question was asked at the 5/15/2019 Consulting Party meeting as to “where these people are going”. The project team was not able to provide details of what points vehicles were entering or leaving the roadway. The 5C Build will push that traffic onto Church Street and Oxford Avenue to traffic circles. These roads will now become congested, high traffic roads. In 3.2 Environmental Overview, note is made of the schools within a mile or less of SR116/Main Street intersection. The 5C Build will not alleviate congestion and/or safety concerns to which school traffic contributes. How many of the stated vehicle and pedestrian accidents have occurred at just that one particular site? Due to poor traffic planning at that site to enter/exit two notable businesses, it most likely is an area prone to accidents, both pedestrian and vehicular. The 5C Build will not alleviate this. It should be noted the stated traffic studies address concerns about “PM peak hours conditions” and not ALL hours. Many residents as well as the PA historic preservation office questioned whether other non-construction alternatives such as altering traffic patterns, signals, etc. were given adequate consideration. In addition, there are roads in the area in greater need of efforts to resolve severe congestion which would not require a “build” but rather alterations of traffic patterns, signals, etc. Such alternatives will better serve EVERYONE in the Hanover area and not just the several commercial/industrial sites being catered to with lack of concern about residents.

## INDIRECT EFFECTS

The Assessment discusses the indirect effects attributable to the 5C and lists “...future degradation or loss of streams and wetlands...” Representation from the Lower Susquehanna River Keeper Association has expressed concern with water quality and runoff from such a project. Residents have been paying what is referred to as a

bay tax for several years to assist with efforts to keep our waters clean, yet this project will jeopardize such efforts. Authorities want to yell “clean water, clean air” and yet turn around and support this project.

This project is promoted to be a Limited Access Highway. This may be true initially, but what about the future? We saw the York bypass morph into overflowing commercial property and become highly congested with traffic with many people stating we need a bypass for the bypass. The existing Eisenhower Drive is another example of addressing traffic concerns which has generated another commercial district. It is stated in the Assessment that zoning and land controls limit any further development as adjacent land is predominantly residential and industrial as well as Preserved Farmland. These zoning and land controls obviously are not currently limiting the 5C/project. It was previously stated Conewago Twp does not offer support for the project. Why would we assume these same zoning and land controls will be any more effective in the future than now?

## HARM

The Assessment repeatedly states the 5C appears to result in “least overall harm.” No Build results in NO harm. This project is allowing the government to inflict harm on property owners in the area. Is the need for some patience of drivers significant enough to inflict this harm? The legal definition of harm is loss of or damage to a person’s right, property, or physical or mental well-being. This Assessment discusses concrete measurables but does not take into consideration current unmeasurables. This Assessment does not address the impact of homeowners’ mental well-being and their right to be able to continue the enjoyment of their current way of life and use of their properties. This Assessment does not discuss the harm being done to property values. This Assessment briefly mentions harm to noise levels and air quality, both of which have effects on persons’ physical well-beings. We need to stand by DO NO HARM and reject this project.

Joni Swope

**From:** [Laura Neiderer](#)  
**To:** [Joni Swope](#)  
**Cc:** [Andrew Merkel](#); [Sherri Clayton-Williams](#)  
**Subject:** RE: Transportation funding-Eisenhower Dr  
**Date:** Tuesday, June 14, 2022 10:01:00 AM  
**Attachments:** [image001.png](#)

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Thank you. We will include this document with your submitted comment.

Currently, PennDOT, FHWA, and the Design Consultant are in the process of reviewing all comments received during the public comment period for the project. Comments will be incorporated into the final Environmental Assessment. FHWA is expected to make a final decision this summer.

Regards,  
Laura

**Laura Neiderer** | Comprehensive Planner  
Adams County Office of Planning & Development  
670 Old Harrisburg Rd – Ste. 100 | Gettysburg, PA 17325  
P: 717.337.9824 ext. 3009  
[lneiderer@adamscounty.us](mailto:lneiderer@adamscounty.us)



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**From:** Joni Swope <joni.swope@gmail.com>  
**Sent:** Tuesday, June 14, 2022 9:43 AM  
**To:** Laura Neiderer <lneiderer@adamscounty.us>  
**Cc:** Andrew Merkel <amerkel@adamscounty.us>; Sherri Clayton-Williams <sclayton@adamscounty.us>  
**Subject:** Re: Transportation funding-Eisenhower Dr

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Thank you for your confirmation of receipt of my email. That content was what was verbally stated at the February 2022 public hearing with a time constraint. At this time I would like to include a copy of what was mailed as the Eisenhower Drive web site was to make available ALL submitted written communication with a deadline of March 10. Periodic checks of that site still do not reflect any such communications received by me or others. This document is more detailed and inclusive. Please review this for further consideration. Thank you

On Tue, Jun 14, 2022 at 9:12 AM Laura Neiderer <[lneiderer@adamscounty.us](mailto:lneiderer@adamscounty.us)> wrote:

We have received your comment for the draft 2023-2026 TIP. Thank you.  
Regards,  
Laura

**From:** [uniontownship@pa.net](mailto:uniontownship@pa.net)  
**To:** [Andrew Merkel](#)  
**Cc:** [Laura Neiderer](#)  
**Subject:** RE: TIP Program  
**Date:** Friday, May 13, 2022 2:12:57 PM  
**Attachments:** [Mehring and Bollinger Intersection.docx](#)

---

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Andrew and Laura,

The Union Township Board of Supervisors would like to place the intersection of Mehring Road (T-452) and Bollinger Road (SR2027) on the TIP program list for inclusion in their review and study of County roadways.

Mehring Road intersects Bollinger Road at a near-90° angle, and the narrow radius does not allow large vehicles (e.g. tractor trailers, large farm equipment, RVs) to easily negotiate turns from one roadway to the other, particularly those turning right when exiting Mehring, then entering onto Bollinger to continue traveling in a southwest direction. Two of the residents in that area have placed large boulders in their yards to discourage these types of vehicles from cutting the corner and/or using their property as part of the turning radius of the roadway. I have attached a screen shot of that area from the GIS so that you can see the boulders to which I am referring.

If this intersection could be studied as part of the TIP program for possible means to alleviate this hazard, the Board of Supervisors would greatly appreciate it.

Thank you,  
Carol



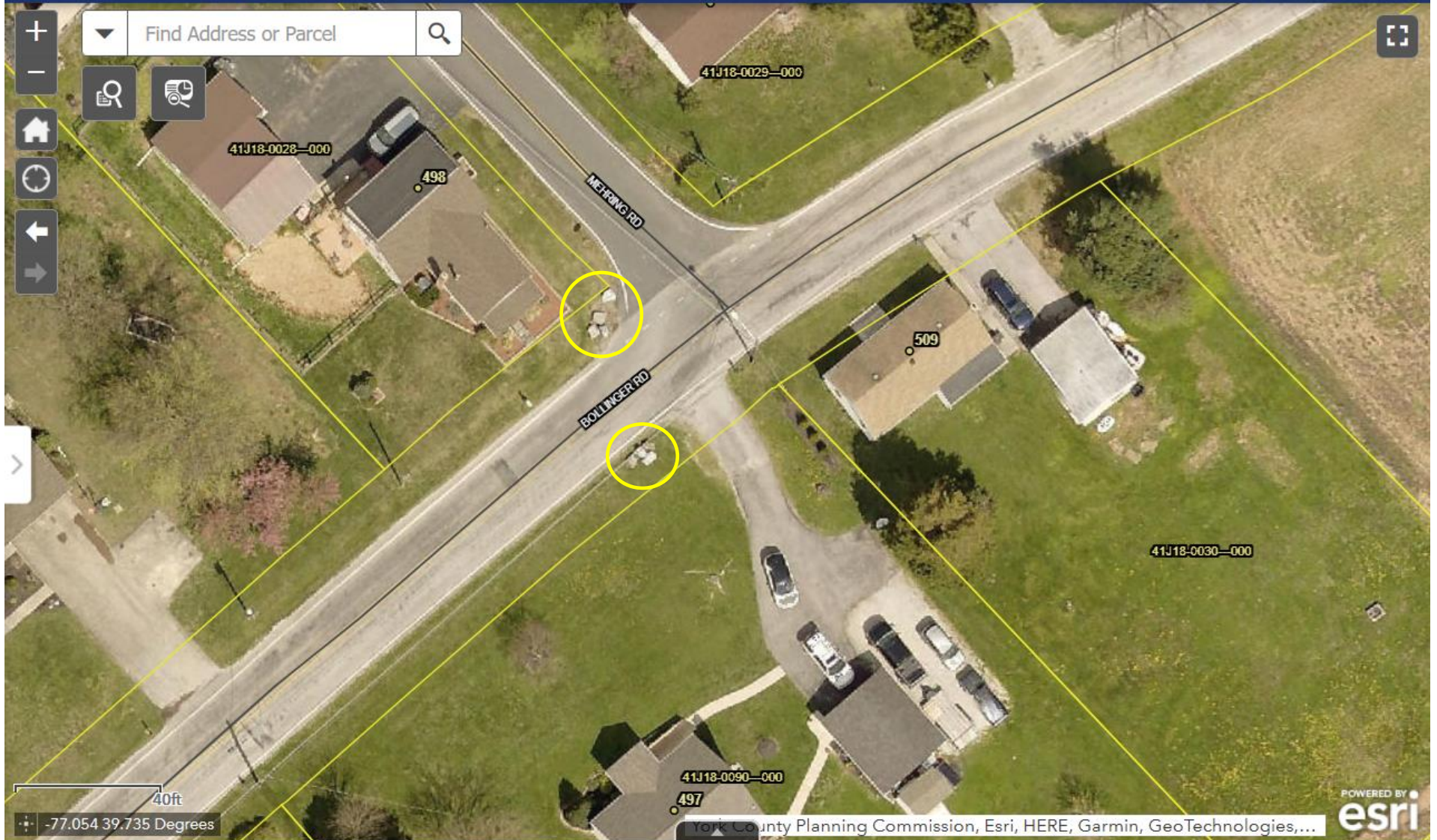


# Adams County Tax Parcel Viewer

Tax Services Department



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**MEMORANDUM**

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**TO:** DRAFT 2023-2026 TIP PUBLIC COMMENT FILE

**FROM:** LAURA NEIDERER

**SUBJECT:** CORRESPONDENCE WITH PAMELA AND JEFFREY WALLACE

**DATE:** 6/13/2022

**CC:**

---

**MEMO TO FILE –**

Mr. and Mrs. Wallace, Conewago Township residents, called to express their opposition to the Eisenhower Drive Extension Project (MPMS 58137). They are concerned about the impacts the projects will have on the wildlife in the area, including deer. The project location is in close proximity to the development they live in, Village Cattails, and they are concerned with the noise created by the traffic on the new roadway.

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

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*Transportation Conformity Determination*  
*Adams County*

2023-2026 Transportation  
Improvement Program (TIP)  
and 2050 Long Range  
Transportation Plan (LRTP)

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April 2022



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## Executive Summary

As part of its transportation planning process, the Adams County Transportation Planning Organization (ACTPO) completed the transportation conformity process for the 2023-2026 Transportation Improvement Program (TIP) and the Onward2050 Long Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meet the federal transportation conformity requirements in 40 CFR Part 93.

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, transportation improvement programs (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. Adams 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.

Adams 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, Adams 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. Adams 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. Adams County is in attainment of the 2015 8-hour ozone NAAQS.

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## **2.0 ACTPO 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 Long Range Transportation Plan (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 [Adams County LRTP](#) guides decision-making about transportation improvements in the county. The planning factors specified in federal regulations provide the framework for developing an 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 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 Adams 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 will address transportation conformity for the ACTPO 2023-2026 TIP and 2050 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).

## 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)

---

### 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 Adams 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](#)

### 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).

Meeting and conference calls were conducted on October 28, 2021 and January 27, 2022 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, ACTPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period, 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 ACTPO, 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 ACTPO TIP and LRTP has been determined to be financially constrained.

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## 5.0 Conclusion

The conformity determination process completed for the ACTPO 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*

### *Adams County*

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Project Name	Description
<b>FY 2023-2026 Highway-Bridge TIP</b>	
Eisenhower Drive Extension (MPMS 58137)	This project consists of extending the Eisenhower Drive through Conewago Township, from where it currently ends at High Street to Hanover Road (SR 0116) west of McSherrystown. Potential improvements include new alignment alternatives, partial new alignment alternatives, as well as options to improve the existing roadway network. These changes aim to address the falling level of service (LOS), as well as improve safety within the study area.
<b>2050 Long Range Transportation Plan</b>	
US15-US30 Interchange Improvement (MPMS 58136)	This project consists of improving the interchange at US Route 15 & US Route 30 in Straban Township, Adams County.

**AIR QUALITY RESOLUTION FOR THE  
ADAMS COUNTY TRANSPORTATION PLANNING ORGANIZATION**

Conformity of the 2023-2026 Transportation Improvement Program (TIP) 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, Adams County was designated by EPA as a nonattainment area under the 1997 8-hour ozone NAAQS; and,

**WHEREAS**, on January 14, 2008, Adams County was re-designated under the 1997 8-hour ozone standard 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 for areas that remain designated nonattainment for the revoked NAAQS; and,

**WHEREAS**, the U.S. Court of Appeals for the D.C. 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 Adams County satisfies the criteria; 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 Adams County Transportation Planning Organization, the Metropolitan Planning Organization for Adams 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 that the Adams County Transportation Planning Organization determines that the transportation plans and programs conform with the CAAA requirements by meeting the criteria described in the final guidelines; and,

**NOW, THEREFORE BE IT RESOLVED THAT** the Adams County Transportation Planning Organization has found that the 2021-2024 TIP contribute to the achievement and maintenance of the ambient air quality standards; and,

**NOW, THEREFORE BE IT FURTHER RESOLVED THAT** the Adams County Transportation Planning Organization finds that the 2021-2024 TIP is consistent with the final conformity rule and subsequent amendments.

I hereby certify that this Resolution was adopted by ACTPO on June 22, 2022.

ATTEST:

\_\_\_\_\_  
ACTPO Chair  
Robert Gordon

\_\_\_\_\_  
ACTPO Vice-Chair  
David Laughman

## Adams County Transportation Planning Organization

### Self-Certification Resolution

**RESOLUTION OF THE** Adams County Transportation Planning Organization (ACTPO) 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 450.334 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration and the Federal Transit Administration as part of the Statewide TIP (STIP) approval, Metropolitan Planning Organizations (MPOs) shall certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

**WHEREAS**, Sections 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 TIP and LRTP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

**WHEREAS**, the TIP continues to be financially constrained as required by 23 CFR Part 450.324 and the 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 USC 7504, 7506(c) and (d)) and 40 CFR Part 93 have been met for non-attainment and maintenance areas; 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 American 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 Section 1101(b) of MAP-21 (Public Law 109-59) 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) have been met; and

**WHEREAS**, the provision 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 ACTPO, the Metropolitan Planning Organization for Adams County, Pennsylvania 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 plans and programs, including the FFY 2021-2024 TIP.

I, Robert Gordon, ***HEREBY CERTIFY*** that I am Chair of the Adams County Transportation Planning Organization: that the foregoing resolution was adopted, in accordance with the By-Laws, by the Members of said Commission at a meeting duly called and held on the 22<sup>nd</sup> day of June 2022, and that said resolution is now in full force and effect.

IN TESTIMONY WHEREOF I hereto subscribe my name as Chairman.

---

Robert Gordon, Chair

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David Laughman, Vice-Chair

# MEMORANDUM OF UNDERSTANDING

## Adams County Transportation Planning Organization (ACTPO) Procedures for FFY 2023-2026 Transportation Improvement Program (TIP) 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 2023-2026 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, RPOs and PennDOT developed Interstate Management (IM) Program and other Statewide Programs. 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-a-side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), 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 Twelve-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 2023 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2023 Transportation Program Financial Guidance*. These documents were both released on July 15, 2021 and can be found on the [STIP page](#) on the STC Website under 2023 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, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin 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 ACTPO will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties 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 non-attainment 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 would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the MPO/RPO region's PPP.

The federal planning regulations, [23 CFR 450.324\(c\)](#), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment, and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is once again in compliance with the federal planning regulations.

## **Revisions – Amendments and Administrative Modifications**

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.
- 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 ACTPO;
  - Results in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by ACTPO is required for *Amendments*. ACTPO 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, requested adjustments, after changes, 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 ACTPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available.

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, ACTPO 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 the ACTPO TIP 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;
- 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 ACTPO. 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;
- 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 based on FHWA August Redistribution based on documented August Redistribution Strategic Approach.

***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; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established in the MOU between PennDOT and ACTPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and does 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 ACTPO 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.

### **Funding Threshold for Amendments and Administrative Modifications**

The threshold for ACTPO processing a STIP/TIP modification as an amendment is \$1 million.

### **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 PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)](#) 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 Federal Fiscal Year (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. The reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement [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.

## **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 the 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, 2022, and remain in effect until September 30, 2024, 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:

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Robert Gordon  
ACTPO Chair

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Date

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David Laughman  
ACTPO Vice-Chair

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Date

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Mr. Larry S. Shifflet  
Deputy Secretary for Planning  
Pennsylvania Department of Transportation

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Date

## **NOTICE OF PUBLIC INFORMATION MEETING**

The 2022-2050 Adams County Long Range Transportation Plan (LRTP) update is available for public review and comment beginning **June 24<sup>th</sup>, 2022**. The LRTP identifies the county's long-term transportation needs and strategies for improving the transportation network. It also lists future funding allocations for highway, bridge, safety, and active transportation projects for the next 28 years. Comments will be accepted via phone, mail, or email until **4:00 PM on Monday, July 25<sup>th</sup>, 2022**.

The LRTP will be available for review at the following locations:

- **Adams County Website:** <http://www.adamscounty.us/Dept/Planning/Pages/default.aspx>
- **Adams County Commissioners Office**, 117 Baltimore Street, Room 201, Gettysburg PA
- **Adams County Office of Planning and Development**, 670 Old Harrisburg Road, Suite 100, Gettysburg, PA
- **Adams County Public Library Locations**
- **All Township and Borough Offices in Adams County**

The Adams County Transportation Planning Organization (ACTPO) will hold two public information meetings on **July 13<sup>th</sup>, 2022** to present and receive comments on the 2017-2040 LRTP. One will be held at **10:00 a.m.** and a second will be held at **6:00 p.m.** Each meeting will be conducted using a hybrid meeting format, with the option for in-person or virtual attendance.

The in-person meeting components will be held at **Adams County Agricultural and Natural Resources Center – Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325**. Members of the public wishing to attend the virtual meeting component can access the meeting using the following web link and call-in information:

### **Adams County TIP Online Public Comment Meeting July 13<sup>th</sup>, 2022: 10:00 a.m. – 12:00 p.m.**

Web link: <https://bit.ly/LRTP2022-1>  
Join by phone: 929-229-2915  
Phone Conference ID: 422 135 965#

### **Adams County TIP Online Public Comment Meeting July 13<sup>th</sup>, 2022: 6:00 p.m. – 8:00 p.m.**

Web link: <https://bit.ly/LRTP2022-2>  
Join by phone: 929-229-2915  
Phone Conference ID: 427 831 982#

A link to the Public Comment Meetings can also be found on the County of Adams website:  
<http://www.adamscounty.us/Pages/default.aspx>

## **NOTICE OF INTENT TO CONSIDER ADOPTION:**

ACTPO intends to consider the Draft 2022 LRTP and AQCA report for adoption on **July 27<sup>th</sup>, 2022 at 1:00 PM**. This meeting will also be conducted using a hybrid meeting format, with the option for in-person or virtual attendance. The in-person meeting component will be held at Adams County Agricultural and Natural Resources Center – Meeting Rooms A1-A3, 670 Old Harrisburg Rd, Gettysburg, PA 17325.

## **HOW TO PARTICIPATE.**

The public has multiple ways to comment on individual projects or the program as a whole. Whichever method you prefer, please include your name and the municipality you live in.

1. Attend one of the two public meetings scheduled to discuss the 2022-2050 LRTP.
2. Email your comments to the Adams County Office of Planning and Development c/o:
  - a. Andrew Merkel, AICP – [amerkel@adamscounty.us](mailto:amerkel@adamscounty.us)
  - b. Laura Neiderer – [lneiderer@adamscounty.us](mailto:lneiderer@adamscounty.us)
3. Call the Adams County Office of Planning and Development at (717) 337-9824.
4. Mail comments to:

Adams County Office of Planning and Development  
670 Old Harrisburg Road, Suite 100  
Gettysburg, PA 17325

## **DISCLAIMER:**

1. Public notice of public involvement activities and time established for public review and comment on the LRTP / TIP satisfies the POP requirements of the Section 5307 Program.
2. The Adams County Transportation Planning Organization (ACTPO) is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs related to language, sight, or hearing. If you have a request for a special need, wish to file a complaint, or desire additional information, please contact the Adams County Office of Planning and Development, 670 Old Harrisburg Road Suite 100, Gettysburg, PA 17325, (717) 337-9824.

**Introduction:**

SRTA Presentation and Acceptance of TAM and PTASP Performance Targets – SRTA has updated its Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) targets for the unified Capital Area Transit (CAT) and Central Pennsylvania Transportation Authority (CPTA) organizations. SRTA to provide brief introduction of purpose and targets.

Technical: **Requested action is recommendation for review and acceptance of these targets by the Coordinating Committee.** {Technical only applies to HATS. Is not applicable to YAMPO as Resolution 2225 is acting on behalf of the Transit Technical Committee or ACTPO as they only have the one meeting}.

Coordinating: **Requested action is acceptance of these targets from the MPO for their planning process considerations.**

Link to full TAM Plan: <https://www.rabbittransit.org/srta-tam-plan/>

## Susquehanna Regional Transportation Authority (SRTA) Transit Asset Management (TAM) Plan and Public Transportation Agency Safety Plan (PTASP) Performance Targets – EXECUTIVE SUMMARY

- SRTA is seeking acceptance of the below identified performance targets for the upcoming 4-year horizon period.
- SRTA is the recognized Authority overseeing the operations of the Central Pennsylvania Transportation Authority (CPTA) and Cumberland-Dauphin-Harrisburg (CAT) effective January 2, 2022.
- CPTA and CAT are recipients of Federal financial assistance under 49 U.S.C. Chapter 53 and are thus required to meet the TAM and PTASP requirements as tied to 49 CFR 625 and 49 CFR 673.
- Two of the core objectives of these plans is to define performance targets and to improve coordination and outreach to local planning partners. Performance measures and associated targets help transit agencies to quantify the condition of their operation and assets, which facilitates setting targets that support local funding prioritization.
- The most recent full review and update of the TAM targets was in 2018 where CPTA worked with YAMPO to inform and adopt the Authority's targets. CAT was included as part of the Statewide Tier 2 Group Plan and met these requirements through statewide outreach efforts. Since then, CPTA and CAT have worked with local planning partners to provide updates, as requested or as changes occurred.
- The PTASP final rule was issued in 2019 and this is the first time both the TAM and PTASP performance targets will be provided together for SRTA.
- Below are the associated targets as updated in 2022:

SRTA TAM Performance Targets		
Asset Category	Performance Measure	Target Percent
Rolling Stock	<b>Age</b> - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	<b>23%</b>
Equipment	<b>Age</b> - % of service vehicles/ equipment that have met or exceeded their Useful Life Benchmark (ULB)	<b>18%</b>
Facilities	<b>Condition</b> - % of facilities with a condition rating below 3.0 on a the FTA Transit Economic Requirements Model (TERM) Scale	<b>13%</b>

PTASP Safety Targets		
Performance Measure	Fixed Route Targets	Non-Fixed Route Targets
Fatalities (annual reported events)	0	0
Fatalities (per 100k VRM)	0	0
Injuries (annual reported events)	7	9
Injuries (per 100k VRM)	0.39	0.18
Safety Events (annual reported events)	6	10
Safety Events (per 100k VRM)	0.34	0.21
System Reliability	9.75	0.99



FFY 2021-2024 TIP MODIFICATIONS FORM

Adams													Informed Coordinating Committee: 6/22/22							
													Informed Technical Committee: N/A							
Amendment - Highway					Funds		FFY 2021			FFY 2022			FFY 2023			FFY 2024			FFY 2025 & >	Remarks
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
1	US 15 Improvements - Adams	102333	CON	Before																Increasing the CON phase of US 15 Improvements - Adams in FFY 2022/2023/2024 for \$1,606,184. This is for asphalt/diesel adjustments and also overruns and extra work. This project consists of Intersection Safety Improvements on South Ridge Road, North Ridge Road, and County Line Road (turnarounds). It will also lengthen the acceleration/deceleration lanes on US 15 on the north side of the PA-94/US 15 interchange. US 15 from Adams/York County Line to South Ridge Road in Latimore and Huntington Townships. This project was let on June 18, 2020.
	Before																			
	Adjust			NHPP							548,778				294,846					
	Adjust			STP					762,560											
	After			NHPP							548,778				294,846					
	After			STP					762,560											
2	Highway Reserve	87793	CON	Before	NHPP								548,778			1,109,000				
	Before			STP					762,560											
	Adjust			NHPP							-548,778				-294,846					
	Adjust			STP					-762,560											
	After			NHPP											814,154					
	After			STP																
Program Summary - Net Changes				Before FFY Totals			0	0	0	762,560	0	0	548,778	0	0	1,109,000	0	0	0	0
				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0		
				After FFY Totals			0	0	0	762,560	0	0	548,778	0	0	1,109,000	0	0	0	

FFY 2021-2024 TIP MODIFICATIONS FORM

Adams													Informed Coordinating Committee: 6/22/22							
													Informed Technical Committee: N/A							
Administrative Modifications - Highway					Funds		FFY 2021			FFY 2022			FFY 2023			FFY 2024			FFY 2025 & >	Remarks
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.		
1	94 & 394 Intersection Imp	94894	ROW	Before															Increasing the ROW phase of the SR 94 & 394 Intersection Imp project in FFY 2022 for \$33,836, to meeting additional right of way costs. This project consists of intersection improvements, including a roundabout, to the intersection of PA 94, PA 394, and State Route 1007 (Stoney Point Road) in Reading Township, Adams County. This project was let on Oct. 18, 2018.	
	Adjust			HSIP					34											
	After			HSIP					34											
2	HSIP Line Item	87811	CON	Before	HSIP					1,135									This is a reserve line item.	
	Adjust			HSIP					-34											
	After			HSIP					1,102											
3	Conewago Creek Bridge	78640	CON	Before	BOF					586									Cashflowing and changing the funding flavor of the CON phase of Conewago Creek Bridge from FFY 2022 to FFY 2024 for \$730,560 to better utilize current available funds. This project consists of a bridge replacement on SR 1015 (Oxford Road) over Conewago Creek in Straban Township, Adams County. This project has a current estimated let date of Sept. 15, 2022.	
	Before			STP					981			870			227					
	Adjust			BOF					158											
	Adjust			STP					-731						573					
	After			BOF					744											
	After			STP					250			870			800					
4	Highway Reserve	87793	CON	Before	NHPP								549			1,109			This is a reserve line item.	
	Before			STP					32					120						
	Adjust			NHPP																
	Adjust			STP					731					-120						
	After			NHPP							549			1,109						
	After			STP					763											
5	Bridge Reserve	87792	CON	Before	BOF					158									This is a reserve line item.	
	Before			STP										453						
	Adjust			BOF					-158											
	Adjust			STP										-453						
	After																			
	After																			
Program Summary - Net Changes				Before FFY Totals		0	0	0	2,892,794	0	0	1,418,452	0	0	1,909,000	0	0	0	0	
				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0			
				After FFY Totals		0	0	0	2,892,794	0	0	1,418,452	0	0	1,909,000	0	0	0		