

2025-2028 Transportation Improvement Program

Franklin County Metropolitan Planning Organization

Adopted XXX

English

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Franklin County Metropolitan Planning Organization Transportation

Improvement Program

2025-2028

Adoption Date: XXXX



VOTING MEMBERS:

Sam Cressler (Chair), Jason Stains (Vice Chair), Travis Brookens, Tom Newcomer, Carrie Gray, David Mackley, Charles Sioberg, Ray Green, Richard Reisinger, Jessee McMath, Dean Horst, Robert Ziobrowski, John Flannery

EX-OFFICIO MEMBERS:

Senator Robert Casey, Jr., Senator John Fetterman, Representative John Joyce, Senator Doug Mastriano, Representative Rob Kauffman, Representative Paul Schemel, Representative Rich Irvin, Ronnique Bishop (FHWA), Matthew Mullenax (HEPMPO)

PREPARATION AND STAFF SUPPORT PROVIDED BY:

Franklin County Planning Department

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

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Franklin County Planning Department
272 North Second Street
Chambersburg, PA 17201
Phone: 717-261-3855
Fax: 717-264-8667
Email: planning@franklincountypa.gov

Resolution Number 2024-02

Franklin County Metropolitan Planning Organization (FCMPO)

Resolution for Transportation Improvement Program (TIP) for FY 2025-2028

Recitals

WHEREAS, the MPO is required to develop a Transportation Improvement Program (TIP) in accordance with the requirements of the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the attached FY 2025-2028 TIP was developed in cooperation with the Pennsylvania Department of Transportation, and

WHEREAS, the attached FY 2025-2028 was developed in accordance with FCMPO's Public Participation Plan which provides for significant opportunity for input in the planning process; and

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

WHEREAS, the FCMPO Board has determined that the proposed FY 2025-2028 Transportation Improvement Program is consistent with its proposed plans and programs;

NOW, THEREFORE, BE IT RESOLVED by the Franklin County Metropolitan Planning Organization Board that the Transportation Improvement Program for FY 2025-2028 is hereby adopted.

PASSED AND DULY ADOPTED after motion this 16th day of May 2024.

Franklin County Metropolitan Planning Organization

Attest: _____

By: _____

Sam Cressler, Chair

Overview of an MPO

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

The MPO Policy Board is composed of 13 voting members, including the Franklin County Commissioners, local municipality representatives, and school districts representatives, and acts as the decision-making entity. The Technical Advisory Committee is composed of 11 voting members and offers technical insight, advice, and recommendations to the Policy Board on transportation plans and programs.

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

MPOs are mandated to implement the metropolitan transportation planning process outlined in the federal transportation regulations (23 USC 134 and 49 USC 5303). Federal law and regulations establish five (5) core functions of an MPO that include the following objectives: Establish and manage a fair and impartial setting for effective regional decision-making in the transportation planning area.

Identify and evaluate alternative transportation improvement options by using data and planning methods to generate and evaluate alternatives.

Prepare and maintain a Long-Range Transportation Plan (LRTP). The MPO is responsible for developing and updating LRTPs for the planning area for a period of at least twenty (20) years that fosters mobility and access for people and goods; efficient system performance and preservation; and good quality of life.

Develop a Transportation Improvement Program (TIP). The MPO is responsible for developing a short-range (four-year) program of transportation improvements based on the LRTP. The TIP should be designed to achieve the area's goals using spending, regulating, operating, management, and financial tools.

Involve the general public and all significantly affected sub-groups residing in Franklin County in the four (4) core functions listed above.

Purpose of TIP

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

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

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

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

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

Project Selection Process

The FCMPO staff coordinated closely with PennDOT District 8-0 and Central Office to ensure planning consistency on the TIP. PennDOT's Central Office and Engineering District 8-0 are involved in Franklin County's planning process and are frequently consulted to provide guidance and insight into best practices on the TIP. The Technical Advisory Committee (TAC) and Policy Board were provided copies of the Draft 2025-2028 in the February and May Policy Board Meetings, and the April TAC meeting. All meetings had a presentation and time allotted for questions. TAC and Policy Board voting members had no objections against the proposed project listing.

Financial Plan

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

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

The federal and state-funded projects in the 2025-2028 Franklin County TIP can be implemented using current and proposed revenue sources. Funds are presented in Year of Expenditures (YOE) dollars and are adjusted for inflation from the present time to the year of construction for a more accurate cost estimate.

ADA Assurances

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

Title VI Assurances

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

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

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

Public Participation Process

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

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

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

The Draft FY 2025-2028 TIP was released for a 30-day public comment period from April 10, 2024, to May 10, 2024. An advertisement was placed in *The Mercersburg Journal* on April 10 for one day requesting public review and comment on the 2025-2028 TIP and information on the TIP Public Open House. The FCMPO held an Open House for the Draft FY 2025-2028 TIP on April 25, 2024 at 9:30 AM. EST at the Franklin County Administrative Building, 272 N. Second Street in Chambersburg. The meeting was offered both virtually and in person. The final adoption of the FY 2025-2028 TIP was acted on in the May 16, 2024, MPO meeting.

Administration

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

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

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

Transportation Performance Management

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

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

National Goal Areas	
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion Reduction	To achieve a significant reduction in congestion on the National Highway System
System Reliability	To improve the efficiency of the surface transportation system
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced Project Delivery Delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance Based Planning and Programming

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

- Statewide and Regional Long Range Transportation Plans (L RTPs)
- Twelve-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)

- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

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

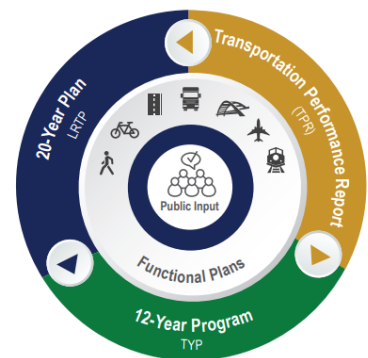


PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the PBPP process including the selection and reporting of performance targets. In addition, PennDOT has updated their Financial Guidance to be consistent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

Evaluating 2025-2028 STIP Performance

The Federal Fiscal Year (FFY) 2025-2028 State Transportation Improvement Program (STIP) supports the goal areas established in PennDOT’s current long range transportation plan ([Pennsylvania 2045](#)). These include safety, mobility, equity, resilience, performance, and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.

The following sections provide an overview of the federal performance measures and how the current project selection process for the FY2025-2028 STIP supports meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other



reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

Background				
<p>The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) (81 FR 13881 and 81 FR 13722) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924. Targets for the safety measures are established on an annual basis.</p>				
Data Source				
<p>Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).</p>				
2024 Safety Measures and Targets (Statewide)				
Measure	Baseline (2018-2022)	Target (2020-2024)	FCMPO Baseline (2018-2022)	FCMPO Target (2020-2024)
Number of fatalities	1,157.4	1,164.1	18.0	15.4
Rate of fatalities per 100 million VMT	1.182	1.219	1.279	1.119
Number of serious injuries	4682.4	4,721.0	66.8	68.4
Rate of serious injuries per 100 million VMT	4.783	4.939	4.747	4.971
Number of non-motorized fatalities & serious injuries	804.6	817.6	8.4	10.0
Methods for Developing Targets				
<p>An analysis of Pennsylvania’s historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State’s safety targets. The targets listed above are based on the five-year average value for each measure from 2020-2024. The 2023 and 2024 values are projected from the actual 2022 values. A determination of having met or made significant progress toward meeting the 2022 safety targets will be issued by the FHWA in April 2024.</p>				

FCMPO has approximately \$8.67 million programmed into the FFY 2025 TIP for safety related projects. These projects are programmed to be funded through HSIP.

MPMS #	Project	Location	Description
106709	Anthony Highway Intersection Safety Improvements	Washington Township	This project consists of safety improvements, including installation of roundabouts at the intersection of Anthony Highway (PA 997) and Tomstown Road (SR 2015) and the intersection of Anthony Highway (PA 997) and Washington Township Boulevard.
114555	Lincoln Way Intersection	Hamilton Township	This project consists of a safety

	Safety Improvement	and Chambersburg Borough	improvement at the intersection of Lincoln Way (US 30) and Sollenburger Road (SR 4013)
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Progress Towards Target Achievement and Reporting:

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

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

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

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

For Pennsylvania’s 2021 targets, the FHWA determined in April 2023 that Pennsylvania did not meet the statewide targets and is subject to the provisions of [23 U.S.C. 148\(i\)](#). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2024 an amount equal to the FFY 2020 HSIP apportionment.

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

PennDOT was notified by FHWA in April 2023 that Pennsylvania triggered the Vulnerable Road Users Safety special rule. For calendar year 2021, the number of Vulnerable Road Users fatalities exceeded 15% of the total annual crash fatalities. PennDOT is therefore required to obligate in FFY 2024 not less than 15% of the amount apportioned under 23 U.S.C. 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users.

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

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

Franklin County TIP:

- Performance Measure 1 (Safety) data is provided to FCMPO through PennDOT's Pennsylvania Crash Information Tool (PCIT).
- Franklin County works closely with PennDOT Central Office and Engineering District 8-0 staff to ensure planning consistency with PennDOT's Performance Measure Targets. PennDOT's Central Office and Engineering District 8-0 is involved in Franklin County's planning process and is frequently consulted to provide guidance and insight into best practices based on PennDOT's strategy for meeting established performance measures.

Evaluation of STIP for Target Achievement:

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

PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2025-2028 STIP includes \$534 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives. A complete listing of FCMPO HSIP projects is included on pages 3-4.

All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis is generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.

The process for selecting safety projects for inclusion in the STIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern.

PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹

PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.

Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many restoration or reconstruction projects also provide important safety benefits.

PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

Franklin County TIP (PM-1)

- Franklin County will continue to work with PennDOT Central Office and Engineering District 8-0 and to review progress towards achieving the established Statewide Performance Measure Targets on an ongoing basis to ensure continuing, comprehensive, and coordinated approaches towards meeting the Performance Measure Targets.
- On February 15, 2024, FCMPO adopted the Safety Performance Targets set forth by PennDOT. FCMPO plans on engaging in an ongoing safety planning effort in collaboration with PennDOT Central Office and Engineering District 8-0. These ongoing safety planning efforts will enable FCMPO to evaluate the results of its efforts and identify any additional actions necessary to achieve the long-term goal of eliminating crashes.
- The amount of regional TIP funding that is used to support safety for the FFY 2025 TIP is approximately \$8.67 million.
- Key safety improvements from the 2022 SHSP can be found on the table on Page 4.
- FCMPO will follow PennDOT Engineering District 8-0 guidance on the process for selecting Highway Safety Improvement (HSIP) candidates and applications for the selection on the TIP. During TIP updates and adoption, programming of candidate locations for HSIP funding will be at the discretion of FCMPO.

¹ For more information on SPFs: <https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx>

Pavement/Bridge Performance Measures (PM2)

Background

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program ([82 FR 5886](#)) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at [23 CFR 490 Subpart C and Subpart D](#). Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.

Data Source

Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).

2022-2025 Pavement Performance Measure Targets (Statewide)

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%

Bridge Performance Measure Targets (Statewide)

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%

Methods for Developing Targets

Pennsylvania's pavement and bridge targets were established in late 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.² Targets were calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.

The FCMPO FFY 2025 TIP has four (4) projects that are located on the National Highway System. These projects represent bridge and pavement improvement within the Franklin County region.

² For more information on LLCC: <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf>

MPMS #	Project	Location	Description
117142	Black Gap Road Bridge Replacement	Greene Township	This project consists of a bridge replacement for Black Gap Road (PA 997) over Mountain Run.
19304	West King Street Bridge Replacement	Shippensburg Borough and Southampton Township	This project consists of a bridge replacement for US 11 over the Norfolk Southern Railroad.
117144	Lincoln Way Bridge Rehabilitation	Peters Township	This project invests in the rehabilitation for the bridge for Lincoln Way (US 30) over the West Branch of Conococheague Creek.
90839	Rocky Mountain Creek Bridge Replacement	Greene Township	This project consists of a bridge replacement for Rocky Mountain Creek Bridge in Greene Township.

Progress Towards Target Achievement and Reporting:

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

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

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

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT’s Pavement Asset Management System (PAMS) and Bridge Asset Management System

(BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

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

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

Franklin County (PM 2)

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

Evaluation of STIP for Target Achievement:

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

Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.

Pennsylvania's investment strategy, reflected in the statewide 2025 Twelve Year Program (TYP) and 2025-2028 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.

In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.³ The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.

³ The 2025 Financial Guidance can be found at: <https://talkpatransportation.com/how-it-works/tip>

The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost. PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2025 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.

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

Franklin County TIP (PM-2)

- Bridge and pavement conditions are integrated into the MPO process by utilizing data received from PennDOT Central Office and Engineering District 8-0. FCMPO takes this data and considers it throughout out TIP project selection process and during Long Range Transportation Plan preparation.
- There is \$3.4 million of spike NHPP funding programmed into the FCMPO 2025 TIP for Franklin County for Rocky Mountain Creek Bridge (MPMS #90839)
- The total amount of bridge deck area for projects listed in the 2025 TIP is 70,080 square feet.
- The total amount of improved pavement miles for projects listed in the 2025 TIP is 2.92 miles.
- FCMPO anticipates that the projects selected for the TIP will work toward achieving performance measures as established by PennDOT, and help maintain travel feasibility for commuters and freight throughout the region.

System Performance Measures (PM3)

Background

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* ([82 FR 5970](#)) became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at [23 CFR 490 Subparts E, F, G & H](#). Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.

Data Source

The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and emissions measures.

Travel Time and Annual Peak Hour Excessive Delay Targets

Measure	Area	2-year Target 2023	4-year Target 2025
Interstate Reliability	Statewide	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia	15.2	15.1
	Pittsburgh	10.5	10.5
	Reading	6.5	6.5
	Allentown	8.4	8.4
	Harrisburg	9.1	9.1
	York	6.4	6.4
	Lancaster	3.7	3.7

Non-SOV Travel Measure Targets

Measure	Area	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia	30.0%	30.0%
	Pittsburgh	27.0%	27.0%
	Reading	20.2%	20.2%
	Allentown	18.6%	18.6%
	Harrisburg	20.2%	20.2%
	York	15.8%	15.8%
	Lancaster	21.9%	21.9%

CMAQ Emission Targets

Measure	Area	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	Statewide	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000
CO and PM10 Emissions (kg/day)		0.000	0.000

Methods for Developing Targets

The System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.

Progress Towards Target Achievement and Reporting:

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

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

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

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

PennDOT LRTP Mobility Goal and Objectives

MOBILITY

Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.

- Continue to improve system efficiency and reliability.
- Continue to improve public transportation awareness, access, and services throughout Pennsylvania.
- Provide and prioritize multimodal transportation choices to meet user needs, expand mobility options, and increase multimodal system capacity and connectivity.
- Implement regional transportation, land use standards, and tools that result in improved multimodal coordination and complementary development.
- Adapt to changing travel demands, including those associated with e-commerce and post-COVID-19 pandemic changes.
- Work with private sector partners to establish data standards for mobility services and their applications (e.g., Uber and Lyft, carsharing services, bikeshares, etc.)

Franklin County TIP (PM-3)

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

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

MPMS #	Project	Location	Description
93055	I-81 New Interchange (Exit 12)	I-81 at Guilford Springs Road overpass, Guilford Township	This project consists of a new interchange (Exit 12) on I-81 just north of Guilford Springs Road overpass, Franklin County. Guilford Springs Road is a Township Road. Bridge over I-81 is state-owned bridge.
116146	Chambersburg Signal Improvement Phase 2	Chambersburg Borough, Guilford Township, and Hamilton Township	This project consists of signal improvements, which will include an upgrade and an interconnection of signalized intersections across the Greater Chambersburg Area.
88666	SRTP Rideshare Program	Region-Wide	This project maintains Franklin County cooperation with Susquehanna Regional Transportation Partnership for rideshare utilization.

Evaluation of STIP for Target Achievement:

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

PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2025-2028 STIP includes over \$289 million of funding dedicated to congestion relief projects.

PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.

The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.

Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.

At this time, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Franklin County TIP (PM-3)

- System performance measures are integrated into the FCMPO planning and project selection process, in coordination with PennDOT Central Office and Engineering District 8-0. This process ensures a continuous, comprehensive, and coordinated approach toward meeting PM-3 targets.
- FCMPO does not have regional or statewide spike and/or discretionary funds that are programmed for projects that will support PM-3 targets.
- FCMPO does not have CMAQ projects within the region.

Transit Asset Management Performance Measures

Background

In July 2016, FTA issued a final rule ([TAM Rule](#)) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: [Transit Asset Management | FTA \(dot.gov\)](#)

Data Source

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at [PennDOT Group Plan](#). The group plan is updated annually with new targets as well as the current performance of the group.

Transit Asset Management Targets (for all agencies in PennDOT Group Plan)

Performance Measure	Asset Class	FY2021-22 Target	Current Performance	FY 2022-23 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service	AO-Automobile	18%	29%	29%
	BR-Over-the-road Bus	18%	20%	20%
	BU – Bus	28%	31%	31%
	CU-Cutaway	52%	53%	53%

Life (ESL)	VN-Van	63%	62%	62%
	SV-Sports Utility Vehicle	33%	36%	36%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	57%	45%	45%
	Trucks / Rubber Tire Vehicles	27%	21%	21%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	14%	14%
	Passenger / Parking Facilities	84%	66%	66%
Methods for Developing Targets				
<p>PennDOT annually updates performance targets based on two primary elements: the prior year’s performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.</p>				

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

Evaluation of STIP for Target Achievement:

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

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
 - Vehicles that surpass age and mileage ESL
 - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard
 - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
- Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects
- PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- Import CPT Planner into DotGrants for the execution of capital grants

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

Franklin County TIP

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

Public Transit Safety Performance Measures

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

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

- Fatalities,
- Injuries,
- Safety Events
- System Reliability

All applicable public transit agencies in the Commonwealth have written safety plans compliant with [49 CFR 673](#). These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

Franklin County TIP

- FCMPO does not have public transit available

Central Pennsylvania Transportation Authority

FINANCIAL CAPACITY ANALYSIS REPORT

2025-2028 TRANSPORTATION IMPROVEMENT PLAN

Background

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

Requirement

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

Financial Condition of Central Pennsylvania Transportation Authority

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

Fixed route transit service is focused mainly in the York City urban area with radial service to specific suburban area communities including Dover, Manchester, Red Lion, Shrewsbury, and Hanover. CPTA’s shared ride service includes the York service area, as well as each of the surrounding counties for which CPTA services the community, including Franklin County.

Table 1 summarizes key financial data for CPTA for fiscal years FY 2021-FY 2023. Note that FY 2023 was the first full year of the Susquehanna Regional Transportation Authority (SRTA), created as a merger between CPTA and the Cumberland-Dauphin-Harrisburg Transit Authority (CAT). As part of the merger, CAT and Rabbit Transit administrative operations were combined under the leadership of SRTA. The creation of SRTA did not change the operations of CPTA nor the service that operated during the year. However, SRTA was made the designated recipient of the funds for both York and the Harrisburg UZAs, and will be responsible for the administering of all funds provided on behalf of CPTA and CAT. This simply means that SRTA will be receiving the funds and acting on the behalf of CPTA when those funds are administered. The purpose and use of those funds will not change, nor will the service that those funds are covering. The significant change is that all administrative functions for CPTA are being carried out by employees of SRTA (former CPTA administrative staff, as well as all

staff in the surrounding counties). Operations and Maintenance functions are still residing in CPTA, but office staff are currently functioning as SRTA staff. The result of the merger is that there will be changes to the financial reporting. Expenses that were at one-time being reported under CPTA for admin will now be reported under SRTA. This is merely a change in where the information is being recorded. The relevant CPTA expenses will still be covered by funds for the York UZA. The only change is that the administrator of those funds will be SRTA, and the corresponding financial information will reside on SRTA books. All CPTA maintenance and operational expenses will remain on CPTA's books.

It should also be noted that while CPTA continues to feel the lingering effects of the Covid 19 pandemic, there has been some overall improvement in ridership and in operations. While the pandemic continues to be further in the past, there are still lingering negative trends that CPTA is encountering related to costs. CPTA has had increases in costs for parts and supplies, and in general, everyday expenses. These expenses have slightly been offset by increases in revenue that has resulted with ridership beginning to rebound; however, the ridership levels have not reached pre-pandemic levels, and the rate of inflation has outpaced the increases seen in revenue.

Specifically for FY 2023: The Authority recovered approximately 72.4% of its operating expenses with operating revenue for the year ended June 30, 2023. The remaining operating expense balance has been funded with federal, state, and local grants. A substantial portion of the Authority's support is received from these grants. Therefore, a significant reduction in the level of this support would have a major effect on the Authority's operations. However, based on historical trends (including federal amounts received during the Covid-19 pandemic), and expected future grant amounts, the Authority is confident that when combined with the changes being made internally through the creation of SRTA, the funding received will allow CPTA to sustain its operations comfortably in the short and long-term.

The creation of SRTA and the merger with CAT have had positive effects on CPTA. Operations are continuously being examined and improved collectively and there have been efficiencies in the organization that have resulted from the merger and shared functions. Rabbittransit and CAT, through SRTA, continue to streamline operations, and additional cost-savings are expected to occur as organization grows and continues to combine internal functions and to mesh the services of the two transits into a larger, more cohesive structure.

Beginning July 1, 2022 under the contract with SRTA, CPTA provided public transportation in the County of York Pennsylvania and was paid \$11,433,240 for those services by SRTA.

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

The Pennsylvania Counties of York and Adams is current on payments and are committed to meet their obligations through 2023. CPTA expects these commitments to continue with no interruptions.

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

Table 1. Trends in operations and expenses and sources of funds for CPTA

	FY 20-21	FY 21-22	FY 22-23**
Operating Expense	\$26,907,449	\$31,644,869	\$13,607,833
Operating revenue	\$13,826,421	\$17,178,870	\$13,082,310
Federal Operating Assistance	\$9,280,069	\$8,158,708	\$413,298
State Operating Assistance	\$3,760,581	\$6,589,946	\$0
Local Operating Assistance	\$1,059,499	\$709,919	\$143,922

**FY 2023 was the first year for SRTA reporting. The information shown here is only reflective of CPTA direct expenses. All administrative functions and financial information, as well as the activity of the shared ride program in all of the surrounding counties, is reported on SRTA’s books. All relevant subsidy for the York UZA will be captured on SRTA’s books. CPTA financial information only reflects Fixed Route activity for York, as well as related operational and maintenance expenses.

Financial Capacity of Non-federal Funding Partners

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

The local jurisdictions of York and Adams County that provide a portion of the non-federal share of these projects are expected to remain fiscally viable as evidenced in the continued increases shown in Table 2. Table 2 below shows several factors that indicate continued growth for York and Adams Counties and show that they can reasonably be expected to continue providing the same level of support that they have been providing. Taken as a whole, the population and housing and income growth for the local municipalities is sufficient to justify and continue the transportation projects on the TIP.

Table 2 Local Funding Partner Statistics

Municipality	Housing units		Median Income		Population		
	2018	2022	2018	2022	2018	2022	% +/-
York County	184,869	189,822	65,238	79,183	448,417	461,058	2.82
Adams County	43,673	43,673	62,877	78,975	103,035	106,027	2.90%

Conclusion

Based on the analysis presented in this report, SRTA, on behalf of CPTA, has the financial capacity to undertake the projects listed in the 2025-2028 TIP. CPTA is confident that its non-federal funding sources are stable and will continue to provide funding in the same or increased amounts that they have been providing. CPTA's service levels will remain consistent and justify the reasonable level of public transportation provided in its service area, and the creation of SRTA through the merger with CAT has improved financial stability and efficiency in its operations. CPTA has no long-term liabilities and holds a capital reserve account to assist with the non-federal share of the projects listed on the TIP, if required, for CPTA to continue services.

Prepared December 17, 2023

FY 2025-2028 TIP Development Schedule

February 2023 – Call was held with Planning Partners to discuss 2025 draft TIP development schedule with PennDOT District 8-0 representatives.

March-April 2023 – STC Public Comment Period.

April-May 2023 – PennDOT District 8-0 prepared pavement, bridge, and safety candidates. District goal was to have candidates to Planning Partners by May 5, 2023.

05/03/2023 – Received Financial Guidance, as well as General and Procedural Guidance, from PennDOT.

05/25/2023 – Outreach email was sent to municipalities to gauge interest in discussing transportation and safety improvement needs and priorities.

June-July 2023 – Met with Planning Partners to discuss pavement, bridge and safety carryovers and to discuss local candidate projects (roadway, bridge, safety, etc.):

06/01/2023 – Met with Borough of Waynesboro to discuss their top project priorities.

07/17/2023 – Met with Borough of Chambersburg to discuss their top project priorities.

07/20/2023 – Met with PennDOT to discuss bridge & pavement candidates and local priorities.

July 2023 – Prepared SPIKE candidates and interstate candidate projects for submission.

August-December 2023 – PennDOT Connects meetings were held for new candidate projects; finalized programming the 2025 draft TIP by working with Planning Partners for submission to Central Office by close of December 2023.

12/31/2023 – Submitted finalized draft TIP.

1/31/2024 – Submitted TIP draft to CO for review.

4/10/2024-5/10/2024 – 30-day public commentary period, air quality analysis, and public meetings.

4/25/2024, 9:30am – Public Meeting on draft TIP, AQCA Report, and related issues.

5/16/2024 – Anticipated TIP adoption at FCMPO Policy Board Meeting.

June 2024 – Anticipated Submitted finalized TIP packet to PennDOT.

Project Selection Process:

Projects can get on the TIP several different ways. However, the standard method is done by way of PennDOT and regional municipalities submitting projects to the FCMPO. The Technical Advisory Committee (TAC) reviews the draft listing to approve, deny, or recommend other funding resources. The TAC makes a recommendation to the MPO Policy Board, which then makes a motion to approve or deny the document. Municipalities were contacted on 5/25/2023 by MPO staff to solicit their traffic safety and improvement concerns. Staff met with Waynesboro and Chambersburg Boroughs and sent a list of municipal concerns to PennDOT District 8-0 for consideration into the FY 2025-2028 TIP. The TAC and Policy Board were provided copies of the Draft FY 2025-2028 in the May Policy Board Meeting, and the April TAC meeting. All meetings had a presentation and time allotted for questions. TAC and Policy Board voting members had no objections against the proposed project listing.

TIP PROJECT PRIORITIZATION PROCESS

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

Criteria for the Prioritization of Transportation Projects:

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

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

PennDOT District 8-0 Bridge and Roadway Project Prioritization Process for 2025-2028 TIP

Bridge

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

PennDOT’s Bridge Asset Management (BAMS) Tool is named Bridge Care and seeks to develop a LLC program weight according to Bridge Risk Score. The Bridge Risk Score Calculation is shown below and can best be thought of as a bridge “importance score” primarily based on the size of the bridge and the amount of traffic using it. This software, along with extensive manual review of potential candidates, was used to determine the bridge candidates to submit to the MPO’s for consideration in the 2025 Transportation Improvement Program (TIP) update. After the MPO’s received the candidates from District 8-0, they compared them to their scoring process to see how they ranked against their bridge priorities for programming.

Bridge Risk Score Calculation

The risk score for each bridge is calculated using the formula below. Appendix Table J.2 defines the factors and the parameters that determine factor values.

$$\text{Bridge Risk} = (\sqrt{\text{Deck Area} * \text{Annual Average Daily Traffic}}) * F_s * F_{fc} * F_{det} * F_{aadtt} * F_{flood}$$

Appendix Table J.2: Bridge Risk Score Factors

Factor	Definition	Parameter	Factor Value
F_s	Scour Factor	Scour Rating = A	1.2
		Scour Rating ≠ A	1.0
F_{fc}	Fracture Critical Factor	Fracture Critical Rating < 5	1.4
		Fracture Critical Rating ≥ 5	1.0
F_{det}	Detour Length Factor	Detour Length > 30 miles	2.0
		Detour Length ≥ 10 miles	1.5
		Detour Length < 10 miles	1.0
F_{aadtt}	Annual Average Daily Truck Traffic Factor	Truck traffic > 20% total traffic	2.0
		Truck traffic ≥ 10% total traffic	1.5
		Truck traffic < 10% total traffic	1.0
F_{flood}	Bridge Closed for Flooding Event Factor	Bridge has been closed for flooding	3.0
		Bridge has been overtopped due to flooding	1.5
		Bridge has not been closed or overtopped due to flooding	1.0

Pavement

District 8-0 utilized data from the Roadway Management System (RMS) along with input from our County Maintenance Managers to identify our TIP and A-409 pavement candidates for the 2025 TIP update. Both our District Maintenance Services Manager and District Maintenance Program Manager analyzed segments of roadway on our four business plan networks based on International Roughness Index (IRI), Overall Pavement Index (OPI), Average Daily Traffic (ADT), Average Daily Truck Traffic (ADTT) and last year of resurfacing. The County Maintenance Manager identified pavement priorities for their county and shared the list with our District Maintenance Services Manager and District Maintenance Program Manager, which were compared with the RMS data to identify the candidates for the A- team rides.

County A-Team rides were conducted including the following staff: District Executive, Assistant District Executive-Design and Maintenance, District Maintenance Services Manager, District Maintenance Program Manager District Highway Design Engineer, District Traffic Engineer, and County Maintenance Manager. The A-Team ride provides the District staff within person knowledge of the priorities to help determine the needs. Maintenance Staff then conducted a meeting to discuss the priorities and funding availability from both maintenance and Transportation Improvement Programs (TIP) with the Planning and Programming Manager. Projects deemed to be more appropriate for TIP Funding were shared with the MPO for funding consideration. A-409 considered projects were also shared with the MPO for any specific feedback.

Appendix A
Air Quality Conformity Analysis

Transportation Conformity Determination Report
1997 Ozone NAAQS

Transportation Conformity Determination
Franklin County

2025-2028 Transportation
Improvement Program (TIP)
and 2045 Long Range
Transportation Plan (LRTP)

March 2024

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Executive Summary

As part of its transportation planning process, the Franklin County Metropolitan Planning Organization (FCMPO) completed the transportation conformity process for the 2025-2028 Transportation Improvement Program (TIP) and the 2045 Long Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meets the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the LRTP is being reaffirmed, and there are no changes to the LRTP.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. Franklin County was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA’s *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

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.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Franklin County is currently designated as a maintenance area under the 1997 8-hour ozone NAAQS. The county is in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour PM_{2.5} and 2012 annual PM_{2.5} NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018 the D.C. Circuit reached a decision in *South Coast Air Quality Management District v. EPA*, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, Franklin County was designated as an “orphan” maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA’s original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Franklin County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Franklin County is in attainment of the 2015 8-hour ozone NAAQS.

2.0 FCMPO TIP and LRTP

MPOs and Rural Planning Organizations (RPOs) each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the individual TIPs representing each Planning Partner. Federal Law requires TIPs to be updated at least every four years. Pennsylvania’s MPOs and RPOs update their TIPs every two years during the TYP update process.

The LRTP serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The LRTP was adopted by the [FCMPO](#) on April 6, 2023 and guides decision-making about

transportation improvements in the county. The planning factors specified in federal regulations provide the framework for developing the LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and local policies and plans play a role in LRTP development to ensure transportation investments address current and future needs. The Franklin County LRTP includes projects from the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP).

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

Appendix A provides a listing of the regional significant projects that are funded in the TIP and LRTP within Franklin County. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

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 EPA⁴ for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report addresses transportation conformity for the FCMPO 2025-2028 TIP and 2045 LRTP.

4.0 Transportation Conformity Requirements

⁴ 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 .

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**⁵ (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

⁵ Available from [Policy and Technical Guidance for State and Local Transportation | US EPA](#)

Franklin County SIP maintenance plan does not include any TCMs.

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

A meeting was conducted on February 7, 2024 to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

The TIP, LRTP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, FCMPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft conformity document was made available for a 30-day public review and comment period beginning on April 10th, which included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The FCMPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The FCMPO TIP and LRTP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the FCMPO TIP and LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List

Franklin County

Project Name	Description
FY 2025-2028 Highway-Bridge-Transit TIP	
I-81 New Exit 12 Interchange (MPMS 93055)	This project consists of a new interchange (Exit 12) on I-81 just north of the Guilford Springs Road overpass.
PA997 & SR2015 Intersection (MPMS 106709)	This project consists of installing two roundabouts at the intersection of PA997 and SR2015 (Tomstown Road) and the intersection of PA997 and Washington Township Boulevard in Washington Township.
Lincoln Way Intersection Safety Improvements (MPMS 114555)	This project consists of safety improvements, potentially including an intersection realignment with lane widening or converting the intersection to a roundabout at the intersection of US 30 (Lincoln Way) and SR 4013 (Sollenberger Road) in Hamilton Township and Chambersburg Borough.
Chambersburg Signals Improvement Phase 2 (MPMS 116146)	This project consists of upgrades of signals and interconnect improvements at 62 signalized intersections in Chambersburg Borough, Guilford and Hamilton Townships.
2045 Long Range Transportation Plan (same as previous conformity determination)	
I-81 / Buchanan Trail Improvements (MPMS #95662)	This project includes installation of a new signal at the northbound ramps of I-81, including detectors on the ramps to prevent backups on the mainline of I-81 and signal timing coordination with two other signals.

**FRANKLIN COUNTY METROPOLITAN PLANNING ORGANIZATION
2024 Air Quality Conformity Resolution**

Conformity of the 2025-2028 Franklin County Metropolitan Planning Organization (FCMPO) Transportation Improvement Program (TIP) and the 2045 Long Range Transportation Plan (LRTP) in accordance with the Clean Air Act Amendments of 1990.

WHEREAS, the Congress of the United States enacted the Clean Air Act Amendments of 1990 which was signed into law and became effective on November 15, 1990, hereafter referred to as “the CAAA”; and,

WHEREAS, the United States Environmental Protection Agency (EPA), under the authority of the CAAA, has defined the geographic boundaries for areas that have been found to be in nonattainment with the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide and particulate matter; and,

WHEREAS effective July 15, 2004, Franklin County was designated by EPA as a nonattainment area under the 1997 8-hour ozone NAAQS; and,

WHEREAS, on July 25, 2007, Franklin County was re-designated under the 1997 8-hour ozone NAAQS as an attainment (maintenance) area by EPA with motor vehicle emissions budgets (MVEBs) established in the State Implementation Plan (SIP) maintenance plan; and,

WHEREAS, on April 6, 2015, EPA revoked the 1997 8-hour ozone NAAQS for all purposes and established anti-backsliding requirements; and,

WHEREAS, the U.S. Court of Appeals for the D.C. Eighth Circuit issued a decision in *South Coast Air Quality Management District v. EPA* on February 16, 2018 addressing air quality requirements for former 1997 ozone maintenance areas that are in attainment of all subsequent ozone NAAQS for which Franklin County satisfies the criteria; and,

WHEREAS, the EPA issued the Transportation Conformity Guidance for the South Coast II Court Decision on November 29, 2018 to address how transportation conformity determinations can be made for the 1997 ozone NAAQS; and

WHEREAS, the transportation plans and programs are required to conform to the purposes of the State Implementation Plan and Sections 174 and 176 (c and d) of the CAAA (42 U.S.C. 7504, 7506 (c and d)); and,

WHEREAS, the FCMPO, the Metropolitan Planning Organization for Franklin County, Pennsylvania, is responsible for the development of transportation plans and programs in accordance with Section 134 of Title 23, which requires coordination and public participation with the State DOT; and,

WHEREAS, the Final Conformity Rule (and subsequent amendments) requires the FCMPO to determine that its transportation plans and programs conform with the CAAA requirements by meeting the Final Rule on Transportation Conformity; and

WHEREAS, an air quality analysis and conformity determination has been prepared for the Franklin County

2025-2028 TIP and 2045 LRTP for the 1997 ozone standard;

NOW, THEREFORE BE IT RESOLVED, that FCMPO has found the 2025-2028 TIP and 2045 LRTP contribute to the achievement and maintenance of the 1997 8-hour ozone NAAQS and is consistent with the final conformity rule issued on November 24, 1993 and subsequent amendments; and that this conformity determination demonstrates that the requirements of 40 CFR Part 93 regarding conformity to the State Implementation Plan are met.

I hereby certify that this Resolution was adopted by the Policy Board on May 16, 2024.

ATTEST:

MPO Director
Steve Thomas

MPO Chairperson
Sam Cressler

Appendix B
FY 2025-2028 TIP Implemented Projects

2023-2026 Transportation Improvement Program (TIP) Implemented Projects

Date: 3/29/2024 12:34:52PM
Rpt # HWY015

County	Project	Manager	Route	Section	Title	Contract Code	Proj. Class	Construction Estimate	Let Estimate	Let Actual
Franklin	113270	Matthew E. McDeavitt	997	042	Anthony Hwy Resurface	ECMS Cntr	HRST	\$2,326,371	2/29/2024	2/29/2024

Appendix C
Environmental Justice Burdens Analysis

2025-2028 Franklin County MPO TIP Environmental Justice Analysis

Introduction

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

Title VI of the Civil Rights Act of 1964 - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." PennDOT and its partners are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color or national origin.

Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994) - Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. PennDOT and its partners are committed to providing opportunities for full and fair participation by minority and low- income communities in the transportation decision-making process.

Americans with Disabilities Act (ADA) - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. PennDOT and its partners are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually-impaired participants.

Executive Order on Limited English Proficiency - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable steps to ensure meaningful access to programs and activities by LEP person." PennDOT and its partners will make special arrangements for the provision of interpretative services upon request.

Franklin County MPO 2025-2028 TIP Environmental Justice Analysis

FHWA recently introduced the Environmental Justice Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. PennDOT and the Franklin County MPO are committed to following the Core Elements approach, which includes:

Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.

Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

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

Identifying Minority and Low-Income Populations

In development of the 2025-2028 Transportation Improvement Program (TIP), the Franklin County MPO conducted an Environmental Justice Benefits and Burdens analysis. A distributive geographic analysis was conducted to identify the locations and concentrations of minority, low-income and other Traditionally Underserved Populations (TUP).

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

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Native who live in geographic proximity and who would be similarly affected by a proposed FHWA program, policy, or activity. Low-income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity who would be similarly affected by a proposed FHWA program, policy, or activity.

As shown in **Table 1**, based on the 2017-2021 American Community Survey (ACS) data, minority persons in Franklin County are 13.44 percent of the total population. The number of persons in poverty is just over 9 percent of the total county population.

Table 1: Profile of Low-Income and Minority Populations, 2021

Demographic Indicator	Franklin County	
	Regional Population	Regional Percentage
Total	155,592	
White, Non-Hispanic	138,703	89.16%
Minority	20,913	13.44%
Black or African American, Non-Hispanic American	5,517	3.55%
Indian and Alaska Native, Non-Hispanic Asian alone, Non-Hispanic	737	0.05%
Native Hawaiian and Other Pacific Islander, Non-Hispanic	1,151	0.74%
Some other race, Non-Hispanic	30	0.00%
Two or more races, Non-Hispanic Hispanic	2,285	0.15%
Low-Income Households	5,043	3.24%
Low-Income Population	9,579	6.16%
Other Potentially Disadvantaged Populations	5,275	8.53%
Limited English Proficiency (LEP) Persons	14,203	9.13%
with a Disability	4,649	3.20%
Carless Households	23,383	15.20%
Source: 2017-2021 ACS 5-Year Estimates	3,081	5.00%

Table 2 identifies the total population by race and low-income category. Based on those numbers, **Figure 1** highlights the poverty rate for each racial/ethnic group. The White, Non-Hispanic category has the highest population and most individuals that are low-income, however, the overall poverty percentage of this group is only about 8.9 percent, which is just below the county average of 9.13 percent. In contrast, roughly 22 percent of the Hispanic population and nearly 24 percent of ‘some other race alone’ are estimated to be impoverished.

Figure 2 shows the concentrations of minority populations by Census “block groups” based on 2017-2021 ACS data. **Figure 3** shows the concentrations of households below the poverty county average by Census block groups, also based on 2017-2021 ACS data.

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

White	Total:	138,703
	Low-Income	12,309
	% Low-income	8.90%
Black	Total:	5,517
	Low-Income	658
	% Low-income	11.90%
American Indian	Total:	737
	Low-Income	0
	% Low-income	0.0%
Asian	Total:	1,151
	Low-Income	115
	% Low-income	10.00%
Native Hawaiian	Total:	30
	Low-Income	0
	% Low-income	0.00%
Some Other Race	Total:	2,285
	Low-Income	540
	% Low-income	23.6%
Two or More	Total:	5,043
	Low-Income	584
	% Low-income	11.50%
Hispanic	Total:	9,579
	Low-Income	2,061
	% Low-income	21.50%
Total Population		163,045
Total Poverty		16,267

Source: S1701 2017-2021 ACS 5-Year Estimates

Figure 1: Cross Tabulation of Poverty Rate

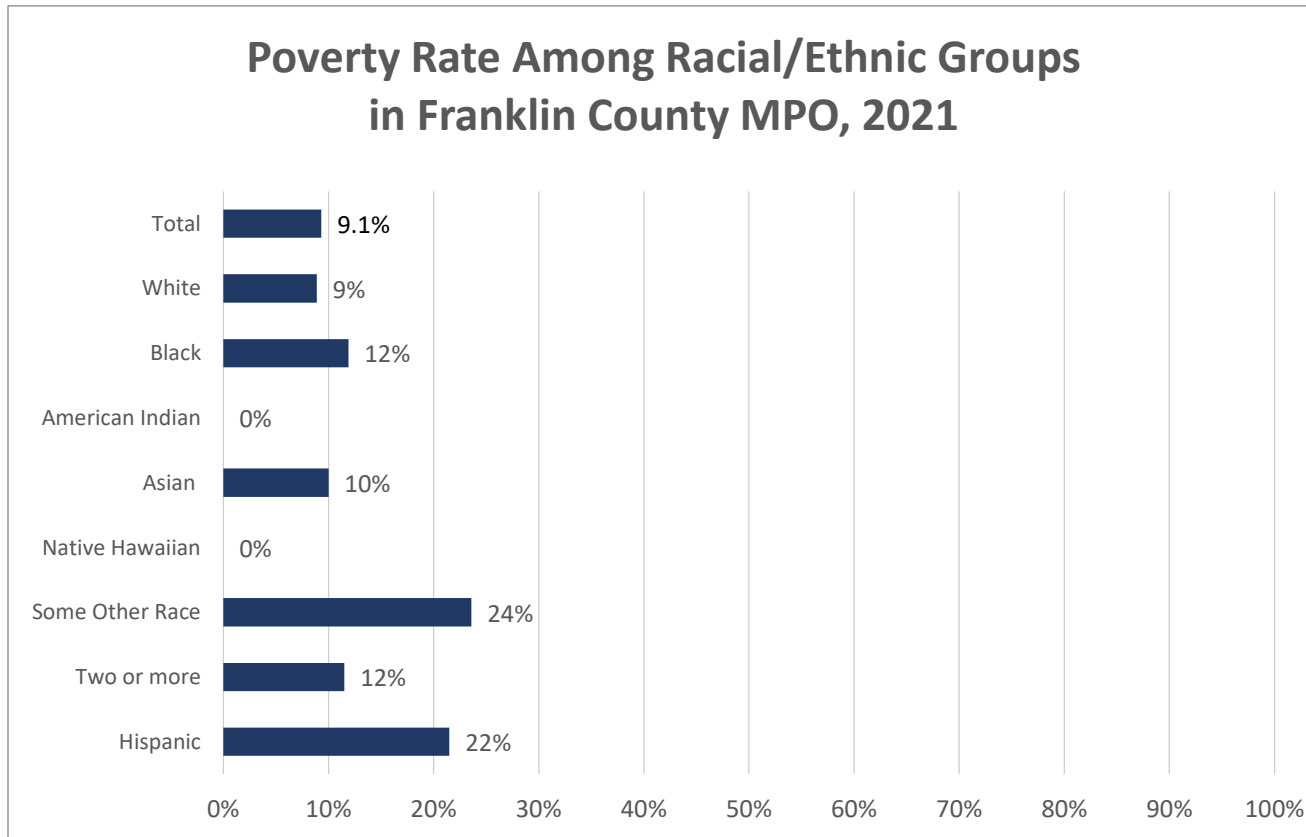


Figure 2: Concentrations of Minority Populations by Census Block Groups

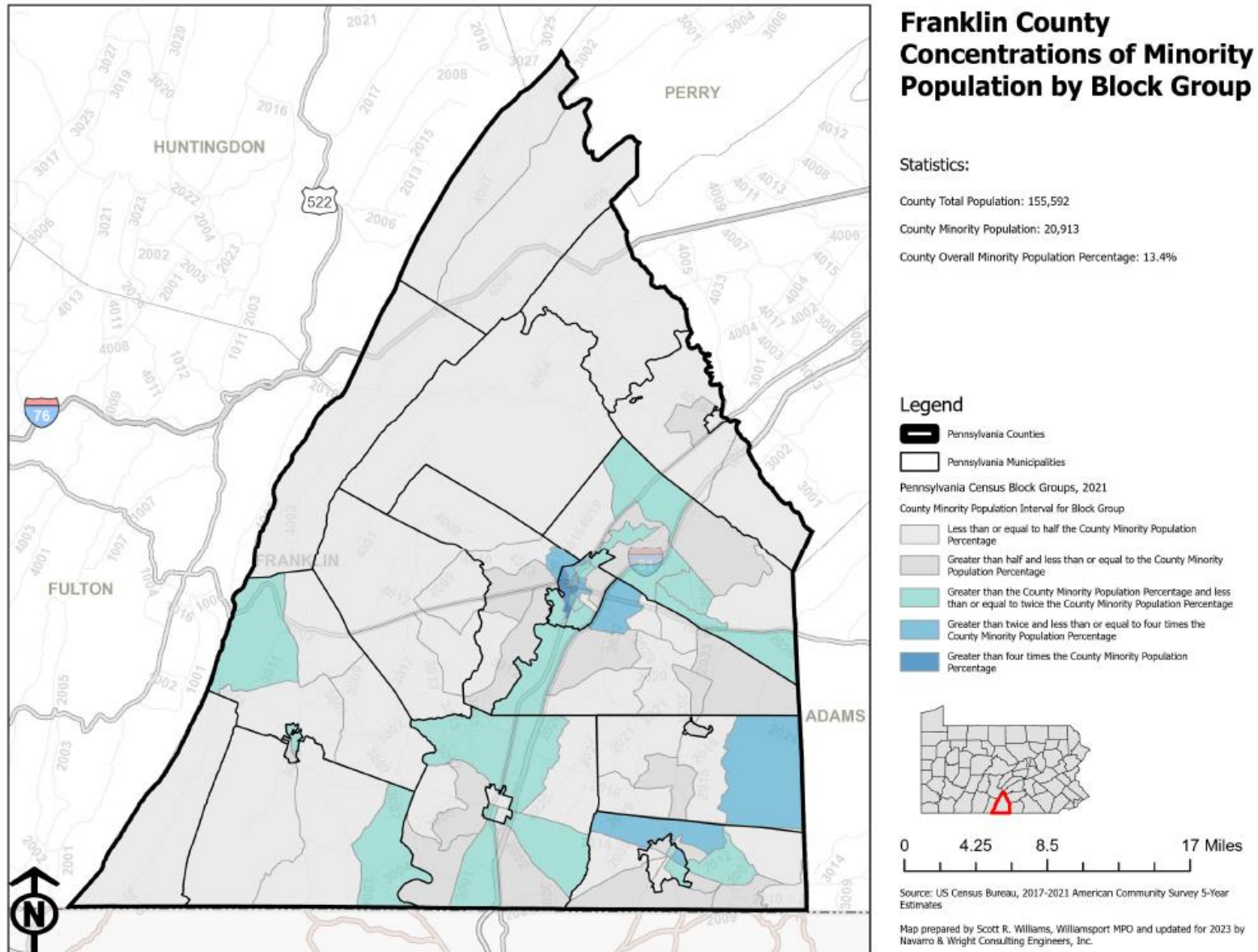
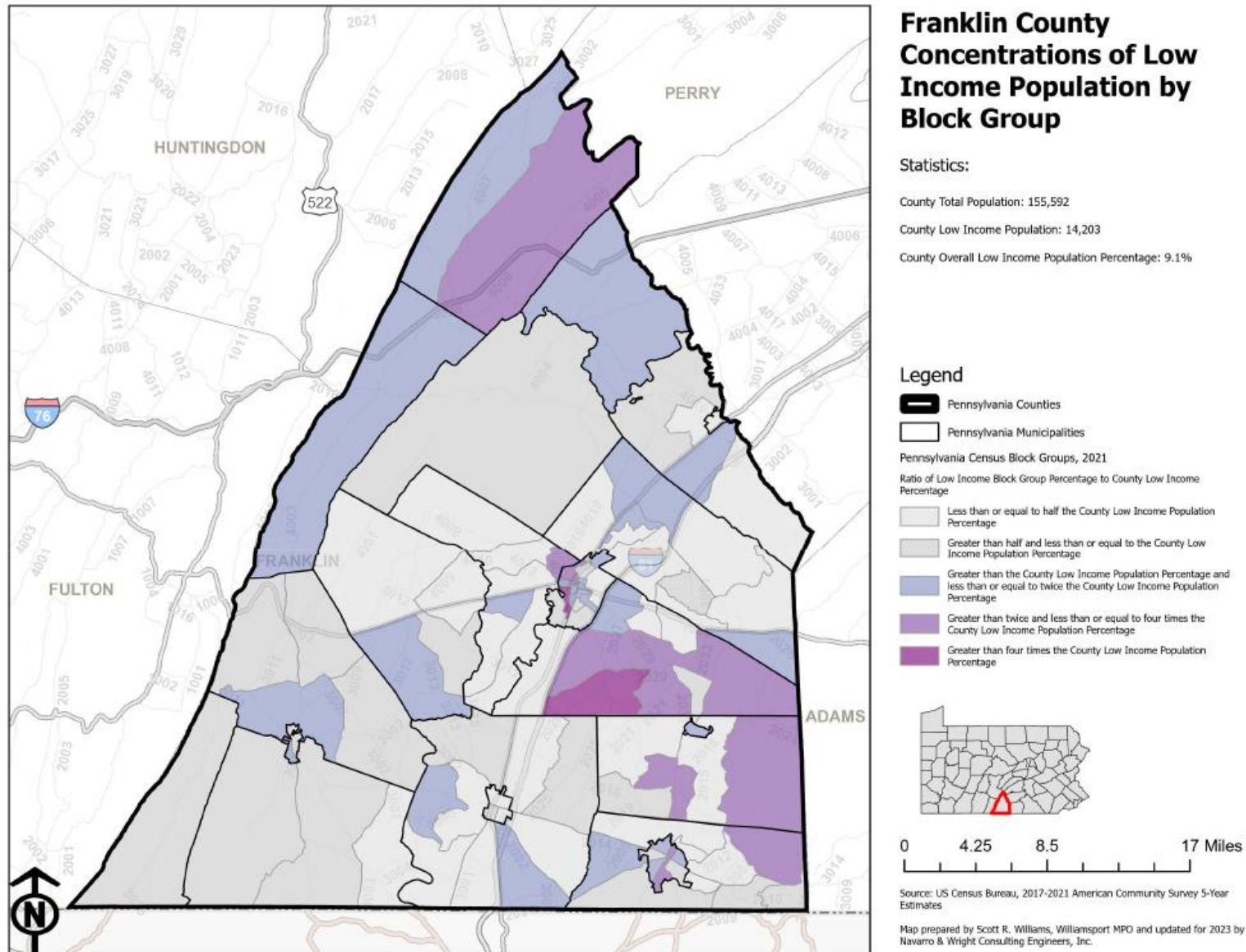


Figure 3: Concentrations of Poverty by Census Block Group



CONDITION ASSESSMENT

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

Tables 3 and 4 provide the number and percentage of bridges by condition and by the concentration of minority and low-income population. Franklin County currently has 50 bridges in poor condition. Of those bridges, 16 are located within block groups that exceed the minority average for the county of 13.44 percent. Similarly, 24 of the poor condition bridges are within block groups that exceed the poverty average for the county of 9.13% percent.

Based on the available conditions data, there is not a disproportionate number of poor- conditioned bridges in areas with higher concentrations of minority or low-income populations.

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

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

Population/Asset	Percent Minority Population Intervals					Total
	1	2	3	4	5	
Poor Condition Bridge Count	23	11	11	4	1	50
Percentage	8.58%	9.82%	8.53%	13.79%	50.0%	9.26%
Total Population	63,653	37,026	36,040	13,146	5,727	155,592
Total Population (in %)	40.91%	23.80%	23.16%	8.45%	3.68%	100%
Minority Population	1,998	3,350	6,592	4,945	4,028	20,913
Minority Population (in %)	3.14%	9.05%	18.29%	37.62%	70.33%	13.44%

Source: 2017-2021 ACS 5-Year Estimates, PennDOT

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

Population/Asset	Percent Below Poverty Population Intervals					Total
	1	2	3	4	5	
Poor Condition Bridge Count	14	17	20	4	0	55
Percentage	7.33%	11.49%	11.83%	8.89%	00.0%	9.91%
Total Population	59,787	33,555	45,927	14,428	1,895	155,592
Total Population (in %)	38.43%	21.57%	29.52%	9.27%	1.22%	100%
Below Poverty Population	1,474	2,070	6,199	3,725	735	14,203
Below Poverty Population (in %)	2.47%	6.17%	13.50%	25.82%	38.79%	9.13%

Source: 2017-2021 ACS 5-Year Estimates, PennDOT

Tables 5 and 6 show the number and percentage of bicycle and pedestrian-related crashes in Franklin County from 2017-2021. Of the total crashes, 19 crashes occurred in high minority block groups while 23 crashes occurred in high poverty block groups. This information shows that there is a disproportionate number of bicycle and pedestrian-related crashes occurring in block groups with a higher population of low-income and minority populations. This may be expected as the high minority and low-income populations are located in the urbanized areas where non-motorized transportation is more prevalent.

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

<i>Population/Asset</i>	Percent Minority Population Intervals					<i>Total</i>
	1	2	3	4	5	
Bike Crash Count	9	9	8	13	1	40
Percentage	22.5%	22.5%	20.0%	32.5%	2.5%	100%
Pedestrian Crash Count	37	30	55	34	11	167
Percentage	22.2%	18.0%	32.93%	20.36%	6.59%	100%
Total Population	63,653	37,026	36,040	13,146	5,727	155,592
Total Population (in %)	40.91%	23.80%	23.16%	8.45%	3.68%	100%
Minority Population	1,998	3,350	6,592	4,945	4,028	20,913
Minority Population (in %)	3.14%	9.05%	18.29%	37.62%	70.33%	13.44%

Source: 2017-2021 ACS 5-Year Estimates, PennDOT

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

<i>Population/Asset</i>	Percent Below Poverty Population Intervals					<i>Total</i>
	1	2	3	4	5	
Bike Crash Count	13	13	13	5	0	44
Percentage	29.55%	29.55%	29.55%	11.36%	0.00%	100%
Pedestrian Crash Count	37	42	65	26	1	171
Percentage	21.64%	24.56%	38.01%	15.20%	0.01%	100%
Total Population	59,787	33,555	45,927	14,428	1895	155,592
Total Population (in %)	38.43%	21.57%	29.52%	9.27%	1.22%	100%
Below Poverty Population	1,474	2,070	6,199	3,725	735	14,203
Below Poverty Population (in %)	2.47%	6.17%	13.50%	25.82%	38.79%	9.13%

Source: 2017-2021 ACS 5-Year Estimates, PennDOT

Tables 7 through 10 identify the number and percentage of roadways with poor or excellent International Roughness Index (IRI) within minority and low-income population block group intervals. This information shows that there is not a disproportionate amount of poor condition pavement in block groups with a higher population of low-income and minority populations. There is only 4.65% of poor pavement distribution in minority populations and 4.91% poor pavement distribution in poverty populations. The data does show small mileage numbers for excellent condition pavement in areas with high minority population. This could mean that a majority of roadways in these areas are identified as Good or Fair condition. Figures 4 and 5 illustrate low income and minority populations in relation to the Federal Aid System.

Table 7: Distribution of Poor Pavement by Minority Population Intervals

<i>Population/Asset</i>	Percent Minority Population Intervals					<i>Total</i>
	1	2	3	4	5	
Poor Pavement Mileage	2.5	3.7	2.7	4.2	2.3	15.4
Percentage	16.23%	24.03%	17.53%	27.27%	14.94%	100%
Total Population	63,653	37,026	36,040	13,146	5,727	155,592
Total Population (in %)	40.91%	23.80%	23.16%	8.45%	3.68%	100%
Minority Population	1,998	3,350	6,592	4,945	4,028	20,913
Minority Population (in %)	3.14%	9.05%	18.29%	37.62%	70.33%	13.44%

Source: 2017-2021 ACS 5-Year Estimates, PennDOT

Table 8: Distribution of Poor Pavement by Poverty Population Intervals

<i>Population/Asset</i>	Percent Below Poverty Population Intervals					<i>Total</i>
	1	2	3	4	5	
Poor Pavement Mileage	4.5	2.4	5.6	4.0	0.0	16.5
Percentage	27.27%	14.55%	33.94%	24.24%	0.00%	100%
Total Population	59,787	33,555	45,927	14,428	1895	155,592
Total Population (in %)	38.43%	21.57%	29.52%	9.27%	1.22%	100%
Below Poverty Population	1,474	2,070	6,199	3,725	735	14,203
Below Poverty Population (in %)	2.47%	6.17%	13.50%	25.82%	38.79%	9.13%

Source: 2017-2021 ACS 5-Year Estimates, PennDOT

Table 9: Distribution of Excellent Pavement by Minority Population Intervals

<i>Population/Asset</i>	Percent Minority Population Intervals					<i>Total</i>
	1	2	3	4	5	
Excellent Pavement Mileage	85.68	31.94	46.59	8.03	0.0	172.2
Percentage	49.75%	18.54%	27.05%	4.66%	0%	100%
Total Population	63,653	37,026	36,040	13,146	5,727	155,592
Total Population (in %)	40.91%	23.80%	23.16%	8.45%	3.68%	100%
Minority Population	1,998	3,350	6,592	4,945	4,028	20,913
Minority Population (in %)	3.14%	9.05%	18.29%	37.62%	70.33%	13.44%

Source: 2017-2021 ACS 5-Year Estimates, PennDOT

Table 10: Distribution of Excellent Pavement by Poverty Population Intervals

<i>Population/Asset</i>	Percent Below Poverty Population Intervals					<i>Total</i>
	1	2	3	4	5	
Excellent Pavement Mileage	66.9	31.6	67.0	9.8	5.7	181.0
Percentage	36.96%	17.46%	37.02%	5.41%	3.15%	100%
Total Population	59,787	33,555	45,927	14,428	1,895	155,592
Total Population (in %)	38.43%	21.57%	29.52%	9.27%	1.22%	100%
Below Poverty Population	1,474	2,070	6,199	3,725	735	14,203
Below Poverty Population (in %)	2.47%	6.17%	13.50%	25.82%	38.79%	9.13%

Source: 2017-2021 ACS 5-Year Estimates, PennDOT

Franklin County Concentrations of Low Income Population and Federal Aid Road Segments

Legend

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

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

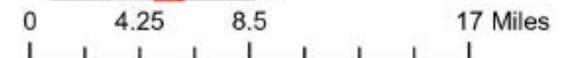
- 318
- 5,212
- 10,106
- 15,000

- Pennsylvania Counties
- Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

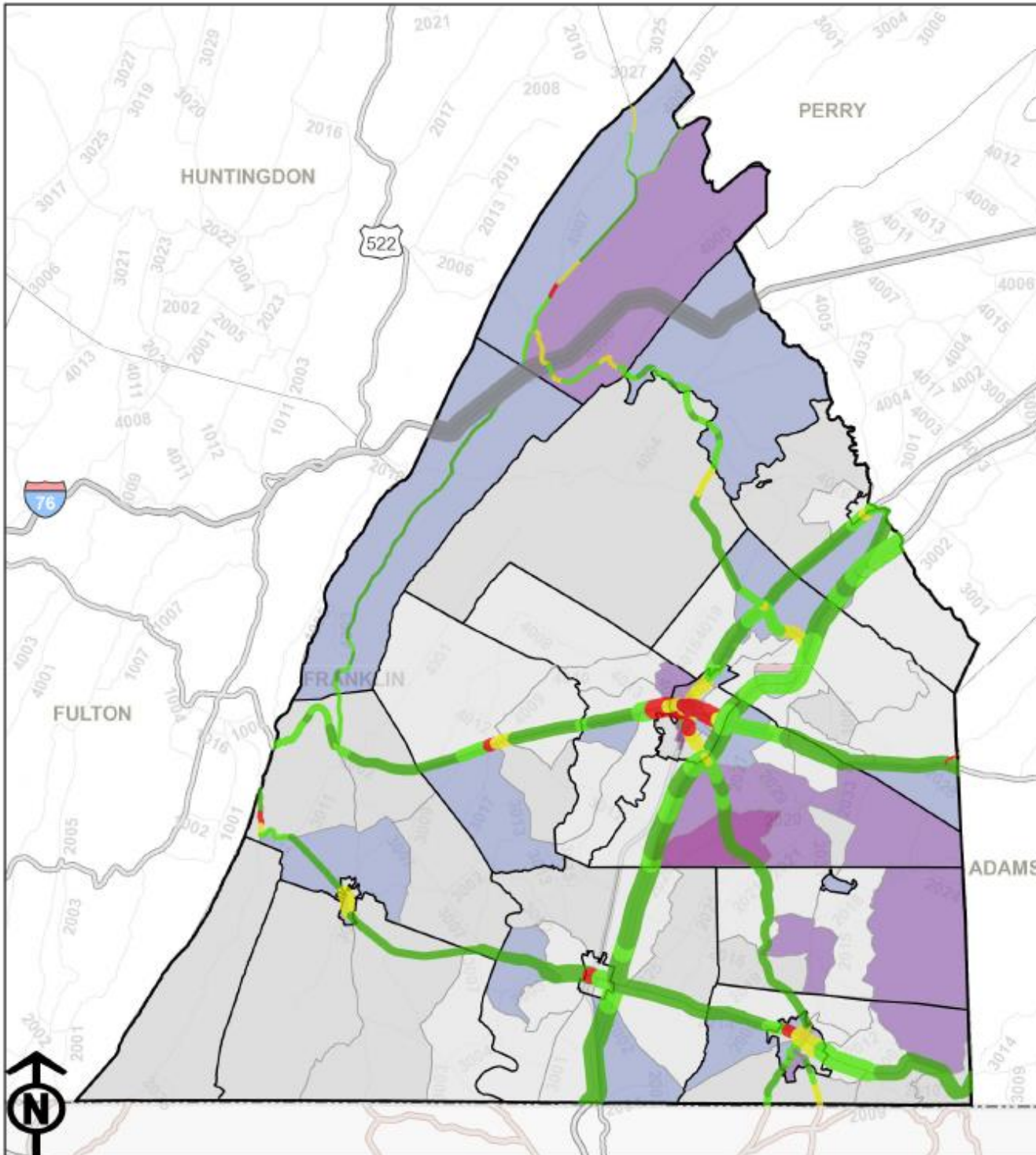
Ratio of Low Income Block Group Percentage to County Low Income Percentage

- Less than or equal to half the County Low Income Population Percentage
- Greater than half and less than or equal to the County Low Income Population Percentage
- Greater than the County Low Income Population Percentage and less than or equal to twice the County Low Income Population Percentage
- Greater than twice and less than or equal to four times the County Low Income Population Percentage
- Greater than four times the County Low Income Population Percentage

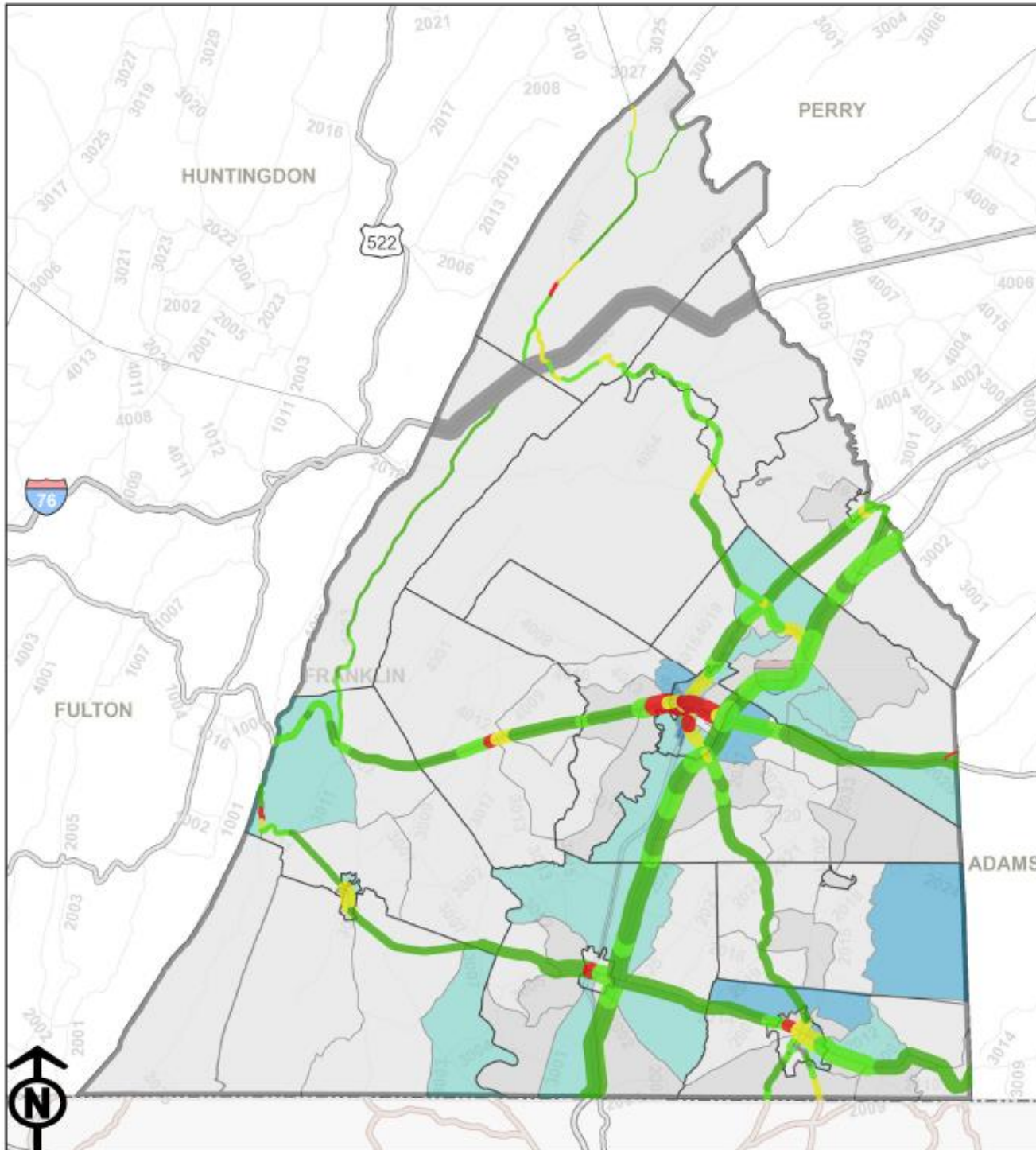


Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.



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



Legend

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

- EXCELLENT
- GOOD
- FAIR
- POOR
- OTHER

Traffic Volume (Current AADT)

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

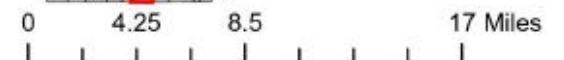
■ Pennsylvania Counties

□ Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2021

County Minority Population Interval for Block Group

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



Source: US Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO and updated for 2023 by Navarro & Wright Consulting Engineers, Inc.

BENEFITS & BURDENS: 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

The Franklin County MPO reviewed transportation projects located in areas that were determined to be “high minority” or “high in-poverty.” “High minority”, for the purpose of this analysis, refers to Census block groups that have a concentration of minority persons that is greater than or equal to the county average of 13.44 percent. “High in-poverty” refers to Census block groups that have a concentration of low-income persons that is greater than or equal to the county average of 9.13 percent.

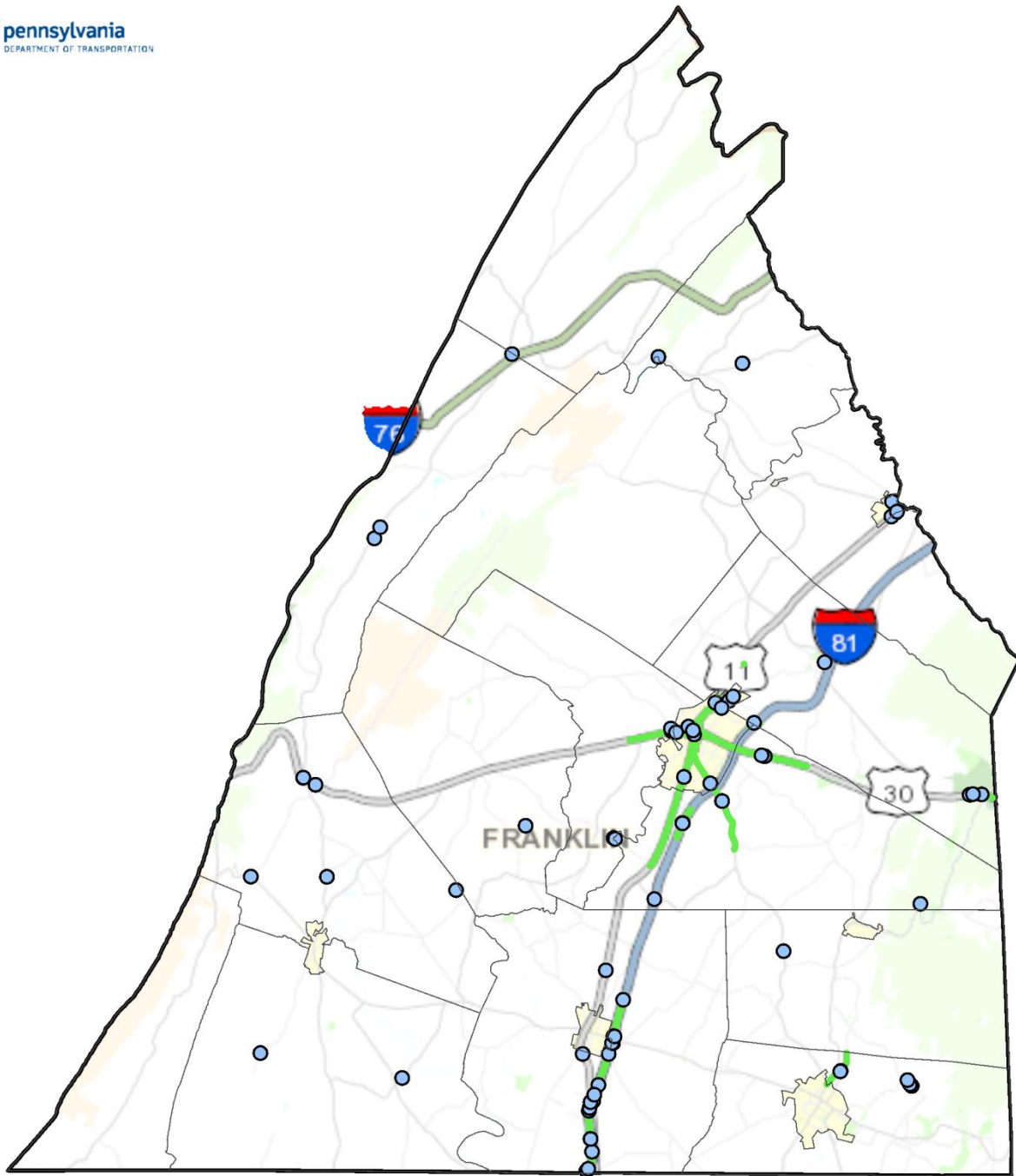
When evaluating the potential benefit or burden of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently. For example, maintenance projects tend to cause the least amount of impact on the population since they typically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

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

On the 2025-2028 Franklin County TIP, the number of projects in minority or low-income areas is lower than the number of projects located in non-minority and non-low-income areas. Projects included consist of signalization improvements, a new interchange, bridge preservation, bridge replacements, and intersection improvements. **Figure 6** illustrates 2025- 2028 TIP projects throughout Franklin County.

Figure 6: 2025-2028 TIP Project Locations for Franklin County

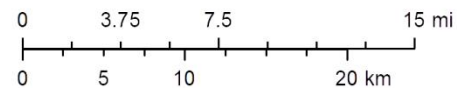
Transportation Improvement Program (TIP) Projects for Franklin County 2025-2028



March 6, 2024

● MPMS Draft Tip - All

▭ County 28



Definition of Minority Population and Low income Population Concentration Intervals

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

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

Appendix D
2025 Interstate Management Transportation
Improvement Program Project List for Franklin County

Appendix E
2025 Interstate Management Transportation Improvement Program
Public Narrative Report

Franklin

PennDOT Project Id: 92006

Project Administrator: PennDOT

Title: I-81 Maryland to Mile 6

Improvement Type: Resurface

State Route: 81

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: I-81 from Maryland line to Milepost 6
Antrim Township

Project Description: This project consists of resurfacing on I-81 North and Southbound from Maryland line to Milepost 6 in Antrim Township.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$12555	\$3399	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$12,555	\$3,399	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$15,954					

Appendix F
List of Rail-Highway Crossing Projects for Franklin County

Appendix G
Financial Constraint Tables

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2025			FFY 2026			FFY 2027			FFY 2028			Comments
	Financial Guidance	Programmed	Difference	Financial Guidance	Programmed	Difference	Financial Guidance	Programmed	Difference	Financial Guidance	Programmed	Difference	
NHPP	\$1,770,000	\$3,770,000	-\$2,000,000	\$1,672,000	\$3,072,000	-\$1,400,000	\$1,480,000	\$1,480,000	\$0	\$1,338,000	\$1,338,000	\$0	Additional NHPP spike on MPMS #90839
STP	\$2,778,000	\$2,778,000	\$0	\$2,860,000	\$2,860,000	\$0	\$2,859,000	\$2,859,000	\$0	\$2,858,000	\$2,858,000	\$0	
State Highway (581)	\$3,927,000	\$3,927,000	\$0	\$4,402,000	\$4,402,000	\$0	\$4,965,000	\$4,965,000	\$0	\$5,440,000	\$5,440,000	\$0	
State Bridge (185/183)	\$1,685,000	\$1,685,000	\$0	\$1,684,000	\$1,684,000	\$0	\$1,654,000	\$1,654,000	\$0	\$1,654,000	\$1,654,000	\$0	
BOF	\$1,754,000	\$1,754,000	\$0	\$1,754,000	\$1,754,000	\$0	\$1,754,000	\$1,754,000	\$0	\$1,754,000	\$1,754,000	\$0	
HSIP	\$1,271,000	\$1,271,000	\$0	\$1,301,000	\$1,301,000	\$0	\$1,301,000	\$1,301,000	\$0	\$1,301,000	\$1,301,000	\$0	
CMAQ													
TAU													
STU													
STP TAP SET-ASIDE	\$0	\$770,188	-\$770,188	\$0	\$493,906	-\$493,906							
CRP	\$526,000	\$526,000	\$0	\$540,000	\$540,000	\$0	\$540,000	\$540,000	\$0	\$540,000	\$540,000	\$0	
CRPU	\$135,000	\$135,000	\$0	\$138,000	\$138,000	\$0	\$138,000	\$138,000	\$0	\$138,000	\$138,000	\$0	
BRIP	\$1,562,000	\$1,562,000	\$0	\$1,562,000	\$1,562,000	\$0	\$1,562,000	\$1,562,000	\$0	\$1,562,000	\$1,562,000	\$0	
Total	\$15,408,000	\$18,178,188		\$15,913,000	\$17,806,906		\$16,253,000	\$16,253,000		\$16,585,000	\$16,585,000		

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

Additional Funding Type	FFY 2025	FFY 2026		FFY 2027	FFY 2028		Comments
ΔNHPP	\$2,000,000	\$1,400,000					Additional NHPP spike on MPMS #90839
TAP	\$770,188	\$493,906					STP TAP Set-Aside
Total	\$2,770,188	\$1,893,906		\$0	\$0		

Appendix H
Franklin County Highway Projects List

RPT# TIP200

Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					^ Milestones												
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total								
Franklin			87804	Franklin Bridge Reserve	C	BRDG	BOF	39,000				39,000																											
Franklin			87805	Highway Reserve	C	HRST								STP	1,297,799					1,297,799	STP	474,397	581	1,171,978						1,646,375									
Franklin			87810	Delivery/Consult Assist	P	PRA			581	400,000		400,000			581	400,000		400,000																					
Franklin			87810	Delivery/Consult Assist	C	PRA			581	200,000		200,000			581	200,000		200,000																					
Franklin			88666	SRTP Rideshare Program	P	PT	STP	105,687				105,687	STP	107,365				107,365	STP	97,767				97,767	STP	98,745				98,745									
Franklin			118495	CVRT Ext to West Shippensburg	+C	TENH	TAP	770,188				770,188	TAP	493,906				493,906													2/27/2025 E								
Franklin			119286	Carbon Reduction Program (CRP) Chambersburg RSL	C	HCON							CRP	540,000				540,000	CRP	540,000				540,000	CRP	540,000				540,000									
Franklin			119287	Carbon Reduction Program (CRP) Hagerstown RSL	C	HRST							CRPU	119,230				119,230	CRPU	138,000				138,000	CRPU	138,000				138,000									
Franklin	11		87461	Trib Conococheague Cr Br	P	BRDG																									581	150,000	150,000						
Franklin	11		100054	US 11 over Muddy Run	P	BRDG																										581	150,000	150,000					
Franklin	11	095	19304	West King Street Bridge	C	BRDG	BRIP	891,219	185	445,610		1,336,829	NHPP	891,220	185	387,658		1,278,878	NHPP	891,220	581	445,609		1,336,829								9/26/2024 E							
Franklin	11	095	19304	West King Street Bridge	C	BRDG	NHPP	891,220				891,220	STP	891,219	581	57,952		949,171	STP	891,216				891,216									9/26/2024 E						
Franklin	11	125	116146	Chambersburg Signals Imp Phase 2	+C	HRST							CRPU	18,770				18,770															1/30/2025 E						
Franklin	11	125	116146	Chambersburg Signals Imp Phase 2	+C	HCON	CRPU	135,000				135,000																					1/30/2025 E						
Franklin	11	125	116146	Chambersburg Signals Imp Phase 2	+C	HCON	CRP	526,000				526,000																					1/30/2025 E						
Franklin	16		90812	Buck Run Bridge	P	BRDG																											581	150,000	150,000				
Franklin	30	103	90839	Rocky Mountain Creek Br	+C	BRDG	sNHPP	2,000,000				2,000,000	sNHPP	1,400,000				1,400,000																7/25/2024 E					
Franklin	30	150	114555	Lincoln Way Intersection Safety Imp	+C	SAMI								HSIP	566,000				566,000	HSIP	1,301,000				1,301,000									1/1/2026 E					
Franklin	30	158	117144	US 30 Bridge over W Br Conococheague Creek	F	BRDG									185	220,000		220,000																					
Franklin	30	158	117144	US 30 Bridge over W Br Conococheague Creek	C	HRST																											581	1,520,000	1,520,000	1/1/2028 E			
Franklin	75		87684	Path Valley Bridge	P	BRDG																												581	150,000	150,000			
Franklin	75		90841	Wet Weather Stream Bridge	P	BRDG																													581	150,000	150,000		
Franklin	75	013	78690	Fort Loudon Rd ov Buck Run	F	BRDG			185	230,000		230,000																											
Franklin	75	013	78690	Fort Loudon Rd ov Buck Run	C	BRDG																												185	380,987	380,987	1/1/2028 E		
Franklin	81	075	93055	I-81 New Interchange (Exit 12)	U	HCON	NHPP	199,463	185	40,117		239,580																											
Franklin	81	075	93055	I-81 New Interchange (Exit 12)	U	HCON	STP	933,827	581	1,885,700		2,819,527																											
Franklin	81	075	93055	I-81 New Interchange (Exit 12)	C	HCON	NHPP	679,317	581	1,441,300		2,120,617			581	3,744,048		3,744,048								STP	1,732,621					1,732,621	6/26/2025 E						
Franklin	81	075	93055	I-81 New Interchange (Exit 12)	C	HCON	BRIP	430,781	185	719,273		1,150,054	NHPP	780,780	185	342,342		1,123,122	NHPP	588,780	581	3,978,170		4,566,950	NHPP	1,338,000	581	1,568,052		2,906,052	6/26/2025 E								
Franklin	233	023	90847	Rocky Mtn Rd ov Little Antietam Cr	F	BRDG									185	170,000		170,000																					
Franklin	316		100169	PA316/trib to W Antietam	P	BRDG																												581	150,000	150,000			
Franklin	641		78692	SR 641 O/Trout Run	P	BRDG																													185	150,000	150,000		
Franklin	641	037	117157	Newburg Road over Paxtons Run	+F	BRDG	BOF	300,000				300,000																											
Franklin	641	037	117157	Newburg Road over Paxtons Run	C	BRDG																														185	405,026	405,026	1/1/2027 E
Franklin	641	037	117157	Newburg Road over Paxtons Run	C	BRDG																														581	541,221	541,221	1/1/2027 E
Franklin	914	003	117156	Swamp Fox Rd over I-81	+F	BRDG	BRIP	240,000				240,000																											
Franklin	914	003	117156	Swamp Fox Rd over I-81	+C	BRDG																				BRIP	562,000					562,000	1/1/2028 E						
Franklin	995	009	101404	Welsh Run Rd over Welsh Run	+F	BRDG	BOF	230,000				230,000																											
Franklin	997	037	106709	PA997 & SR2015 Intersection	+F	SAMI	HSIP	277,486				277,486																											
Franklin	997	037	106709	PA997 & SR2015 Intersection	+U	SAMI	STP	22,000				22,000																											
Franklin	997	037	106709	PA997 & SR2015 Intersection	+R	SAMI	STP	190,000				190,000																											
Franklin	997	037	106709	PA997 & SR2015 Intersection	+C	SAMI	HSIP	993,514				993,514	HSIP	1,301,000				1,301,000	HSIP	735,000				735,000											9/12/2024 E				
Franklin	997	037	106709	PA997 & SR2015 Intersection	+C	SAMI	STP	1,526,486				1,526,486	STP	1,219,000				1,219,000																		9/12/2024 E			
Franklin	997	043	117142	Black Gap Rd ov Mountain Run	P	BRDG																													185	250,000	250,000		
Franklin	997	043	117142	Black Gap Rd ov Mountain Run	F	BRDG																													185	180,000	180,000		
Franklin	2007		78714	SR2007 O/Little Antietam	P	BRDG																													581	150,000	150,000		
Franklin	3009	022	116963	Corner Road over Licking Cr	+F	BRDG	BOF	274,000				274,000																											
Franklin	3009	022	116963	Corner Road over Licking Cr	+C	BRDG								BRIP	1,156,126				1,156,126																		1/1/2026 E		
Franklin	3012	027	90969	Social Island Road Bridge-C	+C</																																		

RPT# TIP200

Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					Milestones						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total		
Franklin	3017	035	116962	Rockdale Rd ov Trib to Back Cr	F	BRDG			185	250,000		250,000																					
Franklin	3017	035	116962	Rockdale Rd ov Trib to Back Cr	C	BRDG									185	394,000		394,000			185	383,162		383,162								1/1/2026 E	
Franklin	3028	007	117141	Rolling Rd ov Tributary to Back Ck	F	BRDG									185	125,000		125,000			185	125,000		125,000									
Franklin	3028	007	117141	Rolling Rd ov Tributary to Back Ck	C	BRDG																					185	615,000		615,000	1/1/2028 E		
Franklin	4006	007	63174	Stone Bridge Road Bridge	+F	BRDG	BOF	275,000				275,000																					
Franklin	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+P	BRDG	BOF	361,000				361,000																					
Franklin	7401	BR	117072	West King St over Conococheague Ck	+F	BRDG							BOF	393,927				393,927															
Franklin	7401	BR	117072	West King St over Conococheague Ck	+U	BRDG							BOF	39,452				39,452															
Franklin	7401	BR	117072	West King St over Conococheague Ck	+R	BRDG							BOF	45,020				45,020															
Franklin	7401	BR	117072	West King St over Conococheague Ck	+C	BRDG							BOF	588,866				588,866	BOF	112,496					112,496					112,496	1/1/2027 E		
Franklin	7401	BRG	117071	West King St over Falling Spring Ck	+F	BRDG							BOF	393,927				393,927															
Franklin	7401	BRG	117071	West King St over Falling Spring Ck	+U	BRDG							BOF	33,765				33,765															
Franklin	7401	BRG	117071	West King St over Falling Spring Ck	+R	BRDG							BOF	45,020				45,020															
Franklin	7401	BRG	117071	West King St over Falling Spring Ck	+C	BRDG							BOF	857,000				857,000	BOF	279,974					279,974				279,974	1/1/2027 E			
Franklin	7401	BRG	117071	West King St over Falling Spring Ck	+C	BRDG													STP	250,000					250,000				250,000	1/1/2027 E			
Totals for: Franklin								12,566,188		5,612,000		18,178,188		11,720,906		6,086,000		17,806,906		9,634,000		6,619,000		16,253,000		9,491,000		7,094,000		16,585,000	68,823,094		
Overall Totals:								12,566,188		5,612,000		18,178,188		11,720,906		6,086,000		17,806,906		9,634,000		6,619,000		16,253,000		9,491,000		7,094,000		16,585,000	68,823,094		

Franklin

PennDOT Project Id: 19304

Project Administrator: PENNDOT

Title: West King Street Bridge

Improvement Type: Bridge Replacement

State Route: 11

Municipality: Southampton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/26/2024

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$1782	\$1782	\$1782	\$0	\$0	\$0
Local/Other:	\$446	\$446	\$446	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,228	\$2,228	\$2,228	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$6,684					

PennDOT Project Id: 63174

Project Administrator: PennDOT

Title: Stone Bridge Road Bridge

Improvement Type: Bridge Improvement

State Route: 4006

Municipality: Metal (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$275	\$0	\$0	\$0	\$0	\$0
State: Local/Other:	\$0	\$0	\$0	\$0	\$0	\$1900
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$275	\$0	\$0	\$0	\$0	\$1,900
Total FFY 2025-2036 Cost	\$2,175					

PennDOT Project Id: 78690

Project Administrator: PennDOT

Title: Fort Loudon Rd ov Buck Run

Improvement Type: Bridge Improvement

State Route: 75

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

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

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on PA 75 (Fort Loudon Road) over Buck Run in Peters Township, Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State: Local/Other:	\$230	\$0	\$0	\$381	\$1105	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$230	\$0	\$0	\$381	\$1,105	\$0
Total FFY 2025-2036 Cost	\$1,716					

PennDOT Project Id: 78692

Project Administrator: PennDOT

Title: SR 641 O/Trout Run

Improvement Type: Bridge Improvement

State Route: 641

Municipality: Lurgan (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: PA 641 (Forge Hill Road) over Trout Run Lurgan Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on PA 641 (Forge Hill Road) over Trout Run in Lurgan Township.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$150	\$0	\$358	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$150	\$0	\$358	\$0
Total FFY 2025-2036 Cost	\$508					

PennDOT Project Id: 78714

Project Administrator: PennDOT

Title: SR2007 O/Little Antietam

Improvement Type: Bridge Improvement

State Route: 2007

Municipality: Washington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: State Route 2007 (Mentzer Gap Road) over Branch of Little Antietam Creek Washington Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) of SR 2007 Over Little Antietam Creek in Washington Twp.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$150	\$1020	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$1,020	\$0
Total FFY 2025-2036 Cost	\$1,170					

PennDOT Project Id: 87461

Project Administrator: PennDOT

Title: Trib Conococheague Cr Br

Improvement Type: Bridge Improvement

State Route: 11

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: US-11 Bridge over a Tributary to Conococheague Creek Antrim Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on US-11 over a Tributary to Conococheague Creek in Antrim Township.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State: Local/Other:	\$0	\$0	\$0	\$150	\$728	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$728	\$0
Total FFY 2025-2036 Cost	\$878					

PennDOT Project Id: 87684

Project Administrator: PennDOT

Title: Path Valley Bridge

Improvement Type: Bridge Improvement

State Route: 75

Municipality: Metal (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: PA-75 over wet weather stream Metal Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on PA-75 over Wet Weather stream in Metal Township.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$150	\$465	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$465	\$0
Total FFY 2025-2036 Cost	\$615					

PennDOT Project Id: 87804

Project Administrator: PennDOT

Title: Franklin Bridge Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Franklin County

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

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

BOF - This funding is reserved for federal aid bridges not on the National Highway System. BRIP-This funding is reserved for any bridge greater than 20'.

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$39	\$0	\$0	\$0	\$3581	\$6392
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$30
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$39	\$0	\$0	\$0	\$3,581	\$6,422
Total FFY 2025-2036 Cost	\$10,042					

PennDOT Project Id: 87805

Project Administrator: PennDOT

Title: Highway Reserve

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Franklin County

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$1298	\$474	\$2884	\$11544
State:	\$0	\$0	\$0	\$1172	\$856	\$10460
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$1,298	\$1,646	\$3,740	\$22,004
Total FFY 2025-2036 Cost	\$28,688					

PennDOT Project Id: 87810

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Actual Construction Bid Date:

Location: Franklin County

Title: Delivery/Consult Assist

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State: Local/Other:	\$600	\$600	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$600	\$600	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,200					

PennDOT Project Id: 88666

Project Administrator: PennDOT

Improvement Type: Miscellaneous

Municipality:

Actual Construction Bid Date: Location:

Franklin MPO Area

Title: SRTP Rideshare Program

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$106	\$107	\$98	\$99	\$0	\$0
State: Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$106	\$107	\$98	\$99	\$0	\$0
Total FFY 2025-2036 Cost	\$410					

PennDOT Project Id: 90812

Project Administrator: PennDOT

Improvement Type: Bridge Improvement

Municipality: Peters (TWP)

Actual Construction Bid Date: Location: PA

16 over Buck Run
Peters Township

Title: Buck Run Bridge

State Route: 16

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/1/2029

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on PA 16 over Buck Run in Peters Township.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State: Local/Other:	\$0	\$0	\$0	\$150	\$681	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$681	\$0
Total FFY 2025-2036 Cost	\$831					

PennDOT Project Id: 90839

Project Administrator: PennDOT

Title: Rocky Mountain Creek Br

Improvement Type: Bridge Replacement

State Route: 30

Municipality: Greene (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/25/2024

Location: US-30 over Rocky Mountain Creek Greene Township

Project Description: This project consists of a bridge replacement on US Route 30 over Rocky Mountain Creek in Greene Township, Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$2000	\$1400	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,000	\$1,400	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,400					

PennDOT Project Id: 90841

Project Administrator: PennDOT

Title: Wet Weather Stream Bridge

Improvement Type: Bridge Improvement

State Route: 75

Municipality: Metal (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: PA75 over Wet Weather Stream Metal Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on PA75 over Wet Weather Stream in Metal Township.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$150	\$492	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$492	\$0
Total FFY 2025-2036 Cost	\$642					

PennDOT Project Id: 90847

Project Administrator: PennDOT

Title: Rocky Mtn Rd ov Little Antietam Cr

Improvement Type: Bridge Improvement

State Route: 233

Municipality: Guilford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: PA233 (Rocky Mountain Road) over Little Antietam Creek Guilford Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on PA233 (Rocky Mountain Road) over Little Antietam Creek in Guilford Township Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State: Local/Other:	\$0	\$170	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$170	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$170					

PennDOT Project Id: 90969

Project Administrator: PennDOT

Title: Social Island Road Bridge-C

Improvement Type: Bridge Improvement

State Route: 3012

Municipality: Guilford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/10/2026

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

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 3012 (Social Island Road) over Conococheague Creek in Guilford and Hamilton Townships, Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$868	\$868	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$868	\$868	\$0	\$0
Total FFY 2025-2036 Cost	\$1,736					

PennDOT Project Id: 91343

Project Administrator: PennDOT

Title: Social Island Road Bridge 2-C

Improvement Type: Bridge Improvement

State Route: 3012

Municipality: Guilford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/10/2026

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$341	\$608	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$341	\$608	\$0	\$0
Total FFY 2025-2036 Cost	\$949					

PennDOT Project Id: 93055

Project Administrator: PennDOT

Title: I-81 New Interchange (Exit 12)

Improvement Type: New Interchange

State Route: 81

Municipality: Guilford (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/26/2025

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

Project Description: This project consists of a new interchange (Exit 12) on I-81 at Guilford Springs Road overpass, Franklin County. Guilford Springs Road is a township road and the bridge over I-81 a state-owned bridge.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$2243	\$781	\$589	\$3071	\$12686	\$0
Local/Other:	\$4086	\$4086	\$3978	\$1568	\$6089	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$6,329	\$4,867	\$4,567	\$4,639	\$18,775	\$0
Total FFY 2025-2036 Cost	\$39,177					

PennDOT Project Id: 100054

Project Administrator: PennDOT

Title: US 11 over Muddy Run

Improvement Type: Bridge Improvement

State Route: 11

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: US 11 (Molly Pitcher Highway) over Muddy Run Antrim Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on US 11 (Molly Pitcher Highway) over Muddy Run in Antrim Township.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$150	\$610	\$150
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$610	\$150
Total FFY 2025-2036 Cost	\$910					

PennDOT Project Id: 100169

Project Administrator: PennDOT

Title: PA316/trib to W Antietam

Improvement Type: Bridge Improvement

State Route: 316

Municipality: Quincy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: PA 316 (Wayne Highway) over Tributary to West Antietam Quincy Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on PA 316 (Wayne Highway) over Tributary to West Antietam in Quincy Township

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$150	\$1324	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$150	\$1,324	\$0
Total FFY 2025-2036 Cost	\$1,474					

PennDOT Project Id: 101404

Project Administrator: PennDOT

Title: Welsh Run Rd over Welsh Run

Improvement Type: Bridge Improvement

State Route: 995

Municipality: Montgomery (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2034

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

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on PA 995 (Welsh Run Road) over Welsh Run in Montgomery Township.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$230	\$0	\$0	\$0	\$50	\$1140
State: Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$230	\$0	\$0	\$0	\$50	\$1,140
Total FFY 2025-2036 Cost	\$1,420					

PennDOT Project Id: 102974

Project Administrator: PennDOT

Title: South Third St Crossing

Improvement Type: RR Warning Devices

State Route: 0

Municipality: Guilford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: South Third Street at Norfolk Southern Guilford Township

Project Description: This project consists of installation of railroad warning devices on South Third Street at Norfolk Southern in Guilford Township, Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$21	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$21	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$21					

PennDOT Project Id: 106709

Project Administrator: PennDOT

Title: PA997 & SR2015 Intersection

Improvement Type: Intersection Improvement

State Route: 997

Municipality: Washington (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2024

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

Project Description: This project consists of installing two roundabouts at the intersection of PA997 and SR2015 (Tomstown Road) and the intersection of PA997 and Washington Township Boulevard Washington Township, Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$3009	\$2520	\$735	\$0	\$0	\$0
State: Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$3,009	\$2,520	\$735	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$6,264					

PennDOT Project Id: 114555

Project Administrator: PennDOT

Title: Lincoln Way Intersection Safety Imp

Improvement Type: Safety Improvement

State Route: 30

Municipality: Hamilton (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

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

Project Description: This project may consist of safety improvements, potentially including an intersection realignment with lane widening or converting the intersection to a roundabout at the intersect of US 30 (Lincoln Way) and SR 4013 (Sollenberger Road) in Hamilton Township and Chambersburg Borough, Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$566	\$1301	\$2292	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$566	\$1,301	\$2,292	\$0
Total FFY 2025-2036 Cost	\$4,159					

PennDOT Project Id: 116146

Project Administrator: PennDOT

Title: Chambersburg Signals Imp Phase 2

Improvement Type: Existing Signal Improvement

State Route: 11

Municipality: Chambersburg (BORO)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/30/2025

Location: 65 Signalized intersections in Chambersburg Borough Guilford and Hamilton Twp Franklin County

Project Description: This project may consist of upgrades of signals and interconnect improvements at 62 signalized intersections in Chambersburg Borough, Guilford and Hamilton Townships, Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$661	\$19	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$661	\$19	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$680					

PennDOT Project Id: 116962

Project Administrator: PennDOT

Title: Rockdale Rd ov Trib to Back Cr

Improvement Type: Bridge Replacement

State Route: 3017

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$250	\$394	\$383	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$250	\$394	\$383	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,027					

PennDOT Project Id: 116963

Project Administrator: PennDOT

Title: Corner Road over Licking Cr

Improvement Type: Bridge Improvement

State Route: 3009

Municipality: Montgomery (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

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

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 3009 (Corner Road) over Licking Creek in Montgomery Township, Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$274	\$1156	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$274	\$1,156	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,430					

PennDOT Project Id: 117071

Project Administrator: PennDOT

Title: West King St over Falling Spring Ck

Improvement Type: Bridge Improvement

State Route: 7401

Municipality: Chambersburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: West King Street over Falling Spring Creek Chambersburg Borough

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$473	\$857	\$530	\$1426	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$473	\$857	\$530	\$1,426	\$0
Total FFY 2025-2036 Cost	\$3,286					

PennDOT Project Id: 117072

Project Administrator: PennDOT

Title: West King St over Conococheague Ck

Improvement Type: Bridge Improvement

State Route: 7401

Municipality: Chambersburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: West King Street over Conococheague Creek Chambersburg Borough

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$478	\$589	\$112	\$1794	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$478	\$589	\$112	\$1,794	\$0
Total FFY 2025-2036 Cost	\$2,973					

PennDOT Project Id: 117141

Project Administrator: PennDOT

Title: Rolling Rd ov Tributary to Back Ck

Improvement Type: Bridge Improvement

State Route: 3028

Municipality: Saint Thomas (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$125	\$125	\$615	\$209	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$125	\$125	\$615	\$209	\$0
Total FFY 2025-2036 Cost	\$1,074					

PennDOT Project Id: 117142

Project Administrator: PennDOT

Title: Black Gap Rd ov Mountain Run

Improvement Type: Bridge Improvement

State Route: 997

Municipality: Greene (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$250	\$180	\$781	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$250	\$180	\$781	\$0
Total FFY 2025-2036 Cost	\$1,211					

PennDOT Project Id: 117143

Project Administrator: PennDOT

Title: Hykes Rd over I-81

Improvement Type: Bridge Improvement

State Route: 3014

Municipality: Antrim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

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

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 3014 (Hykes Road) over I-81 in Antrim Township, Franklin County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$275	\$1851	\$1575	\$1796	\$1356	\$0
State: Local/Other:	\$0	\$45	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$275	\$1,896	\$1,575	\$1,796	\$1,356	\$0
Total FFY 2025-2036 Cost	\$6,898					

PennDOT Project Id: 117144

Project Administrator: PennDOT

Title: US 30 Bridge over W Br Conococheague Creek

Improvement Type: Bridge Preservation Activities

State Route: 30

Municipality: Peters (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$220	\$0	\$1520	\$1520	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$220	\$0	\$1,520	\$1,520	\$0
Total FFY 2025-2036 Cost	\$3,260					

PennDOT Project Id: 117156

Project Administrator: PennDOT

Title: Swamp Fox Rd over I-81

Improvement Type: Bridge Improvement

State Route: 914

Municipality: Guilford (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$240	\$0	\$0	\$562	\$402	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$240	\$0	\$0	\$562	\$402	\$0
Total FFY 2025-2036 Cost	\$1,204					

PennDOT Project Id: 117157

Project Administrator: PennDOT

Title: Newburg Road over Paxtons Run

Improvement Type: Bridge Improvement

State Route: 641

Municipality: Lurgan (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$300	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$946	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$300	\$0	\$946	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,246					

PennDOT Project Id: 118004

Project Administrator: PennDOT

Title: Cornertown Rd over Conococheague Creek

Improvement Type: Bridge Improvement

State Route: 7203

Municipality: Greene (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$361	\$0	\$0	\$0	\$2337	\$0
State: Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$361	\$0	\$0	\$0	\$2,337	\$0
Total FFY 2025-2036 Cost	\$2,698					

PennDOT Project Id: 118495

Project Administrator: PennDOT

Title: CVRT Ext to West Shippensburg

Improvement Type: Preserve abandoned rail corridor

State Route: 0

Municipality: Southampton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/27/2025

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$770	\$494	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$770	\$494	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,264					

PennDOT Project Id: 119286

Project Administrator: PennDOT

Title: Carbon Reduction Program (CRP) Chambersburg

Improvement Type: Miscellaneous

State Route: RSL C

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$540	\$540	\$540	\$2160	\$2159
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$540	\$540	\$540	\$2,160	\$2,159
Total FFY 2025-2036 Cost	\$5,939					

PennDOT Project Id: 119287

Project Administrator: PennDOT

Title: Carbon Reduction Program (CRP) Hagerstown RSL

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

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

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

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal: State:	\$0	\$119	\$138	\$138	\$414	\$552
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$119	\$138	\$138	\$414	\$552
Total FFY 2025-2036 Cost	\$1,361					

Appendix I
Franklin County Transit Projects List

Date: 3/8/2024 1:28:16PM

RPT# TIP206D

FFY 2025 Franklin TIP

Project Information			FFY 2025 Costs							FFY 2026 Costs							FFY 2027 Costs							FFY 2028 Costs						
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals			
121328	Microtransit Service	SRTA	5307	80,000	339	69,568	10,432	160,000	5307	80,000	339	69,568	10,432	160,000	5307	80,000	339	69,568	10,432	160,000	5307	80,000	339	69,568	10,432	160,000	640,000			
Totals for: Susquehanna Regional Transportation Authority				80,000		69,568	10,432	160,000		80,000		69,568	10,432	160,000		80,000		69,568	10,432	160,000		80,000		69,568	10,432	160,000	640,000			
Overall Totals:			80,000			69,568	10,432	160,000		80,000		69,568	10,432	160,000		80,000		69,568	10,432	160,000		80,000		69,568	10,432	160,000	640,000			

Susquehanna Regional Transportation Authority	
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PennDOT Project Id: 121328

Title: Microtransit Service

Air Quality Status: Exempt from Regional Conformity Analysis

County: Franklin

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Narrative: SRTA is expanding Microtransit service in Franklin county with two additional service options that will include Waynesboro, as well as East/West service along Route 30 in Chambersburg. The service for each option is expected to operate 5 days a week, 52 weeks a year, for approximately 13 hours per day.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5307	\$80	\$80	\$80	\$80	\$0	\$0
339	\$70	\$70	\$70	\$70	\$0	\$0
LOC	\$10	\$10	\$10	\$10	\$0	\$0
Federal:	\$80	\$80	\$80	\$80	\$0	\$0
State:	\$70	\$70	\$70	\$70	\$0	\$0
Local/Other:	\$10	\$10	\$10	\$10	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$160	\$160	\$160	\$160	\$0	\$0
Total FY 2025-2036 Cost	\$640					

Appendix J
Twelve Year Program

RPT# TYP220HB

Franklin

Project Information									First Four Years					Second Four Years					Third Four Years					Totals	^Milestones				
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals	^Milestones	
Franklin	8	0		87804	Franklin Bridge Reserve	C	BRDG	2033							BRIP	1,664,147				1,664,147	BRIP	831,682					831,682	2,495,829	
Franklin	8	0		87804	Franklin Bridge Reserve	C	BRDG	2033	BOF	39,000				39,000	BOF	1,916,532				1,916,532	BOF	5,560,000	185	30,415			5,590,415	7,545,947	
Franklin	8	0		87805	Highway Reserve	C	HRST	2033	STP	1,772,196	581	1,171,978		2,944,174	NHPP	8,000	581	856,337		864,337	STP	6,193,500	581	10,460,000			16,653,500	20,462,011	
Franklin	8	0		87805	Highway Reserve	C	HRST	2033							STP	2,876,000				2,876,000	NHPP	5,350,000					5,350,000	8,226,000	
Franklin	8	0		87810	Delivery/Consult Assist	P	PRA	2026			581	800,000		800,000														800,000	
Franklin	8	0		87810	Delivery/Consult Assist	C	PRA	2026			581	400,000		400,000														400,000	
Franklin	8	0		87816	HSIP Line Item	C	SAMI	2033							HSIP	2,912,272				2,912,272	HSIP	5,205,000					5,205,000	8,117,272	
Franklin	8	0		88666	SRTP Rideshare Program	P	PT	2028	STP	409,564				409,564														409,564	
Franklin	8	0		118495	CVRT Ext to West Shippensburg	+C	TENH	2026	TAP	1,264,094				1,264,094														1,264,094	2/27/2025 E
Franklin	8	0		119286	Carbon Reduction Program (CRP) Chambersburg RSL	C	HCON	2033	CRP	1,620,000				1,620,000	CRP	2,160,000				2,160,000	CRP	2,159,000					2,159,000	5,939,000	
Franklin	8	0		119287	Carbon Reduction Program (CRP) Hagerstown RSL	C	HRST	2033	CRPU	395,230				395,230	CRPU	414,000				414,000	CRPU	552,000					552,000	1,361,230	
Franklin	8	0	RRX	102974	South Third St Crossing	+C	SAMI	2025	RRX	21,141				21,141														21,141	
Franklin	8	11	0	87461	Trib Conococheague Cr Br	P	BRDG	2028			581	150,000		150,000														150,000	
Franklin	8	11	0	87461	Trib Conococheague Cr Br	C	BRDG	2032									581	728,393		728,393								728,393	1/1/2029 E
Franklin	8	11	0	100054	US 11 over Muddy Run	P	BRDG	2028			581	150,000		150,000														150,000	
Franklin	8	11	0	100054	US 11 over Muddy Run	C	BRDG	2033									581	358,299		358,299			185	149,763			149,763	508,062	1/1/2029 E
Franklin	8	11	0	100054	US 11 over Muddy Run	C	BRDG	2033									185	252,000		252,000								252,000	1/1/2029 E
Franklin	8	11	0	100132	US11 over Wet Weather str	P	BRDG	2032									581	150,000		150,000								150,000	
Franklin	8	11	0	100132	US11 over Wet Weather str	C	BRDG	2033															185	1,083,667			1,083,667	1,083,667	1/1/2034 E
Franklin	8	11	095	19304	West King Street Bridge	C	BRDG	2027	NHPP	2,673,660				2,673,660														2,673,660	9/26/2024 E
Franklin	8	11	095	19304	West King Street Bridge	C	BRDG	2027	BRIP	891,219	185	833,268		1,724,487														1,724,487	9/26/2024 E
Franklin	8	11	095	19304	West King Street Bridge	C	BRDG	2027	STP	1,782,435	581	503,561		2,285,996														2,285,996	9/26/2024 E
Franklin	8	11	125	116146	Chambersburg Signals Imp Phase 2	+C	HRST	2026	CRPU	18,770				18,770														18,770	1/30/2025 E
Franklin	8	11	125	116146	Chambersburg Signals Imp Phase 2	+C	HCON	2025	CRPU	135,000				135,000														135,000	1/30/2025 E
Franklin	8	11	125	116146	Chambersburg Signals Imp Phase 2	+C	HCON	2025	CRP	526,000				526,000														526,000	1/30/2025 E
Franklin	8	16	0	90812	Buck Run Bridge	P	BRDG	2028			581	150,000		150,000														150,000	
Franklin	8	16	0	90812	Buck Run Bridge	C	BRDG	2030									185	680,973		680,973								680,973	1/1/2029 E
Franklin	8	16	0	100012	PA16 Bridge PM 1	P	BRDG	2031									581	150,000		150,000								150,000	
Franklin	8	16	0	100012	PA16 Bridge PM 1	C	BRDG	2033															185	325,000			325,000	325,000	1/1/2034 E
Franklin	8	16	0	100016	Main Street Bridge 2	P	BRDG	2029									581	500,000		500,000								500,000	
Franklin	8	16	0	100016	Main Street Bridge 2	+C	BRDG	2033													BRIP	2,687,833					2,687,833	2,687,833	1/1/2029 E
Franklin	8	16	0	100023	PA16 over Red Run 1	P	BRDG	2032									185	150,000		150,000								150,000	
Franklin	8	16	0	100023	PA16 over Red Run 1	C	BRDG	2033															581	1,085,000			1,085,000	1,085,000	1/1/2034 E
Franklin	8	16	0	100027	PA16 over Red Run 2	P	BRDG	2032									185	150,000		150,000								150,000	
Franklin	8	16	0	100027	PA16 over Red Run 2	C	BRDG	2033															185	1,355,000			1,355,000	1,355,000	1/1/2034 E
Franklin	8	16	0	100028	PA 16 over Red Run 3	P	BRDG	2032									185	150,000		150,000								150,000	
Franklin	8	16	0	100028	PA 16 over Red Run 3	C	BRDG	2033															185	1,085,000			1,085,000	1,085,000	1/1/2034 E
Franklin	8	16	041	95662	I-81/Buchanan Trail Impr	+P	SAMI	2033													STP	300,000					300,000	300,000	
Franklin	8	30	0	100174	US30/trib to Campbell Run	P	BRDG	2031										581	150,000		150,000							150,000	
Franklin	8	30	0	116075	Lincoln Way Resurface	+C	HRST	2032							STP	1,330,000				1,330,000								1,330,000	1/1/2030 E
Franklin	8	30	0	116075	Lincoln Way Resurface	+C	HRST	2032							NHPP	1,330,000				1,330,000								1,330,000	1/1/2030 E
Franklin	8	30	0	116077	Lincoln Way Resurface 3	C	HRST	2033															581	3,700,000			3,700,000	3,700,000	
Franklin	8	30	103	90839	Rocky Mountain Creek Br	+C	BRDG	2026	NHPP	3,400,000				3,400,000														3,400,000	7/25/2024 E
Franklin	8	30	150	114555	Lincoln Way Intersection Safety Imp	+C	SAMI	2030	HSIP	1,867,000				1,867,000	HSIP	2,291,728				2,291,728								4,158,728	1/1/2026 E
Franklin	8	30	158	117144	US 30 Bridge over W Br Conococheague Creek	F	BRDG	2026			185	220,000		220,000														220,000	
Franklin	8	30	158	117144	US 30 Bridge over W Br Conococheague Creek	C	HRST	2029			581	1,520,000		1,520,000									581	1,520,000			1,520,000	3,040,000	7/16/2026 E
Franklin	8	75	0	87684	Path Valley Bridge	P	BRDG	2028			581	150,000		150,000														150,000	
Franklin	8	75	0	87684	Path Valley Bridge	C	BRDG	2032										581	465,074		465,074							465,074	1/1/2029 E
Franklin	8	75	0	90841	Wet Weather Stream Bridge	P	BRDG	2028			581	150,000		150,000														150,000	
Franklin	8	75	0	90841	Wet Weather Stream Bridge	C	BRDG	2032										185	232,000		232,000							232,000	1/1/2029 E
Franklin	8	75	0	90841	Wet Weather Stream Bridge	C	BRDG	2032										581	259,950		259,950							259,950	1/1/20

2025 - 2036 Twelve Year Program

Franklin

Project Information										First Four Years					Second Four Years					Third Four Years					Totals		^Milestones			
County	District	S.R.	Section	Project	Project Title	Phase	Area	Year		Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals		
Franklin	8	3009	0	100261	Oregon St ov Steigers Run	+C	BRDG	2033														BOF	316,000				316,000	316,000	1/1/2034 E	
Franklin	8	3009	022	116963	Corner Road over Licking Cr	+F	BRDG	2025		BOF	274,000				274,000													274,000		
Franklin	8	3009	022	116963	Corner Road over Licking Cr	+C	BRDG	2026		BRIP	1,156,126				1,156,126													1,156,126	7/16/2026 E	
Franklin	8	3011	0	87447	Stoney Battery Rd Bridge	P	BRDG	2031										185	150,000		150,000							150,000		
Franklin	8	3011	0	87447	Stoney Battery Rd Bridge	+C	BRDG	2033														STP	1,776,500				1,776,500	1,776,500	1/1/2034 E	
Franklin	8	3011	0	101403	Stoney Battery Rd Bridge	P	BRDG	2031										185	150,000		150,000							150,000		
Franklin	8	3011	0	101403	Stoney Battery Rd Bridge	C	BRDG	2033																581	90,000	90,000	90,000	1/1/2034 E		
Franklin	8	3012	027	90969	Social Island Road Bridge-C	+C	BRDG	2028		BOF	861,080				861,080													861,080	12/10/2026 E	
Franklin	8	3012	027	90969	Social Island Road Bridge-C	+C	BRDG	2028		STP	874,455				874,455													874,455	12/10/2026 E	
Franklin	8	3012	034	91343	Social Island Road Bridge 2-C	C	BRDG	2028				581	129,970		129,970													129,970	12/10/2026 E	
Franklin	8	3012	034	91343	Social Island Road Bridge 2-C	C	BRDG	2028				185	818,825		818,825													818,825	12/10/2026 E	
Franklin	8	3014	013	117143	Hykes Rd over I-81	+F	BRDG	2025		BOF	275,000				275,000													275,000		
Franklin	8	3014	013	117143	Hykes Rd over I-81	R	BRDG	2026				185	45,000		45,000													45,000		
Franklin	8	3014	013	117143	Hykes Rd over I-81	+C	BRDG	2029		BRIP	2,967,874				2,967,874														2,967,874	1/1/2026 E
Franklin	8	3014	013	117143	Hykes Rd over I-81	+C	BRDG	2029		STP	642,416				642,416	BRIP	1,159,720				1,159,720							1,802,136	1/1/2026 E	
Franklin	8	3014	013	117143	Hykes Rd over I-81	+C	BRDG	2029		BOF	1,611,473				1,611,473	BOF	195,731				195,731							1,807,204	1/1/2026 E	
Franklin	8	3017	035	116962	Rockdale Rd ov Trib to Back Cr	F	BRDG	2025				185	250,000		250,000													250,000		
Franklin	8	3017	035	116962	Rockdale Rd ov Trib to Back Cr	C	BRDG	2027				185	777,162		777,162													777,162	7/30/2026 E	
Franklin	8	3026	0	100245	Mill Road over Carters Cr	P	BRDG	2031										185	150,000		150,000							150,000		
Franklin	8	3026	0	100245	Mill Road over Carters Cr	C	BRDG	2033																581	450,000	450,000	450,000	1/1/2034 E		
Franklin	8	3028	007	117141	Rolling Rd ov Tributary to Back Ck	F	BRDG	2027				185	250,000		250,000													250,000		
Franklin	8	3028	007	117141	Rolling Rd ov Tributary to Back Ck	C	BRDG	2029				185	615,000		615,000			185	209,491		209,491							824,491	7/30/2026 E	
Franklin	8	4001	0	99964	Bear Valley Rd/ Broad Run	P	BRDG	2031										581	150,000		150,000							150,000		
Franklin	8	4001	0	99964	Bear Valley Rd/ Broad Run	C	BRDG	2033																581	450,000	450,000	450,000	1/1/2034 E		
Franklin	8	4005	0	99929	Amberson Road Bridge2	P	BRDG	2031										185	150,000		150,000							150,000		
Franklin	8	4005	0	99929	Amberson Road Bridge2	C	BRDG	2033																581	307,000	307,000	307,000	1/1/2034 E		
Franklin	8	4005	0	99938	Amberson Road Bridge 3	P	BRDG	2031										185	150,000		150,000							150,000		
Franklin	8	4005	0	99938	Amberson Road Bridge 3	C	BRDG	2033																581	250,000	250,000	250,000	1/1/2034 E		
Franklin	8	4006	007	63174	Stone Bridge Road Bridge	+F	BRDG	2025		BOF	275,000				275,000													275,000		
Franklin	8	4006	007	63174	Stone Bridge Road Bridge	C	BRDG	2033																185	1,900,155	1,900,155	1,900,155	1/1/2030 E		
Franklin	8	4007	0	99942	Back Road over Dry Run	+P	BRDG	2031										BOF	150,000		150,000							150,000		
Franklin	8	4013	0	113285	Sollenberger Rd Resurf	C	HRST	2031										581	1,972,000		1,972,000							1,972,000	1/1/2030 E	
Franklin	8	4018	0	100138	Paxton Run Rd Bridge 1	+P	BRDG	2031										BOF	150,000		150,000							150,000		
Franklin	8	4018	0	100138	Paxton Run Rd Bridge 1	+C	BRDG	2033														STP	1,807,000				1,807,000	1,807,000	1/1/2034 E	
Franklin	8	4018	0	100143	Paxton Run Road Bridge 2	P	BRDG	2031										185	150,000		150,000							150,000		
Franklin	8	4018	0	100143	Paxton Run Road Bridge 2	+C	BRDG	2033														STP	1,355,000				1,355,000	1,355,000	1/1/2034 E	
Franklin	8	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+P	BRDG	2025		BOF	361,000				361,000													361,000		
Franklin	8	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+F	BRDG	2029										BOF	250,000		250,000							250,000		
Franklin	8	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+U	BRDG	2029										BOF	13,000		13,000							13,000		
Franklin	8	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+R	BRDG	2029										BOF	62,000		62,000							62,000		
Franklin	8	7203	BRG	118004	Cornertown Rd over Conococheague Creek	+C	BRDG	2031										BOF	2,011,632		2,011,632							2,011,632	1/1/2030 E	
Franklin	8	7401	BR	117072	West King St over Conococheague Ck	+F	BRDG	2026		BOF	393,927				393,927													393,927		
Franklin	8	7401	BR	117072	West King St over Conococheague Ck	+U	BRDG	2026		BOF	39,452				39,452														39,452	
Franklin	8	7401	BR	117072	West King St over Conococheague Ck	+R	BRDG	2026		BOF	45,020				45,020														45,020	
Franklin	8	7401	BR	117072	West King St over Conococheague Ck	+C	BRDG	2029		BOF	701,362				701,362	STP	1,000,000				1,000,000							1,701,362	1/1/2027 E	
Franklin	8	7401	BR	117072	West King St over Conococheague Ck	+C	BRDG	2029										BOF	794,426		794,426							794,426	1/1/2027 E	
Franklin	8	7401	BRG	117071	West King St over Falling Spring Ck	+F	BRDG	2026		BOF	393,927				393,927														393,927	
Franklin	8	7401	BRG	117071	West King St over Falling Spring Ck	+U	BRDG	2026		BOF	33,765				33,765														33,765	
Franklin	8	7401	BRG	117071	West King St over Falling Spring Ck	+R	BRDG	2026		BOF	45,020				45,020														45,020	
Franklin	8	7401	BRG	117071	West King St over Falling Spring Ck	+C	BRDG	2030		BOF	1,136,974				1,136,974	BOF	849,679				849,679							1,986,653	1/1/2027 E	
Franklin	8	7401	BRG	117071	West King St over Falling Spring Ck	+C	BRDG	2030		STP	250,000				250,000	STP	576,026				576,026							826,026	1/1/2027 E	
Totals for: Franklin											43,433,235		25,411,000																	

Appendix K
Public Transportation Program



Transit Asset Management (TAM) Narrative FY2023

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

Agency Information

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

Prepared by Emily Kelkis, Planner on 10/30/2023 for FY2023 (July 1, 2022 – June 30, 2023).

Agency Profile

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

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

Useful Life Benchmark – Revenue Vehicles

Description

SRTA directly owns and operates rolling stock that operated in the MB DO, MB PT, CB DO, CB PT, DR DO, and DR PT service groups. The separation of MB DO, MB PT and CB DO, CB PT occurred January 1, 2022. As of the end of FY2023, the agency had 545 active rolling stock assets across several vehicle type classifications as broken down in the table below.

Vehicle Type	Type Description	Assets	At/ Past ULB
AB	AB – Articulated Bus	3	3
BR	BR – Over-the-road Bus	13	5
BU	BU – Bus	105	8
CU	CU – Cutaway	365	19
MV	MV – Minivan	6	2
VN	VN – Van	53	12

Target Setting & Rationale

In accordance with the agency TAM Plan, SRTA utilizes a realistic target for rolling stock. SRTA has defined a target of 10% for 2023. The CNG transition has concluded for fixed route (MB), but remains a consideration for the commuter (CB) replacements in the next several years. Other considerations relative to CNG is the potential expansion or use for shared ride or fixed route cutaway purposes, as fueling capabilities and range of these units has improved. Within the last several years SRTA has largely replaced it's entire MB diesel fleet. However, with the COVID-19 pandemic there has been slower than usual replacement cycles for vehicles in both the lead time for new vehicles and the turn around time for disposal of retired assets.

While the expansion of demand response (DR) service has curbed slightly due to the workforce and vehicle replacement challenges, it remains a part of the delay of certain fleet group replacements. This is especially relative to the desire to right-size the demand response (DR) fleet for CDL and non-CDL purposes to improve our hiring capabilities in consideration of the reduced ridership due to COVID-19.

Progress & Challenges

As of the FY2023 report cycle, SRTA revenue assets categories, as a total of all groups, has achieved the goal of 10% at 8.99%

SRTA saw a significant improvement in the BU – Bus category from FY2021 and FY2022's reporting. Where this was previously an area of high past ULB percentage, the BU – Bus category achieved a zero (0) percent past ULB with the finalization of the fixed route (FR) heavy duty asset replacements. CPTA also saw improvement in the CU – Cutaway and VN – Van categories as

various assets past ULB have been replaced in these pools with more appropriately sized non-CDL assets per the above concerns.

The areas where there are still opportunities for improvement are in the asset categories with the lowest volume of total vehicles. While their percentages appear significant, they are a relatively low volume of the overall revenue fleet. These include the AB – Articulated Bus, BR – Over-the-road Bus, VN – Van, and MV – Minivan. Of the total fleet, these asset categories only make up seventy-five (75) of five hundred twenty-six (526), or 14.3% of the fleet. The reason for the delay in their replacement has been shortages in microchips for relevant Ford Transits, specifically for the MV and VN groups. In relation to the BR issues, SRTA is delaying the replacement of a few of these assets due to concerns over COVID-19 recovery and the potential reduction in fleet based on demand for these services. These BR assets have traditionally been used for commuter services, which have seen the most dramatic reduction in ridership activity since the first impacts of COVID-19 were felt in March 2020. SRTA anticipates the replacement delays, once resolved, and the determination as to the right-sizing of the commuter fleet will maintain these assets appropriately in line with the 10% target for all asset category groups.

Useful Life Benchmark – Non-Revenue Vehicles

Description

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

Vehicle Type	Type Description	Assets	At/Past ULB
EQP	Automobiles	20	12
EQP	Trucks and other Rubber Tire Vehicles	18	16

Target Setting & Rationale

In accordance with the agency TAM Plan, SRTA utilizes a target of 25% for equipment. This is largely because the default ULB for is eight (8) years for Automobiles, fourteen (14) years for Trucks, and fourteen (14) years for other Rubber Tire Vehicles. As SRTA does not desire to adjust default ULB during the first few years of the plan implementation it recognizes that support vehicles have historically been held for at least ten (10) years based on PennDOT’s Estimated Service Life (ESL) requirements. This would result in this class of vehicles being held at least two years beyond the default ULB in standard capital planning.

Progress & Challenges

As noted, SRTA identifies that the default ULB of Automobiles is less than the ESL as defined by PennDOT, who is the primary funding partner for these capital replacements. In accordance with that minimum, SRTA will tend to hold assets longer than ULB by two years. If consolidating all EQP, SRTA is just above the 25% aspirational target with ten (10) of thirty-eight (38) assets, or 26.3% at or past ULB. This is based on a delayed retirement of some of the sedans as replacements came in from last year. They are anticipated to be disposed in the near-term and should bring the agency into consistency with this 25% target.

Useful Life Benchmark – Facilities

Description

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

Vehicle Type	Type Description	Assets	At/Past ULB
FAC	Passenger / Parking Facilities	4	0
FAC	Administrative / Maintenance Facilities	4	1

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

Target Setting & Rationale

Facilities are measured differently in accordance with SRTA’s TAM Plan and guidance. They are measured against the Transit Economic Requirements Model (TERM) scale. Any facility falling below three (3) of five (5) is considered past ULB. At current, SRTA is fortunate in that the majority of its facilities are new or have recently undergone renovation in the last decade. At current SRTA has a realistic goal, in accordance with its TAM Plan, of 0%.

Progress & Challenges

The King Street Transfer Station has finished renovation during FY2022. This renovation was largely for improvements to safety and facility design challenges rather than meeting the TERM scale requirement. The Harrisburg Admin/Maintenance Facility was built in 1904, and has had a number of updates over the years. This facility is slated for replacement within the next several years and is anticipated to bring the facility performance to 0% past SOGR status. Continued annual assessment will be done to ensure that no unanticipated or major changes occur, but otherwise this category is achieving the realistic goal at this time.



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

As denoted in the rolling stock category, the transition to a CNG fleet, specifically among the BU – Bus vehicle type, has impacted and delayed replacement of vehicles proximate to lifecycle end and ULB. However, the majority of those assets exceeding ULB in the MB DO category have been replaced, bringing the revenue assets group closer to the 10% target. Across the board, some of the remaining difficulties in aligning with the ULB thresholds can be contributed to delays in disposal of assets relative to the COVID-19 pandemic, making sale of aged assets slower than traditionally achieved. Nonetheless, SRTA has been able to finalize disposition of these assets through public sales. Another major factor that is tied to the pandemic has been the material supply shortages in relation to both parts and asset replacements. The parts supply chain issue has created delays in repairs and slowed the agency's capabilities to add the appropriate mileages to select assets to dispose of them timely. On the other side, the significant increase in lead time from design to acceptance of new rolling stock relative to the microchip shortage, among other parts, has created replacement delays as well. Otherwise the ongoing assessment of CNG for other assets such as cutaways, etc. are ongoing factors in the replacement cycle delays. All of these items considered, SRTA has been successful in improving the percentage of fleet within the ULB and SOGR.

Operational factors include the shortage of workforce and CDL operators. This has had an impact on our fleet capacity and replacement planning, which has resulted in delayed asset retirements as well. While the desire to replace vehicles with like-size capacity to meet service need is present, the reality of the job market has caused delays as operational approaches are discussed and revised. Further, COVID-19 has added complexity to this future planning process.

Additional Information and Documentation (Optional)

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

Appendix L
Public Participation Documentation

Appendix M
Franklin County Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING

Franklin County Metropolitan Planning Organization's Procedures for 2025-2028 Transportation Improvement Program and Transportation Improvement Program Revisions

Background

This Memorandum of Understanding (MOU) between Franklin County Metropolitan Planning Organization (FCMPO) 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 2025-2028 Transportation Improvement Program (TIP). The TIP is the aggregation of FCMPO local, state, and federal funds allotted for specific projects within limits of financial constraint based on a four-year federal fiscal period. The TIP is consistent with FCMPO's Long-Range Transportation Plan (LRTP), which includes projects that go on to address safety and congestion concerns, highway/bridge maintenance projects, bicycle/pedestrian projects, and freight-related improvements.

The TIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.326](#) and recognized by PennDOT, FHWA and FTA. The TIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by state and federal statute, and is submitted to the State to contribute to the overall State Transportation Improvement Program (STIP). The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, the National Electric Vehicle Infrastructure (NEVI) Formula Program, 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 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2025 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2025 Transportation Program Financial Guidance*. These documents were both released on April 19th, 2023 and can be found on the <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2025 Guidance Documents.

TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved TIP. If the FCMPO, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the 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 FCMPO TIP. 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, FCMPO, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the Franklin County LRTP. In addition, TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the 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.

TIP revisions must correspond to the adopted provisions of FCMPO's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how the MPO will involve and engage the public and interested parties in the transportation planning process to ensure that their comments, concerns, or issues are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within a nonattainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with FCMPO to screen 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 TIP shall also be developed and approved by the FCMPO Board. The modified conformity determination should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with FCMPO's Public Participation Plan. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, FCMPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

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

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or

attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire. During LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

Franklin County MPO TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR 450](#), revisions to the 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 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 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 TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds \$2 million within the four years of the TIP.
 - Federally funded Statewide Program projects are excluded from this provision and follows the appropriate thresholds as expressed in the STIP MOU.
- 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 FCMPO;
 - Result 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 the FCMPO Board is required for *Amendments*. FCMPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the FCMPO Board meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, FCMPO/District 0-8/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, FCMPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four-year period of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective FCMPO TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded

statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and FCMPO, and should be programmed within the FCMPO TIP. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An ***Administrative Modification*** is a minor revision to the 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 TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and FCMPO. 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 utilizing August Redistribution obligation authority based upon the 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; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and FCMPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and FCMPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

Transit – Funds Related to Prior–Year Unobligated Funds

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

Fiscal Constraint

Demonstration that TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the 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 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.

TIP Financial Reporting

PennDOT will provide reports to FCMPO and FHWA no later than 30 days after the end of each quarter and each FFY. At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by FCMPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. These reports can be used by FCMPO as the basis for compiling information to meet the federal annual listing of obligated projects requirement in [23 CFR 450.334](#). Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

TIP Transportation Performance Management

In accordance with [23 CFR 450.326\(c\)](#), PennDOT and FCMPO will ensure that TIP revisions promote progress toward achievement of performance targets.

Statewide or Multi- UZA Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the FCMPO TIP if said project is located within the region.

FCMPO TIP Revision Procedures

As the FCMPO TIP is adopted, the respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how FCMPO will address all TIP revisions. **In all cases, FCMPO revision procedures will be developed under the guidance umbrella of this document.** If FCMPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the FCMPO established provisions cannot be less stringent than the statewide MOU.

This document will serve as the basis for Franklin County when addressing federally funded MPO TIP revisions.

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, 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:

Sam Cressler
Chairman
Franklin County Metropolitan Planning Organization

Date

Dean Horst
Commissioner Chair of the Board
Franklin County Metropolitan Planning Organization

Date

Mark Tobin
Program Center Director, CPDM
Center for Program Development and Management

Date

Appendix N
Franklin County Self-Certification

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

Resolution 2024-05

RESOLUTION of the Franklin County Metropolitan Planning Organization to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable federal requirements and that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

WHEREAS, 23 CFR Part 450.336 specifies that, concurrent with submittal of the proposed TIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as part of the 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, Section 134 of Title 23 USC, 49 USC 5303, and 23 CFR Part 450 set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP) and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the Transportation Improvement Program (TIP) continues to be financially constrained as required by 23 CFR Part 450.326 (j) and the Federal Transit Administration (FTA) policy on the documentation of financial capacity, published in FTA Circular 7008.1A; and

WHEREAS, the requirements of Sections 174 and 176 (c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506(c) and (d)] and 40 CFR Part 93 have been met for non-attainment and maintenance areas in the development of the Franklin County LRTP 2023 Update and the 2025-2028 Franklin County TIP; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21; 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity; The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; 23 USC Section 324, prohibiting discrimination based on gender; Section 504 of the Rehabilitation Act of 1973 (29 USC 794), the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities have been met; and

WHEREAS, the requirements of Division K, Title VI of the Infrastructure Investment and Jobs Act (IIJA - Public Law 117-58) 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 the Franklin County Metropolitan Planning Organization (MPO) certifies that its metropolitan transportation planning process is being carried out in accordance with all applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing the region's transportation plans and programs, including the FFY 2025-2028 TIP (see Exhibit 1).

I, Sam Cressler, **HEREBY CERTIFY** that I am Chairperson of the Franklin County Metropolitan Planning Organization (MPO): that the foregoing resolution was adopted, in accordance with the bylaws, by the members of said MPO at a meeting duly called and held on the 16th day of May 2024, and that said resolution is now in full force and effect.

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

Sam Cressler, Chairman

Franklin County MPO

Attest:

Steven Thomas, MPO Director

Exhibit 1

Franklin County MPO Self-Certification Documentation

Title VI Requirement

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

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

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

Public Participation Plan (PPP)

Franklin County MPO adopted its most recent Public Participation Plan on May 20, 2020 and updated the document in December 2023. A copy of this document can be obtained on the FCMPO website or by contacting the Franklin County Planning Department.

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

The Plan strives to achieve the following objectives:

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

Environmental Justice

Environmental justice seeks to ensure that no group of people bears a disproportionate share of adverse environmental effects resulting from programs, policies or activities implemented by the Franklin County MPO. The United States Department of Transportation (DOT) requires that MPOs evaluate all plans and programs for environmental justice sensitivity and evaluate public involvement activities to include outreach to low income, minority and disadvantaged populations. The following are statutes that FCMPO must abide by that protect against environmental justice inequities.

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

Disadvantaged Business Enterprises (DBE) Requirements

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

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

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

Americans with Disabilities Act (ADA) and Limited English Proficiency (LEP)

The offices of the agencies that provide staff services or assistance to the Franklin County MPO are

all ADA-compliant. All committee, subcommittee, and public meetings are held in ADA-compliant buildings. When possible, meetings are held in locations convenient to alternative transportation

modes. All meeting advertisements include a request that special needs users contact Franklin County

staff if special arrangements need to be made. An example of a newspaper advertisement can be found in Appendix G of the 2025-2028 Franklin County TIP. Franklin County's commitment to providing aid to LEP communities and strategies for public outreach are outlined through the Title VI Plan and Public Participation Plan. The Franklin County website uses Google Translate to translate the content of the website and vital documents. LEP assistance and alternative formats of publication are available through the Franklin County Planning Department after allowing for seven (7) business days for materials preparation.

Transportation Improvement Program (TIP) Financial Constraint and Capacity Requirements

The Franklin County MPO's 2025-2028 TIP was adopted on May 16, 2024. The MPO and PennDOT utilize approved Procedures for TIP Modifications, which specify the modifications that must be formally approved by the Franklin County MPO, and modifications that can be completed by administrative action of the project sponsor. For each amendment that required formal action by the MPO, and for administrative actions made by the project sponsors, a fiscal constraint chart was prepared illustrating the transfer of funds and verifying that annual funding was financially constrained. An example of a fiscal constraint chart for a TIP amendment can be found in the 2025-2028 Franklin County TIP under "Financial Plan." Similar processes and procedures were approved and will be utilized to administer the 2025-2028 TIP.

Clean Air Act

Franklin County MPO has continued to strive to meet the requirements of the Clean Air Act through effective measures, such as through the Pennsylvania Conformity Working Group and through iterative Air Quality Conformity Analysis conducted as part of the TIP and LRTP update cycles.

This document will be made available in alternate formats upon request.
Please submit requests to planning@franklincountypa.gov or call 717-261-3855.