YORK COUNTY
YCPC
PLANNING COMMISSION

28 East Market Street | York, PA 17401-1580
Phone 717.771.9870 | Fax 717.771.9511

Date: May 6, 2022

RE: York Area Metropolitan Planning Organization (YAMPO)
Draft 2023 YAMPO Transportation Improvement Program (TIP)

The York Area Metropolitan Planning Organization (YAMPO) announces the start of the public review and comment period on May 9, 2022 for the draft FFY 2023-2026 Transit and Highway Transportation Improvement Program (TIP) and draft Air Quality Conformity Analysis (AQCA) Report for York County. Additionally, the TIP update is designed to satisfy rabbittransit's public participation requirements for the Federal program of projects. YAMPO will accept comments via email to planner@ycpc.org; letter to Mike Pritchard, Chief of Transportation Planning; or phone at (717) 771-9870 until 4:00 PM on June 9, 2022.

The YAMPO Coordinating Committee intends to adopt the new TIP and AQCA report on June 23, 2022 at 9:00 AM at the York County Administrative Center – 28 E Market St, York, PA 17401.

Enclosed with this letter, you will find the complete TIP including, but not limited to the draft Air Quality Conformity Analysis Report, the Environmental Justice Review, and a map of all the candidate projects. These documents and the complete Public Participation Packet are available at http://ycpc.org/159/Transportation-Improvement-Program.

Your input into this process is necessary and invaluable. If you have specific comments, questions, or concerns about these candidate projects, or about the TIP as a whole, please feel free to forward them to me. I can be reached by U.S. Mail at the York County Planning Commission, 28 E. Market St, York PA 17402, by telephone at (717) 771-9870x1760, or by email at ccaba@ycpc.org.

Please place the enclosed document where the public may be able to view it at their leisure.

Thank you for your understanding,

Christopher Caba, Senior Transportation Planner

About the 2023-2026 Transportation Improvement Program (TIP)

What is the TIP?

The Transportation Improvement Program (TIP) proposes where projected transportation funding sources will be spent for the next four (4) years in York County, agreed upon by the York Area Metropolitan Planning Organization (YAMPO). The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, currently the Fixing America's Surface Transportation Act (FAST Act). In addition to traditional highway and bridge projects, the TIP encompasses public transit, bicycle, pedestrian, and freight-related projects.

Federal regulation requires that the TIP cover a minimum of four federal fiscal years of programming. YAMPO TIP documents demonstrate a twelve (12) year planning and programming outlook in order to provide the area with a more realistic timeframe for the advancement of TIP projects and more accurate project costs. The TIP operates on a Federal Fiscal Year (FFY) schedule that begins on a given year of October 1 then ending on September 30 the following year, and is updated every other year.

Who Recommends Projects for the TIP?

Securing a spot on the TIP is not a simple task. Although there are several ways in which a project can get on the TIP, the most typical course is PennDOT, along with individual municipalities in York County submit projects to the YAMPO. The Technical Committee goes through each project to approve, dismiss, or recommend other funding resources. The projects that are approved by the Technical Committee are then approved or dismissed by the Coordinating Committee.

Where Does the Funding Come From?

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.

The list of projects on the TIP must also be fiscally constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding must be identified.

In its simplest form, the TIP is authorization to seek funding. A project's presence on the TIP represents a critical step in the authorization of funding for a project. However, it does not represent a commitment of funds, an obligation to fund, or a grant of funds. The TIP is not a final schedule of project implementation. The timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges from six to nine months prior to the beginning of the first fiscal year (FY) of the TIP period. Projects that cannot maintain that schedule are reprogrammed to later years. The TIP does not guarantee project implementation. Unforeseen problems may arise,

such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints.

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

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

As defined by 23 USC 450.218(m), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. The term "asset management" means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

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

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	**SFY 22-23**	**SFY 23-24**	**SFY 24-25**	**SFY 25-26**	**SFY 26-27**
York	52,248,480	52,639,627	52,947,973	53,260,726	53,571,604
Statewide	578,364,000	577,210,000	594,772,000	607,039,000	639,189,000
TOTAL	**630,612,480**	**629,849,627**	**647,719,973**	**660,299,726**	**692,760,604**

How Does a Project Get on the TIP?

First, a specific transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs, analyses, and citizen complaints and inquiries. In the event a municipality requests a local project be placed onto the TIP, it will be screened through the same project selection process as project found on a state-owned road or bridge (See Project Selection Criteria). Project proposals are also generated at the county and state level in much the same way. Upon selection by the York County Planning

Commission (YCPC) staff, the new projects are brought before the YAMPO Technical and Coordinating Committees for approval.

For the 2023-2026 TIP project selection process, the projects were originally screened through the YAMPO Project Selection Criteria and YAMPO Coordinating and Technical Committees. Upon approval, the projects were selected by PennDOT to be discussed with municipalities and YCPC for further clarification and information. The issues discussed during these minutes, known as PennDOT Connects, provided insight into the candidate projects as well as other projects that may be impacted by the TIP candidate projects. Furthermore, other issues were addressed including stormwater or flooding issues, utilities, sidewalks, and more.

What Happens to a Project Once It Is on the TIP?

Once a project is on the TIP, a considerable amount of work remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that a project moves forward. The lead agency, in most cases, is the state department of transportation (DOT) which in Pennsylvania is PennDOT, or in some cases, a county or city. Highway projects typically proceed in phases (preliminary engineering, final design, utility, right of way acquisition, construction). Each phase is included in the TIP, showing funding and anticipated schedule. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles, such as environmental issues and community concerns. Tracking each project's progress is important in order to identify and resolve delays as soon as possible and to reallocate resources as necessary.

Once federal funds have been made available (termed federally "authorized" or "obligated") for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

Public Notice of Title VI Policy

It is the York Area Metropolitan Planning Organization's (YAMPO) policy to utilize its best efforts to ensure that no person shall, on the grounds of race, color, gender, age, low income, national origin, or Limited-English Proficiency (LEP) be excluded from participation in; be denied the benefits of; or be subjected to discrimination under its programs or services, as provided by Title VI of the Civil Rights Act of 1964, as amended. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint. All complaints received are documented and investigated.

CONTACT INFORMATION

For more information on the YAMPOs Title VI Program and the procedures to file a complaint, or to get information in another language, please contact:
Title VI Compliance Officer
York Area Metropolitan Planning Organization (YAMPO)
c/o York County Planning Commission
28 E Market Street
Room 301
York, PA 17401
Phone: 717-771-9870, ext.1764

After the complaint is processed, a response (if requested) will be sent to the individual filing the complaint detailing the appropriate corrective action taken.

FILING A COMPLAINT

A Complainant may file a complaint directly with the Federal Highway Administration (FHWA) or the Pennsylvania Department of Transportation by contacting the Equal Opportunity Specialist, U. S. Department of Transportation (U.S. DOT), Federal Highway Administration (FHWA) at:

- 228 Walnut Street
  Room 508
  Harrisburg, PA 17101
- The Title VI/Non-discrimination Specialist
  Pennsylvania Department of Transportation
  Bureau of Equal Opportunity-DBE/Title VI Division
  400 N Street - 5 W
  Harrisburg, PA 17120

POLICY & PROCEDURES

The purpose of the York Area Metropolitan Planning Organization (YAMPO) Title VI Compliance Policy and Complaint Procedures (PDF) is to specify the process employed by YAMPO through the York County Planning Commission (YCPC) to investigate complaints while ensuring due process for Complainants and Respondents.

Performance-Based Planning and Programming

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.

The regulations required by FHWA are related to seven (7) national goals:

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

FHWA have also created regulations, which establish final rules on performance measures to address the aforementioned goals, including:

- Fatalities and serious injuries, both number and rate per vehicle miles traveled, on all public roads;
- Pavement condition on the Interstate system and on the remainder of the National Highway System (NHS);

- Performance (system reliability) of the Interstate system and the remainder of the NHS bridge condition on the NHS;
- Bridge condition on the NHS;
- Traffic congestion;
- Freight movement on the Interstate system;
- On-road mobile source emissions.

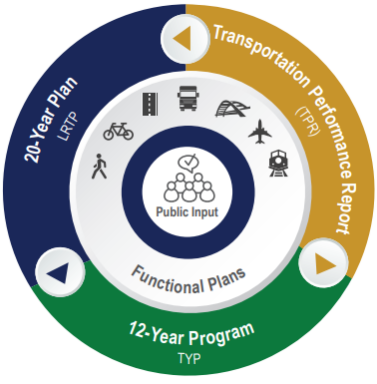
Pennsylvania continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between PennDOT, FHWA, and MPOs/RPOs at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process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

- Metropolitan Transportation Plan (MTP)
- 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
- 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 set performance measure targets that guide state and regional investment decisions. Aligning goals and performance objectives across national (FHWA) state (PennDOT) and regions (MPOs/RPOs) provide a common framework for decision-making.

Evaluating 2023-2026 STIP Performance



The Federal Fiscal Year (FFY) 2023-2026 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. Since asset management, reliability and CMAQ targets have not yet been set for the 2022-2025 performance period, the current project selection process for the FY2023-2026 TIP is highlighted and related to 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 these 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.

Highway Safety Performance Management Measures Rule (PM 1)

Highway Safety is the first national goal identified in the FAST Act and in March 2016, the FHWA Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published. Furthermore, State DOTs are tasked with reporting baseline values, targets, and progress toward achieving meeting the targets on an annual basis. In order to meet these regulations, PennDOT established Statewide Targets in August 2017. On December 2, 2021, the York MPO adopted supporting Pennsylvania's Statewide Safety Performance Measure Targets.

Per the GOYORK 2045 Metropolitan Transportation Plan (MTP), Performance Measure 1, 2, and 3 were broken down into individual year Statewide and MPO values and targets. The last two rows are meant to show how each performance measure was impacted by the projects programmed on the 2021 TIP. The same chart will be found later in the TIP for Performance Measures 2 and 3.

Background

The FHWA rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, and 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.

Data Source

Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).

2022 Safety Measures and Targets (Statewide)

Measure	Baseline (2016-2020)	Target (2018-2022)
Number of fatalities	1,140.6	**1,113.7**
Rate of fatalities per 100 million VMT	1.157	**1.205**
Number of serious injuries	4445.6	**4,490.8**
Rate of serious injuries per 100 million VMT	4.510	**4.860**
Number of non-motorized fatalities & serious injuries	761.2	**730.1**

Methods for Developing Targets

An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on a 2% annual reduction for fatalities and maintaining levels for suspected serious injuries, which was derived from the actions listed in the Strategic Highway Safety Plan (SHSP), crash data analysis and the desire to support the national initiative Toward Zero Deaths.

Progress towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and Long-Range Transportation Plans (LRTPs) 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 three key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

SHSP Emphasis Areas in Priority Order			
1. Impaired Driving	2. Seat Belt Usage	3. Improved Infrastructure	4. Speed-Aggressive Driving
5. Distracted Driving	6. Mature Driver Safety	7. Motorcycle Safety	8. Young Driver Safety
9. Safety on Local Roads	10. Pedestrian Safety	11. Improving Traffic Records	12. Truck Safety
13. Incident Response	14. Bicycle Safety	15. Safety in Work Zones	16. 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 2020 targets, the FHWA determined in March 2022 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) 2023 an amount equal to the FFY 2019 HSIP apportionment.

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.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. As of 2019, Pennsylvania did not meet the targets set forth and thus will be subject to the provisions of the federal rulemaking. This will require PennDOT to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all federally funded safety projects.

The following has helped to ensure planned Highway Safety Improvement Program (HSIP) projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- Update implementing the strategies in the 2021 Strategic Highway Safety Plan (SHSP) through a data driven safety analysis, and the utilization of low-cost safety improvements system-wide support achieving these reductions.

- The HSIP funding site provides a single point of communication for all HSIP project eligibility and funding requests. Project applications are reviewed through an approval workflow involving District and Central Office safety and planning staff.

- Projects are being planned and completed that were associated with the Intersection Safety Implementation Plan (ISIP), Roadway Departure Safety Implementation Plan (RDIP), and the Speed Management Action Plan (SMAP).

- Pennsylvania started using the PA Regionalized Safety Performance Functions (SPFs) developed for a statewide network screening of about 20,000 locations. These new evaluations will use the Highway Safety Manual (HSM)'s analysis method of Excess Expected Average Crash Frequency with Empirical Bayes (EB) adjustments also known as Potential for Safety Improvement (PSI). This method will use the calculated expected crashes for a location and subtract the Predicted crashes for that same location to produce an excess (or PSI) value. PennDOT's HSM Analysis Tool was created so the Pennsylvania regionalized SPFs can be utilized for location specific safety analysis.

Evaluation of TIP for Target Achievement:

The following will ensure that planned projects in the TIP 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 2023-2026 STIP includes $520 million of HSIP funding. The Department distributes nearly 70% 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 safety initiatives statewide. A complete listing of the HSIP projects is included in Figure 2.

- 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. Specifically, as part of PennDOT's HSIP application process, a data-driven safety analysis in the form of B/C analysis or HSM analysis is required. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1.

- The process for selecting safety projects for inclusion in the TIP 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 EDC 5 to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These efforts new strategies are incorporated into future updates to the SHSP.

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

- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many of these 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.

Statewide ($35M set aside):

Pennsylvania sets aside $35 million per FFY of HSIP funds to utilize to advance projects statewide that are evaluated and ranked based on Benefit/Cost analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvements on local roads and deliverability.

In May 2017, PennDOT Districts and Planning Partners were notified of the solicitation for FFY 2019 HSIP Set Aside Program. A data-driven safety analysis in the form of Benefit/Cost (B/C) analysis or Highway Safety Manual (HSM) analysis was strongly recommended. For the first time, evaluation criteria were weighted allowing each project to be scored and ranked. Evaluation criteria included B/C analysis, HSM analysis, fatal and injury crashes, application of systematic improvements, improvement on local roads, and deliverability. The HSIP Set Aside continues to place an emphasis on project delivery, with 80 of the applications submitted anticipated to let within the timeframe indicated in the solicitation for candidate projects.

Carryover projects previously approved were continued. New projects that meet eligibility requirements, were selected based on evaluation criteria scoring, and demonstrate a significant potential safety return for the cost, within the current available funding. Projects approved for set aside funding will remain on the HSIP SharePoint funding site as candidate applications to be considered as regional or set aside program funds become available. The HSIP set-aside projects will be continually monitored to maximize funding and project delivery. As set aside funding becomes available, additional eligible candidate projects will be advanced to maximize use of HSIP funding statewide.

York MPO

The York MPO FFY 2023-2026 TIP includes safety improvement projects that are intended to improve the performance of the roadway system relative to the five federal safety performance measures. To ensure planned HSIP projects achieve a significant reduction of traffic fatalities and serious injuries on all public roads, the York MPO did the following for the development of the FFY 2023-2026 TIP:

- Consulted with county and municipal officials;
- Reviewed crash statistics, mapping, data driven safety analysis, and prior road safety audits;
- Participated in PennDOT Connects outreach meetings;
- Participated in advisory committees for safety projects;
- Utilized PennDOT's Network Screening Tool to identify corridors and intersections to be considered as high priority for safety improvements;

- Used cost/benefit of a proposed project's alternatives to select the most efficient and effective project design.
- In addition, the York MPO reviews the before and after crash data of each project programmed with the primary purpose to enhance safety. Every project programmed since 2006 is included in the review.
- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The Department distributes nearly 70% 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 safety initiatives statewide. In the 2023-2026 YAMPO TIP, HSIP funding has been allocated to the following regional York MPO projects to help achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

PM-1 Safety Projects

MPMS #	Project	Project Description
95098	US 15 Safety Improvements	Reduction of serious Injury/Fatal Crashes; This project consists of the implementation of US Route 15 crossing study for US Route 15 in Franklin Township, York County. This project will coordinate with MPMS 106669 on the Adams TIP.
106542	HSIP Line Item	York Metropolitan Planning Organization's federal Highway Safety Improvement Program (HSIP) Reserve Line Item. These funds will be used for eligible projects on an approved list provided by the District.
114208	East Prospect Road Improvements	This project may consist of work at the intersection at East Prospect Rd (PA 124) and Freysville Rd (SR 2001) in Windsor Township, York County. The project will be evaluated for signal improvements, reconfiguration and a potential roundabout.
61326	US 30/Big Mount Road	Intersection Improvements at Route 30 and Big Mount Road in Jackson Township
114226	Hokes Mill Road Railroad Crossing	This project consists of the installation of railroad warning device on SR 182(Hokes Mill Road) north of Lemon Street in West Manchester Township, York County.
114564	York County Low Cost Signal Improvements	Safety Improvement Multiple intersections in York County along SR 3054 (Richland Ave), SR 462 (Market St), SR 3036 (S. George St), SR 3065 (N. George St, SR 30 (Arsenal Rd), and SR 181 (N. George St)
117617	PA 24 and Druck Valley Road Intersection HSM	Potentially widen lanes and shoulders, improve intersection skew angle, install systemic signing and marking improvements and improve intersection sight distance.
117526	York County Systemic Safety Improvements	Install high friction surface treatment and replace advanced warning countermeasures
117618	Windsor Road Improvements HSM	Potentially improve curve signs, widen shoulder and add shoulder rumble strips, provide HSFT on major curves, install delineators on

		curve between Valley Road and Azalea Drive and install left-turn lane into Azalea Road.
115621	**Bannister St. and Adams St. Safety Improvements**	**This project consists of Safety Improvements at the intersection of Bannister Street (SR 3048) and Adams Street with options being evaluated including flashing beacon, curb adjustments and traffic signal in West Manchester Township, York County**

The HSIP Line Item is a set-aside on the 2023 TIP to complete projects that are identified as safety projects during the FFY 2023-2026.

When collaborating to set annual targets, PennDOT will provide feedback on how the Pennsylvania as well as individual MPO/RPO regions are doing on progress towards target achievement. Furthermore, YAMPO will continue to monitor the performance via the following methods:

- Performance Measure 1 (Safety) data is provided through PennDOT's Pennsylvania Crash Information Tool (PCIT).
- Performance Measure 2 (Bridges and Pavements) data is provided in report form from PennDOT.
- Performance Measure 3 (Interstate Reliability and Air Quality) data is provided through RITIS and the American Community Survey.
- YAMPO works closely with PennDOT Central Office and Engineering District 8-0 Staff to ensure planning consistency with PennDOT's Performance Measure Targets. Engineering District 8-0 Staff are frequently consulted and included as part of ACTPO's planning program to provide guidance and insight into best practices based on PennDOT's strategy for meeting established performance measures

PennDOT will continue to include information on Safety Targets and progress towards meeting targets as part of annual safety submissions to NHTSA and FHWA. As of December 2020, FHWA had determined that Pennsylvania did not meet all their safety targets; more specifically the 2% reduction in Serious Injuries and Fatalities. Four of the five measures need to be met or significantly improved upon. FHWA will utilize 2014-2018 data as a base line period for assessing significant progress. Since the 2% reduction was not met, the new safety target, as agreed upon on at the December 5, 2019 YAMPO Coordinating Committee Meeting is now a 1% reduction.

Infrastructure (Pavement and Bridge) Performance Management Measures Rule (PM-2)

Background

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register (82 FR 5886) on January 18, 2017 and 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, the first was 2018 to 2021. This TIP includes projects that will affect the second four-year performance period of 2022 to 2025.

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) – Due October 1st 2022

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
% of Interstate pavements in Good condition	*TBD*	*TBD*	*TBD*
% of Interstate pavements in Poor condition	*TBD*	*TBD*	*TBD*
% of non-Interstate NHS pavements in Good condition	*TBD*	*TBD*	*TBD*
% of non-Interstate NHS pavements in Poor condition	*TBD*	*TBD*	*TBD*

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	*TBD*	*TBD*	*TBD*
% of NHS bridges by deck area in Poor condition	*TBD*	*TBD*	*TBD*

Methods for Developing Targets

Pennsylvania's pavement and bridge targets **will be established by October 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 will be 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 will be calculated based general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP along with planned state funded maintenance projects.

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

Previous YAMPO PM-2 Targets:

2021 Pavement Performance Measure Targets (Statewide)				
Measure	**Baseline 2017**	**2-Year (2019) Performance**	**2-year Target 2019**	**4-year Target 2021**
% of Interstate pavements in Good condition	67.2 %	71.5%	**N/A**	**60.0 %**
% of Interstate pavements in Poor condition		0.4%	N/A	**2.0 %**
% of non-Interstate NHS pavements in Good condition (State)	47.8%	**49%**	**N/A**	**N/A**
% of non-Interstate NHS pavements in Good condition (York MPO)		**37.6%**	**35%**	**33%**
% of Pavements of the Non-Interstate NHS in Poor condition (State)	15.9%	**15.2%**		
% of non-Interstate NHS pavements in Poor condition (York MPO)		**2%**	4%	**5%**
Bridge Performance Measure Targets (Statewide)				
Measure	**Baseline 2017**	**2-Year (2019) Performance**	**2-year Target 2019**	**4-year Target 2021**
% of NHS bridges by deck area in Good condition	23.7%	**27%**	**25.8%**	**26.0 %**
% of NHS bridges by deck area in Poor condition	5.1%	**5.1%**	**5.6%**	**6.0%**

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).

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program was published in the Federal Register (82 FR 5886) on January 18, 2017 and 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. Targets are established biennially for these measures as part of a four-year performance period, the first of which began in 2018. The pavement and bridge performance measures, as adopted by YAMPO, include:

- % of pavements on the Interstate System in *Good* condition;
- % of pavements on the Interstate System in *Poor* condition;
- % of Non-Interstate NHS pavements in *Good* condition;
- % of Non-Interstate NHS pavements in *Poor* condition;
- % of NHS bridge deck area classified as in *Good* condition;
- % of NHS bridge deck area classified as in *Poor* condition.

The Infrastructure Performance Management Measure rule requires PennDOT to report and manage performance of the NHS, regardless of ownership or maintenance responsibility, for the full extent of the Interstate and Non-Interstate NHS, for both pavement and bridges. Pennsylvania's pavement and bridge targets were established 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 (LLLC), and achieving national and state transportation goals.

Federal regulations require that no more than 5 percent of Pennsylvania's NHS Interstate lane miles be in Poor pavement condition. If that requirement is not met, restrictions are placed on how PennDOT can allocate federal NHPP and Surface Transportation Program (STP) funds. PennDOT's targets for NHS Interstate roadways reflect the federal regulation: no more than 5 percent of Pennsylvania's NHS Interstate pavements shall be rated in poor condition. Although FHWA has not established a minimum condition for NHS non-Interstate roadways, PennDOT has established performance targets for the non- Interstate NHS roadways.

Pavement performance measures require reporting on the following distress components:

International Roughness Index (IRI): Quantifies how rough the pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile
Cracking: Measures the percentage of pavement surface that is cracked.
Rutting: Measures the depth of ruts (surface depression) in bituminous pavement in inches.
Faulting: Quantifies the difference in elevation across transverse concrete pavement joints in inches. These distress measurements translate to a composite score of Good, Fair, or Poor. The tables below show the percentage of lane miles in both poor and good condition (baseline), as well as PennDOT's Statewide Pavement Performance Targets. These targets were formally supported and approved by the YAMPO as of February 25, 2021.

PennDOT, as part of its asset management strategy, means to maintain as many highways and bridges in a state of *Good* repair. It defines the desired state of good repair relative to meeting the FHWA minimum condition thresholds for pavement and bridges: no more than five (5) percent of NHS Interstate lane-miles shall be rated in *Poor* condition, and no more than ten (10) percent of total NHS bridge deck area shall be rated as Poor.

Methods for Developing Targets

Pennsylvania's pavement and bridge targets were established 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 (LLLC), and achieving national and state transportation goals.

Progress towards Target Achievement and Reporting

PennDOT continues to implement enterprise asset management for programming and decision-making as outlined in the TAMP. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets. Within the TAMP, PennDOT identifies the following key objectives:

- Sustain a good state of repair over the life-cycle of assets
- Achieve the lowest practical life-cycle cost for assets
- Achieve national and state goals

PennDOT's analyses pertaining to life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and targets established in the TAMP.

Interstate Project on the 2023-2026 YAMPO TIP

Type of Funds	MPMS Number	Name of Project	Funding Amount
NHPP/581	106531	I-83 Newberrytown South Resurface	$3,459,037
185	116480	I-83 over Springwood Road	$7,210,000
NFP/sNHPP	92924	North York Widening #3 (Exit 21 & 22)	$69,360,000
sNHPP	112550	North York Widening #2 (Codorus Creek Bridge)	$103,936,000
			Total: $183,965,037

Other Highway Projects on the 2023-2026 YAMPO TIP

Type of Funds	MPMS Number	Name of Project	Funding Amount
STP/STU/581	92923	Blue-Gray Highway Reconstruction	$21,160,593
NHPP	116116	Arsenal Rd. Resurface 2	$5,662,000
NHPP/STU	88951	US 30: PA74 to N. George St	$16,151,467
581	113329	Hanover Rd Resurface	$1,900,000
581	116104	Trinity Rd Resurface	$1,100,000
STP	20652	Camp Betty Washington	$8,700,000
581	108732	Red Lion Ave Resurface	$1,281,177
STU/STP	116105	Susquehanna Trl Resuf	$2,296,038
		Total	$58,251,275

PennDOT and the MPO continue to ensure the TIP and LRTP are developed and managed to support progress toward the achievement of the statewide pavement objectives and targets. At this time, MPO/RPOs have not established separate regional pavement targets.

Bridges

The FHWA final rulemaking also established performance measures for all mainline Interstate Highway System and non-Interstate NHS bridges regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. FHWA's performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS. Separate bridge-structure condition ratings are collected for deck, superstructure, and substructure components during regular inspections using the National Bridge Inventory (NBI) Standards. For culvert structures, only one condition rating is collected (the culvert rating).

A rating of 9 to 0 on the FHWA condition scale is assigned to each component. Based on its score, a component is given a good (value of 7-9), fair (5-6), or poor (0-4) condition score rating. A structure's overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is rated as poor. 23 CFR 490.411(a) requires that no more than 10 percent of a state's total NHS bridges by deck area are in poor condition. PennDOT's BOMO and Engineering Districts utilize its bridge-asset management tools and processes, which continue to be systematically expanded to analyze Pennsylvania's bridges. 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. As was done with pavement condition, statewide performance targets were adopted by the YAMPO on February 25, 2021.

Progress towards Target Achievement and Reporting:

Bridges on Interstate NHS in the 2023-2026 YAMPO TIP

Type of Funds	MPMS Number	Name of Project	Funding Amount
sNHPP	112548	Sherman St. & Eberts Lane	$12,068,000
185	116480	I-83 over Springwood Rd.	$7,210,000

Additional Bridges (Non-Interstate) on the 2023-2026 YAMPO TIP

MPMS Number	Name of Project
20963	Beaver St. Bridge BR
117739	Carlisle Rd over Wolf Run
100151	Carlisle Road Bridge
78844	York Road Bridge
78846	SR 177 over Beaver Creek
87598	Trib Bermudian Cr. Br. 2
87519	Trib Bermudian Cr. Br
100185	Main St. Bridge 4
117728	Main St over SB Codorus Creek
117673	Lewisberry Rd over Cedar Point Rd
100194	Market St Bridge 5
100196	PA462 over Kruetz Cr
117730	7 Valleys over Krebs Cr
117653	Long Level Rd over Cabin Cr
91031	Canal Road Ext Bridge
78887	SR 1013 over Conewago Cr
117717	Main St over Hartman Run
78888	Wago Rd. Bridge
87697	Springwood Rd. ov Stony Creek
117654	Locust Grove over Kreutz Cr
117655	Lucky Rd over Otter Cr
100161	Paper Mill Road Br
63121	Blue Ball Bridge
21149	Muddy Creek Bridge
78901	Old Forge Rd Bridge
91190	Century Farms Rd Br
20976	Browntown Rd Bridge
81039	Toms Run Bridge
92585	Ted Wallace Rd Bridge
91036	Red Lion Ave Bridge
117716	Franklin St over Barshinger Cr
87549	South George St Bridge
100207	George St over Tylers run
109341	Clearview Dr Bridge
109330	Rockville Rd Br
78967	SR 3016 Ov Centerville Run
117666	Toad Valley over Trout Run

MPMS Number	Name of Project
117676	Days Mill Rd ov S. Br Codorus Cr
87523	Blue Hill Rd Bridge
100136	Black Rock Rd Bridge
90631	Kopp Rd bridge
100215	Roosevelt Ave Br 1
87689	Bull Rd Br 2
90948	Creek Rd Br
81070	Harmony Grove Rd PM
117683	Moores Mnt ov Millers Run
100146	Campground Rd Bridge
117011	Alum Rock over SB Muddy Cr
106552	Furnace Road Bridge
111023	Grantham Bridge Replacement
117710	Red Mill Rd over Fishing Creek
21060	Jacobs Mill Rd over Paradise Run
117712	Woodbine Rd over Fishing Creek
117706	Forks Rd over Deer Creek
117013	Industrial Hwy over 3 Mile Run
106553	Detters Mill Rd Bridge
110280	College Ave Bridge

PennDOT and the MPOs/RPOs continue to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide pavement/bridge objectives and targets. At this time, MPO/RPOs have not established separate regional pavement or bridge targets. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a report due to FHWA by October 1, 2020. In addition, PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

- YAMPO staff works closely with PennDOT Engineering District 8-0 to ensure consistency with Performance Measure 2 targets as established by PennDOT. YAMPO will continue to work closely with District 8-0 on an ongoing basis to ensure planning and project programming is consistent with PennDOT best practices.
- Continue to monitor based on annual reports provided by PennDOT.
- For PM-2, candidate projects needed to address asset management were matched with regional needs based on the priorities established in the YAMPO LRTP. MPO staff worked with District 8-0 staff to address immediate needs and opportunities where they intersected with the LRTP.
- YAMPO continues to put out Annual Pavement and Bridge Conditions Reports to monitor PM-2 measures and targets. This report also has been expanded to include additional data for locally owned roads on the Federal Aid System, known as Local Federal Aid (LFA) roads and locally owned bridges.

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 2023 Twelve Year Program (TYP) and 2023-2026 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.

- The TAMP provides a 12-year outlook that includes the financial strategy for various work types and is a driver for the TIP, STIP and LRTP development. The TAMP projects the levels of future investment necessary to meet the asset condition targets and contrasts them with expected funding levels. This helps PennDOT to make ongoing assessments and to reevaluate data associated with its future investment decisions.

- 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.

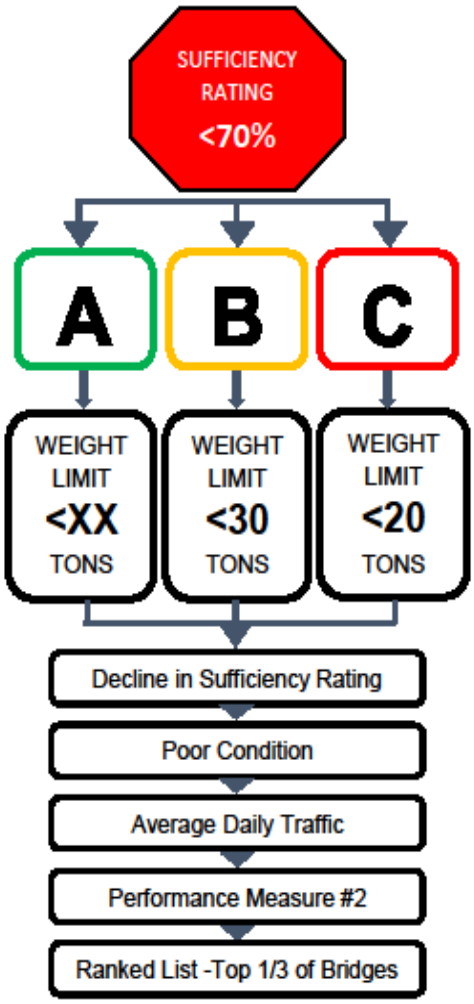
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based 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.

- In the short term, candidate projects are defined, and the proposed program is compared to Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) outputs to verify that the program is developed to the lowest practical life cycle cost. The percentages of good and poor can also be projected for evaluation of how the program may influence the national performance measures. When PAMS and BAMS are further implemented and improved, then planners can use the systems to optimize the selection of projects to achieve optimal performance within the funding constraints. Draft programs can then be analyzed in relation to the PM2 measures.

[3] The 2023 Financial Guidance can be found at: https://talkpatransportation.com/how-it-works/tip

YAMPO Bridge and Pavement Project Selection Process

In order to ensure the best projects are selected to achieve the goals set forth in the PM-2 targets, YAMPO employs the following factors for the selection of bridge and maintenance projects:



Bridge Criteria

York County Bridges (State, County, Municipal)

Absolute

Bridges must have a sufficiency rating below 70%

Bridge Prioritization Groups

Bridges in Group A are given **10 points**
Bridges in Group B are given **5 points**
Bridges in Group C are given **3 points**

Bridge Prioritization Groups & Weight Restrictions

Bridges in **Group A** that are posted for any weight restriction are given **100 Points.** This automatically makes posted A bridges the top priority.
Bridges in **Group B** that are posted for less than 30 tons are given **10 points.**
Bridges in **Group C** that are posted for less than 20 tons are given **3 points.**

Decline in Sufficiency Rating

If bridge's sufficiency rating **decreased from 2017-2019 and from 2019-2021,** the bridge is given **10 points.**
Bridges that only decreased from 2017-2019 are given **5 points.**

Poor Condition

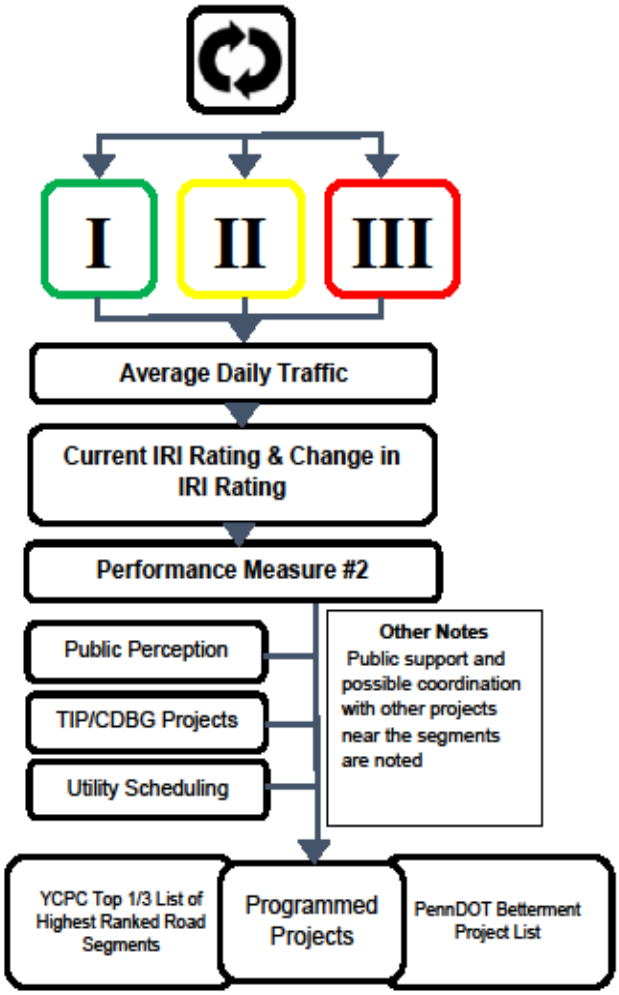
Poor Condition bridges are given **5 points.**

Average Daily Traffic (ADT)

The bridges are given a number of **points between 0 and 5** based on the ratio of the bridge's ADT to the highest ADT in the county.

FHWA Performance Measure #2

The targets set for PM #2 will be reviewed each TIP cycle; point totals may be modified for PM #2 by the Technical Committee to support targets that are currently not being met or focus areas.



Maintenance Criteria

~ 3500 Road Segments

Out of Maintenance Cycle

Road segments that are out of maintenance cycle are given a number of points **between 0 and 10** based on the number of years out-of-cycle, *compared to the most out-of-cycle segment.*

Maintenance Groups

Road segments in **Group I** are given **6 points**. Road segments in **Group II** are given **4 points**. Road segments in **Group III** are given **2 points**.

Average Daily Traffic (ADT)

Road segments are given a number of points **between 0 and 10** based on their **ADT**, *compared to the segment with the highest ADT.*

International Roughness Index (IRI) & Change in IRI

Road segments are given a number of points **between 0 and 5** based on their **current IRI** *compared to the segment with the highest IRI.*
Road segments are given a number of points **between 0 and 10** based on their **change in IRI** from the previous year's measurement, *compared to the segment with the most change.*

FHWA Performance Measure #2

The targets set for PM #2 will be reviewed each TIP cycle; point totals may be modified for PM #2 by the Technical Committee to support targets that are currently not being met or focus areas.

Coordination with PennDOT

During TIP development, PennDOT provides a list of betterment prospects. The prospective projects that are on the YCPC list are approved and funded.

System Performance Measures (PM-3)

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* was published in the Federal Register (82 FR 5970) on January 18, 2017 and became effective on May 20, 2017. This rule established six measures related to various aspects of the transportation system (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, the first was 2018 to 2021. 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 mobile source emissions measures, respectively.

Travel Time and Annual Peak Hour Excessive Delay Targets - Due October 1st 2022

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Interstate Reliability (Statewide)	*TBD*	*TBD*	*TBD*
Non-Interstate Reliability (Statewide)	*TBD*	*TBD*	*TBD*
Truck Reliability Index (Statewide)	*TBD*	*TBD*	*TBD*
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	*Philadelphia - TBD*	*TBD*	*TBD*
	Pittsburgh – TBD	*TBD*	*TBD*
	Reading	*TBD*	*TBD*
	Allentown	*TBD*	*TBD*
	Harrisburg	*TBD*	*TBD*
	York	*TBD*	*TBD*
	Lancaster	*TBD*	*TBD*

Non-SOV Travel Measure Targets

Measure	Baseline 2021	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	*Philadelphia - TBD*	*TBD*	*TBD*
	Pittsburgh – TBD	*TBD*	*TBD*

CMAQ Emission Targets

Measure	2-year Target 2023	4-year Target 2025

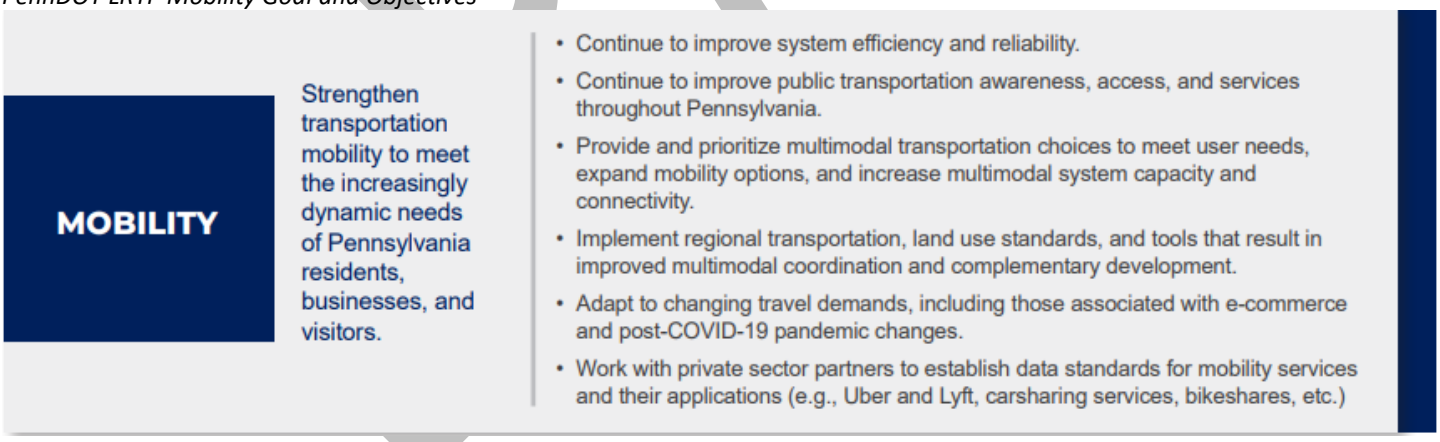
VOC Emissions (Statewide)	*TBD*	*TBD*
NOx Emissions (Statewide)	*TBD*	*TBD*
PM2.5 Emissions (Statewide)	*TBD*	*TBD*
PM10 Emissions (Statewide)	*TBD*	*TBD*
CO Emissions (Statewide)	*TBD*	*TBD*
Methods for Developing Targets		
The System Performance measure targets will be established by October 2022 in 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 continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support the improvement of the reliability and CMAQ performance measures. This future progress will be measured against the targets established for the 2022-2025 performance period. PennDOT continues to monitor the impacts of completed investments on performance measures to evaluate investment strategies. These efforts include evaluating the causes of historic reliability and delay issues, identifying freight bottlenecks, and assessing completed projects that provided the most benefits to reliability.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT's LRTP provides objectives to address mobility across the transportation system that will guide investment decisions. The federal systems performance measures will be used to assess future progress in meeting these objectives and the associated targets.

PennDOT LRTP Mobility Goal and Objectives



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 Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process

(CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to support these efforts. The 2023-2026 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 provides over $440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop robust CMAQ project selection procedures to maximize the air quality 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 PM-3 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.

Improving system mobility and the efficiency of the transportation system is imperative to the economic health of the region. The PM-3 measures that completes the set of performance measures for State DOTs and MPOs to use as required by MAP-21 and the FAST Act are used for the following:

- To evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP);
- To assess goods movement on the Interstate NHS to implement the National Highway Freight Program (NHFP);
- To measure traffic congestion and on-road mobile sources emissions on the NHS to carry out the Congestion Mitigation and Air Quality (CMAQ) program.

These three measures are divided into categories with corresponding measures including:

- Travel Time Reliability
    - Percent of Person-miles Traveled (PMT) on the Interstate System that are Reliable;
    - Percent of PMT on the Non-Interstate NHS that are Reliable;
    - Interstate System Truck TTR Index
- CMAQ Congestion
    - Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita;
    - Percent of Non-Single Occupant Vehicle (SOV) Travel
- CMAQ Emissions Reduction

- On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

Like the Safety Performance Measures (PM-1) and Infrastructure Performance Measures (PM-2), MPOs must establish targets by either agreeing to support the state targets or establishing their own quantifiable targets within 180 days after the State DOT establishes or amends their targets. The current PM-3 targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data within the CMP, Transportation System Management and Operations (TSMP), and CMAQ processes. On February 25, 2021, The YAMPO Board agreed to support the PM-2 and PM-3 targets set forth by the state of Pennsylvania for a period of two years. The targets that have been agreed upon for PM-3 are as follows..

The System Performance measure targets were developed in coordination with MPOs/RPOs within the state. Due to potential tool enhancements, limited historic information, and the need for additional research to understand the variances and factors influencing each of the performance measures, PennDOT has established conservative targets. In some respects, these may be more appropriately referred to as benchmarks. PennDOT will track the measures over the reporting period to identify trends and to support future target revisions. Note: The Peak Hour Excessive Delay and Non-SOV measures are only calculated for the urbanized areas. For the first four-year period, it is only the urbanized areas with a population over 1 million (which is Pittsburgh and Philadelphia). In the next performance period (beginning 1/1/2022), this will include urbanized areas with a population over 200,000.

However, as of November 20, 2020, PennDOT adjusted four (4) PM-3 targets. Based on PennDOT's *Mid Performance Period Progress Report* to the Federal Highway Administration (FHWA) on September 30, 2020, the report discussed the following:

- The actual performance derived from the latest data collected through the midpoint of the performance period;
- A discussion of PennDOT's progress toward achieving each established 2-year target;
- A discussion on progress of PennDOT's efforts in addressing congestion at truckfreight bottlenecks within the state;
- Adjustments to the 4-year targets for select performance measures with a discussion of the basis for the adjustment and how the revised targets support expectations in the long-range statewide transportation plan and the TAMP;
- MPO CMAQ performance plans for the Southwestern Pennsylvania Commission (SPC), Delaware Valley Regional Planning Commission (DVRPC) and Lancaster Metropolitan Planning Organization (MPO)s.

The four PM-3 measures that were adjusted are as follows:

Measure	Original Target	Adjusted Target	Basis for Adjustment
Interstate Reliability	89.8%	**89.5%**	In the baseline report, PennDOT's target was developed to maintain status quo for operations. Based on a review of the first three years of data, there are yearly variations in the reliability measure. PennDOT has identified impacts of construction projects on reliability while work zone traffic restrictions are in effect. PennDOT's 2021 Statewide Transportation Improvement Program (STIP) has an increased focus on interstate highways, which will result in more construction projects. Major projects, which will be underway in 2021, include the I-83 widening in Harrisburg, I-95 reconstruction in Delaware and Philadelphia Counties, the Southern Beltway interchange with I-79 near Pittsburgh, and I-81 reconstruction near Carlisle. Smaller projects like bridge rehabilitations also impact reliability when long-term lane closures are required. The target adjustment reflects a desire to maintain the status quo as planned in the baseline report while taking into account year-to- year variability with a multitude of construction

			scenarios. Other congestion management techniques to improve reliability will need to be planned and are beyond the timeframe of the 4-year target for this performance period.
Truck Travel Time Index	1.34	**1.40**	The impacts of construction work zones on the freight reliability measure cannot be mitigated prior to the 2021 construction season. PennDOT will continue to monitor data to develop appropriate mitigation strategies to improve freight reliability in future performance periods. The 4-year target is intended to account for anticipated construction projects, which will impact 2021 performance and unknown freight impacts due to the COVID-19 pandemic.
CMAQ PM_{10} Emissions	17.47	**0.00**	The original target was set assuming PM10 benefits of CMAQ projects across the entire SPC region. The target should only be for the actual nonattainment/maintenance area, which just includes Liberty Clairton. No CMAQ projects are anticipated in this area over the 4-year performance period. The statewide target was adjusted to zero.
CMAQ CO Emissions	1135.40	**250.00**	The DVRPC region is now in attainment for CO and no longer requires a target. As such, the statewide number is adjusted only to reflect the SPC area.

Previous 2021 TIP Performance Measure Targets (PM-3)

Travel Time and Annual Peak Hour Excessive Delay Targets			
Measure	**Baseline 2017**	**2-year Target 2019**	**4-year Target 2021**
Interstate Reliability (Statewide)	89.8 %	**89.8 %**	**89.8 %**
Non-Interstate Reliability (Statewide)	87.4 %	N/A	**87.4 %**
Truck Reliability Index (Statewide)	1.34	**1.34**	**1.34**
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	DVRPC - 16.8	N/A	**17.2**
	SPC - 11.1	N/A	**11.8**
Non-SOV Travel Measure Targets			
Measure	**Baseline 2017**	**2-year Target 2019**	**4-year Target 2021**
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	DVRPC - 27.9 %	**28.0 %**	**28.1 %**
	SPC - 24.8 %	**24.6%**	**24.4 %**
CMAQ Emission Targets			
Measure		**2-year Target 2019**	**4-year Target 2021**
VOC Emissions (Statewide)		**109.460**	**201.730**
NOx Emissions (Statewide)		**337.700**	**612.820**
PM2.5 Emissions (Statewide)		**10.760**	**20.490**
PM10 Emissions (Statewide)		**9.540**	**17.470**
CO Emissions (Statewide)		**567.700**	**1135.400**

Previous PM-3 Target Setting Notes:

The following measures calculate the targets set forth in Figures 5 and 6.

Reliability Measures:

- Targets set equivalent to 2017 baseline values
- Limited historic data to understand trends of reliability measures.

• More research and data monitoring identifying trends and project impacts on measure.

• Reassessment at mid-term period.

Delay Measure:

• Historical Vehicle Miles Travel (VM T) and INRIX GPS data suggest increasing delay trends.

• MPO travel models in each region indicate potential increases to VMT and delay.

• Combination of MPO staff input, travel model forecasts, VMT and vehicle registration trends, and forecast economy information used to establish higher delay targets at this time.

• Reassessment at mid-term period.

Non-SOV Travel Measure:

• Non-SOV Travel trends based on ACS survey data are relatively constant over the last 5 years.

• DVRPC trend indicates slightly increasing Non-SOV percentage.

• SPC trend indicates slightly decreasing Non -SOV percentage.

• Reassessment at midterm.

Emission Measures:

• Targets based on reported emissions in FHWA's CMAQ annual database.

• Targets are very difficult to anticipate as CMAQ-funded projects can produce a wide range of benefits.

• 4-year historical benefits for new CMAQ projects averaged to support target setting.

• Many projects are expected to provide less emissions benefit in the future due to fleet turnover.

• Historical average CMAQ benefits by MPO adjusted to reflect cleaner fleet in future years.

Progress towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs continue efforts to ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward the achievement of the statewide system performance targets. At this time, MPO/RPOs have not established separate regional reliability targets. Regional targets are required for the Congestion Mitigation and Air Quality (CMAQ) delay and emissions measures per the applicability requirements of the federal performance measure rule. States are permitted to adjust their 4-year targets at the midterm of the performance period, representing data through 2019 in a report due to FHWA by October 1, 2020. PennDOT is planning to revise the system performance targets based on new data processing methodologies and will coordinate any updates to the performance measures with the MPOs/RPOs.

PennDOT remains committed to expand and improve system mobility and integrate modal connections despite the large percentage of funding dedicated to infrastructure repair and maintenance. PennDOT's LRTP provides system performance objectives that guide investment decisions. These objectives are measured using multiple performance metrics including the federal systems performance measures.

• Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficiently and trip predictability

• Increase access to jobs, labor, and transportation choices in urban, suburban and rural communities

• Support communities through appropriate and equitable transportation modal options and investments

• Improve first and last mile intermodal access and connections

CMAQ Candidate Projects (CAQ)	2023	2024	2025	2026	Total
Congestion Mitigation Implementation	$819,438	$1,512,204			$2,331,642
Rabbit Transit Employment Access	$112,320	$112,320	$112,320		$336,960
SRTP Rideshare Program	$299,242	$304,476	$309,313	$314,225	$1,227,256
York Bike Share	$110,000	$110,000			$220,000
CMP Signal Timing	$500,000	$500,000	$209,000	$209,000	$1,418,000
rabbitransit Bus Replacement		$1,700,000	$1,281,979	$662,553	$3,644,532
York Service Patrol	$600,000				$600,000
Church Rd/Sus. Trail WB Widen	$464,000		$1,093,270	$360,000	$1,917,270
Main St. and East George St.	$475,000		$1,503,118	$1,105,456	$3,083,574
Canal Rd and Bull Rd	$361,000	$160,000			$521,000
Exit 24 SB Off Ramp Widening	$550,000			$1,970,766	$2,520,766
Total Funding Allocated	$3,471,562	$2,886,796	$4,509,000	$4,622,000	$15,489,358

YAMPO TIP:

• YAMPO will continue to work with PennDOT Central Office and Engineering District 8-0 and review progress towards achieving the established Statewide Performance Measure Targets on an ongoing basis. This will ensure a continuing, comprehensive, and coordinated approach towards meeting the Performance Measure Targets.

• Federal and State Guidance for achieving established Performance Measure Targets will be considered and integrated into YAMPO planning program.

• YAMPO will use safety and available performance measure data in evaluating and updating its congestion management process plan.

• YAMPO will continue to utilize a toolbox of congestion mitigation strategies to meet PM-3 targets per the YAMPO Congestion Mitigation Process Report. A "Toolbox" of mitigation strategies was assembled that includes all strategies that could be used to address both recurring and non-recurring congestion. The mitigation strategies in the "Toolbox" include measures utilizing all modes of transportation, as well as ways to encourage efficient patterns of land use and development. In many cases, multiple mitigation strategies will be applied in an attempt to reduce/eliminate congested roadways.

YAMPO Congestion Mitigation Strategies

Mitigation Strategies Toolbox

Growth Management

Land Use Policies /Regulations

Encourage efficient patterns of commercial or residential development in defined growth areas. Specific land use policies and/or regulations that could significantly decrease both the total number of trips and overall trip lengths, as well as making transit use, bicycling and walking more viable include, but are not limited to the following:

- Encourage development in existing communities
- Discourage development outside of designated growth areas
- Promote higher density and mixed uses in proximity to existing or planned transit service
- Establish a policy for new and existing subdivisions to include sidewalks, bike paths, and transit facilities where appropriate
- Develop and adopt Official Maps

Commuter Options

Commuter Services of Pennsylvania

Commuter Services of Pennsylvania is a professionally staffed organization funded by federal Congestion Mitigation & Air Quality funds. They offer free services that work to reduce traffic congestion by helping commuters find alternatives, other than driving alone, and by reaching out to employers so they can help their workforce find those options. Examples of options include:

- Rideshare Matching Services
- Carpooling and Vanpooling programs
- Employer based incentives for promoting commuting options
- Telecommuting
- Transit
- Biking and Walking programs

Improved/Expanded Commuter Bicycle Network

Include on-road facilities, pathways and greenways and connection to transit.

- **Bicycle Storage System**

  Provide safe and secure places for bicyclists to store their bicycles.

- **Improved/Expanded Pedestrian Network**

  Include sidewalks, overpasses/tunnels, pedestrian only streets, greenways, and walkways.

Alternative Modes Capital Improvements

- **Service Expansion**

  Improve service frequency and service area.

- **Traffic Signal Priority**

  Improve traffic flow for transit vehicles traveling through signalized intersections.

- **Transit Fare Reduction/Reduced Rate of Fare**

  Include system-wide reductions, peak discounts and subsidized programs.

- **Transit Information System**

  Improve in-vehicle and station information systems, by that, improving the dissemination of transit related information to the user.

Access Management

- **Land Use**

  Access Management regulations should be addressed in Subdivision/Zoning Ordinances.

- **Access Control**

  Reduction or elimination of “side street friction”, especially from driveways via traffic engineering, regulatory techniques and purchase of access rights.

- **Frontage Roads**

Auxiliary roadways which provide a separated lane or lanes for access to abutting land use along freeways and arterial roadways.

Addition of General Purpose Lanes

- **Freeway, Interstate, and Arterial Lanes**

  Increase the capacity of congested arterial roadways through additional travel lanes.

- **Truck Climbing Lanes**

  Add lanes where trucks encounter significant grades.

- **Reversible Lanes**

  Change lane directions according to peak hour traffic.

- **New/Improved Shoulders**

  To reduce driver friction, emergency pull off for vehicles, and to facilitate non-motorized modes of travel. The recommended width is eight feet, this is supported in the Long Range Transportation Plan.

Traffic Operational Improvements

- **Intersection Geometric Improvements**

  Improvements to intersection geometrics to improve overall efficiency and operation.

- **Intersection Channelization**

  Infrastructure improvements that provide physical separation or delineation of conflicting traffic movements.

- **Intersection Turn Restrictions**

  Provide intersection turn restriction (time of day) to reduce conflicts and increase overall intersection performance.

- **Truck Restrictions**

  Restrict trucks to a designated lane where practical.

Signalization Improvements

Improve signal operations through re-timing signal phases. Improve traffic signal progression along identified corridors. Expand use of Adaptive Control Systems to improve traffic flow on identified corridors.

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 Regional Operations Plans (ROPs) that integrate with the MPO Congestion Management Process (CMP) to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2023-2026 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 provides over $440 million of funding on the STIP for projects that benefit regional air quality. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ project selection procedures to maximize the air quality 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 PM-3 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.

- YAMPO will continue to work with PennDOT Central Office and Engineering District 8-0 and review progress towards achieving the established Statewide Performance Measure Targets on an ongoing basis. This will ensure a continuing, comprehensive, and coordinated approach towards meeting the Performance Measure Targets.

- Federal and State Guidance for achieving established Performance Measure Targets will be considered and integrated into YAMPO's planning programs.

- YAMPO will use safety and available performance measure data in evaluating and updating its congestion management process plan.

- Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficiently and trip predictability.

- Increase access to jobs, labor, and transportation choices in urban, suburban and rural communities.

- Support communities through appropriate and equitable transportation modal options and investments.

- Improve first and last mile intermodal access and connections.

YAMPO TIP (PM-3)

• YAMPO's GOYORK 2045 MTP has integrated the PM-3 measures into the newly adopted plan.

• Support of the Susquehanna Regional Transportation Partnership (SRTP) Commuter Services and Transportation Set Aside (formerly TAP) programs continue to be a YAMPO funding priority.

• Over $15,000,000 has been programmed for CMAQ projects on the FFY 2023 YAMPO TIP, while there is over $2,000,000 dedicated to the CMAQ line item.

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

In January 2022, the Susquehanna Regional Transportation Authority (SRTA) was formed. The responsibilities of the assets of the Cumberland-Dauphin-Harrisburg Transit Authority (aka CAT) and the Central Pennsylvania Transportation Authority (CPTA) have been contractually assigned to SRTA. Formerly, CAT was a Tier II agency and part of the PennDOT Tier II Agency Group Plan. CPTA was a Tier I agency. The SRTA is categorized as a Tier I agency, and the new TAM Plan for the combined assets now under SRTA is in the final stages of development. The SRTA will follow the same procedures followed by the CPTA with annual evaluation of current performance and target updates as needed. The data shown below was gathered during the development of the new SRTA TAM Plan for FY2020-21 from both CAT and CPTA asset data. The Current Performance and FY 2021-22 Targets are from the new SRTA TAM Plan in development.

Transit Asset Management Targets (SRTA)

Performance Measure	Asset Class	FY2020-21 Target	Current Performance	FY 2021-22 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Over-the-Road Bus (BR)	0%	0%	0%
	Bus (BU)	21.4%	2%	2%
	Articulated Bus (AB)	N/A	0%	0%
	Trolleybus (TR)	0%	N/A	N/A
	Cutaways (CU)	0.5%	30%	30%
	Van (VN)	0%	19%	19%
	Minivan (MV)	7.9%	68%	68%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ULB	Maintenance Equipment	0%	0%	**0**%
	Automobiles	37%	21%	**21**%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	0%	0%	**0**%
	Passenger Facilities	0%	50%	**50%**
	Parking Facilities	0%	0%	**0%**

Methods for Developing Targets

The SRTA will annually update performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. The SRTA 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, the SRTA will continue to apply age and mileage when making investment decisions.

Progress Towards Target Achievement and Reporting:

The SRTA TAM Plan fulfills the PBPP requirement and encourages communication with our respective MPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- Following the same process used by CPTA, the SRTA will measure current performance against established targets for the previous fiscal year annually and assess the targets.
- The SRTA will share performance data, any new targets, and/or TAM Plan updates with their local planning partners by the end of each calendar year, or earlier as decided between the partners.
- The SRTA will continue regular coordination regarding the local Transportation Improvement Program (TIP) and other planning initiatives of their local planning partners.

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. The SRTA utilizes the CPT.

Consistent with available resources and in coordination with the PennDOT BPT and PennDOT CPDM, the SRTA is responsible for submitting projects consistent with the CPT for the development of the transit portion of the local TIPs. This ensures that projects identified on the TIPs are consistent with the TAM approach the TAM plan. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

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/EUL
  - Vehicles that surpass age or mileage ULB 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
- Export CPT capital plan to DotGrants after initial approval and execution of capital grants

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

[HATS TIP and YAMPO TIP]

- *The SRTA has voting membership on both the Technical and Policy Boards of HATS and YAMPO, as well as ACTPO. The SRTA had active roles in coordinating with both HATS and YAMPO in their development processes for their Regional Transportation Plan (HATS) and Metropolitan Transportation Plan (YAMPO). The SRTA is also actively coordinating with ACTPO in the development of their Long Range Transportation Plan (LRTP) currently underway. Both HATS and YAMPO work with the SRTA to prioritize transit asset performance measure targets. The projects listed below illustrate the coordination between the SRTA and their MPO partners for rolling stock replacements.*
- *HATS and CAT TIPs – Fixed Route Bus Replacements*
  - *HATS Highway/Bridge TIP MPMS # 94636 Rolling Stock Replacement*

- *CAT Transit TIP MPMS # 102483 Transit Bus Purchase*

- *YAMPO and CPTA TIPs – Fixed Route Bus Replacement*
  - *YAMPO Highway/Bridge TIP MPMS # 112313 CPTA Replacement Buses*
  - *CPTA Transit TIP MPMS # 110665 Fixed Route Buses*

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 C.F.R. Part 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 funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients of only Section 5311 (Formula Grants for Rural Areas) or Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement.

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

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

All public transit agencies in the Commonwealth have written safety plans compliant with Part 673 as of July 20, 2021. 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. The SRTA recently completed an update to the PTASP (Jan 2022), combining the former CAT and CPTA PTASPs. The performance measures and targets will be shared with the local MPO partners with the new SRTA TAM Plan in the near future.

[HATS TIP and YAMPO TIP]

- *Projects funded on the TIPs become physical elements - on-the-ground features that maintain and improve the safety and security of the transit community, enhancing the community-at-large where we operate. These projects are generated directly in pursuit of reaching the performance measure targets.*
- *The following projects are examples of in transit safety performance measure targets investment priorities translated into TIP projects:*
  - *HATS/CAT TIP: MPMS # 102467 Safety & Security and MPMS # 102475 Comm./Intell. Trans.*
  - *YAMPO/CPTA TIP: MPMS # 116742 Shelter Replacement, MPMS # 116749 Shelter Improvements, and MPMS# 116755 Shelter Expansion*

GLOSSARY

These abbreviations and acronyms can be found in the Public Narrative.

FEDERAL FUNDING SOURCES:

BOF– Bridge Off-System

CAQ– Congestion Mitigation/Air Quality

HSIP– Highway Safety Improvement Program

NHPP– National Highway Performance Program

STP– Surface Transportation Program

SXF– Special Federal Earmarked Funds

TAP– Transportation Alternatives Set-Aside

NFP– National Highway Freight Program

STATE FUNDING SOURCES:

183– State Bridge Funds for Local Bridges

185– State Bridge Funds for State Bridges

409– Maintenance Funds from Act 89

581– State Highway Funds

LOC– Local Funds

PROJECT PHASES:

P– Preliminary Engineering

F– Final Design

U– Utility

ROW– Right of Way

C– Construction

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					
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	^ Milestones
York			87946	Bridge Reserve	C	BRDG													BRIP	811,919				811,919						
York			87946	Bridge Reserve	C	BRDG	BOF	34,994	185	1,224		36,218	BOF	383,437				383,437	BOF	233,804	185	20,099		253,903	BOF	1,103,280	185	766,481		1,869,761	
York			87952	Highway Reserve	C	HRST																			STP	1,177,081	581	3,204,000		4,381,081	
York			87952	Highway Reserve	C	TENH	STP	164,000				164,000	STP	168,000				168,000	STP	171,000				171,000							
York			87957	Congestion Mitigation Implementation	C	AIR	CAQ	819,438				819,438	CAQ	1,512,204				1,512,204													
York			87958	Delivery/Consult Assist	P	PRA			581	800,000		800,000			581	800,000		800,000			581	800,000		800,000			581	800,000		800,000	
York			87958	Delivery/Consult Assist	C	PRA			581	400,000		400,000			581	400,000		400,000			581	400,000		400,000			581	400,000		400,000	
York			87960	TAP Line Item	C	TENH	TAU	246,000				246,000	TAU	403,000				403,000	TAU	510,000				510,000	TAU	521,000				521,000	
York			88056	York STU Line Item	C	TENH	STU	97,000				97,000	STU	99,000				99,000	STU	484,858				484,858	STU	6,322,577				6,322,577	
York			102398	Implementation of I-83 Study Reserve	C	HCON							STU	639,142				639,142													
York			102398	Implementation of I-83 Study Reserve	C	HCON	STU	206,980	581	793,020		1,000,000	NHPP	972,000				972,000													
York			106542	HSIP Line Item	C	SAMI	HSIP	1,611,700				1,611,700	HSIP	1,218,000				1,218,000							HSIP	2,010,000				2,010,000	
York			107873	York Connects Assistance	P	PRA			581	50,000		50,000																		
York			113073	Rabbit Transit Employment Access	C	PT	CAQ	112,320				112,320	CAQ	112,320				112,320	CAQ	112,320				112,320							
York			115990	York Bike Share	C	SAMI	CAQ	110,000				110,000	CAQ	110,000				110,000													
York			117009	Pleasant View Rd	+C	HRST	STP	191,298				191,298	STP	600,000				600,000													1/11/24 E
York		CMP	95357	CMP Signal Timing	C	IMOD	CAQ	500,000				500,000	CAQ	500,000				500,000	CAQ	209,000				209,000	CAQ	209,000				209,000	
York		PT	95325	Rabbittransit Bus Replacment	fd C	PT							CAQ	1,700,000				1,700,000	CAQ	1,281,979				1,281,979	CAQ	662,553				662,553	
York		RSP	82376	SRTP Rideshare Program	P	IMOD	CAQ	299,242				299,242	CAQ	304,476				304,476	CAQ	309,313				309,313	CAQ	314,225				314,225	
York	15	035	95098	US 15 Crossing Study	S	HCON									581	300,000		300,000													
York	15	035	95098	US 15 Crossing Study	+P	HCON													STU	2,500,000				2,500,000							
York	15	044	92923	Blue-Gray Highway Reconstruction	+P	HCON	STP	384,000				384,000	STP	1,516,500				1,516,500	STU	3,213,093				3,213,093							6/1/23 E
York	15	044	92923	Blue-Gray Highway Reconstruction	F	HCON															581	5,923,000		5,923,000			581	2,500,000		2,500,000	
York	15	044	92923	Blue-Gray Highway Reconstruction	+U	HCON																					581	2,750,000		2,750,000	
York	15	044	92923	Blue-Gray Highway Reconstruction	+R	HCON													NHPP	2,730,000				2,730,000	NHPP	2,144,000				2,144,000	
York	24	038	117617	PA 24 and Druck Valley Rd Intersection HSM	P	SAMI	HSIP	125,000				125,000																			
York	24	038	117617	PA 24 and Druck Valley Rd Intersection HSM	F	SAMI																			HSIP	65,000				65,000	
York	24	038	117617	PA 24 and Druck Valley Rd Intersection HSM	U	SAMI																			HSIP	25,000				25,000	
York	24	038	117617	PA 24 and Druck Valley Rd Intersection HSM	R	SAMI																			HSIP	25,000				25,000	
York	24	039	117526	York County Systemic Safety Improvements	P	SAMI	HSIP	100,000				100,000																			
York	24	039	117526	York County Systemic Safety Improvements	F	SAMI							HSIP	50,000				50,000													
York	24	039	117526	York County Systemic Safety Improvements	C	SAMI							HSIP	1,750,000				1,750,000													9/12/24 E
York	30	040	61326	US 30/Big Mount Rd Safety Improvements	F	SAMI	HSIP	215,000				215,000																			
York	30	040	61326	US 30/Big Mount Rd Safety Improvements	U	SAMI	HSIP	10,300				10,300																			
York	30	040	61326	US 30/Big Mount Rd Safety Improvements	R	SAMI	HSIP	78,000				78,000																			
York	30	040	61326	US 30/Big Mount Rd Safety Improvements	C	SAMI													HSIP	1,300,000				1,300,000							1/1/25 E
York	30	095	88951	US30: PA74 to N George St	+C	HRST	NHPP	6,062,000				6,062,000	NHPP	4,751,000				4,751,000													1/2/23 E
York	30	095	88951	US30: PA74 to N George St	+C	HRST							STU	5,338,467				5,338,467													1/2/23 E
York	30	159	116116	Arsenal Rd Resurf 2	+C	HRST													NHPP	2,688,000				2,688,000	NHPP	2,974,000				2,974,000	1/1/25 E
York	74	069	100151	Carlisle Road Bridge	+C	BRDG	BRIP	3,508,000				3,508,000	BRIP	1,000,000				1,000,000													7/27/23 E
York	74	078	117739	Carlisle Rd ov Wolf Run	P	BRDG																					185	150,000		150,000	
York	83	101	117550	York Service Patrol	C	SAMI	CAQ	600,000				600,000																			11/2/23 E
York	114	034	115633	Fairview Crossroads	C	HCON			e581	1,000,000		1,000,000			e581	800,000		800,000													
York	116	049	78844	York Road Bridge	+C	BRDG	STU	1,590,814				1,590,814																			2/2/23 E
York	116	056	113329	Hanover Road Resurface	C	HRST									581	1,900,000		1,900,000													2/1/24 E
York	124	016	114208	E Prospect Rd Improvement	F	SAMI	HSIP	230,000				230,000																			
York	124	016	114208	E Prospect Rd Improvement	U	SAMI	HSIP	330,000				330,000																			
York	124	016	114208	E Prospect Rd Improvement	R	SAMI	HSIP	100,000				100,000																			
York	124	016	114208	E Prospect Rd Improvement	C	SAMI													HSIP	1,322,000				1,322,000	HSIP	973,000				973,000	12/1/25 E
York	177	007	78846	SR 177 Over Beaver Creek	+C	BRDG	STP	1,032,884				1,032,884																			8/24/23 E
York	194	022	87598	Trib Bermudian Cr Br 2	C	BRDG			185	888,500		888,500																			3/16/23 E
York	194	026	87519	Baltimore Pike ov Tributary Bermudian Cr	P	BRDG			185	150,000		150,000																			

d Discretionary **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					
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**	**^ Milestones**
York	194	026	87519	Baltimore Pike ov Tributary Bermudian Cr	F	BRDG															185	75,000		75,000							
York	194	026	87519	Baltimore Pike ov Tributary Bermudian Cr	C	BRDG																					185	601,697		601,697	1/1/26 E
York	216	023	100185	Main Street ov SB of Codorus Ck	P	BRDG															185	165,000		165,000							
York	238	012	116004	Church/ Trail WB Widen	+F	HCON	CAQ	250,000				250,000																			
York	238	012	116004	Church/ Trail WB Widen	+U	HCON	CAQ	54,000				54,000																			
York	238	012	116004	Church/ Trail WB Widen	+R	HCON	CAQ	160,000				160,000																			
York	238	012	116004	Church/ Trail WB Widen	C	HCON													CAQ	1,093,270				1,093,270	CAQ	360,000				360,000	1/1/25 E
York	382	006	117673	Lewisberry Rd over Cedar Point Run	P	BRDG															185	150,000		150,000							
York	462	056	110480	PA462 and PA624 Intersection	C	SAMI									581	2,915,000		2,915,000													4/13/23 E
York	462	059	100194	Market St ov Trib to Kruetz Ck	P	BRDG															185	150,000		150,000							
York	462	060	100196	Lincoln Highway ov Kruetz Ck	P	BRDG																					185	150,000		150,000	
York	616	011	116002	Main and E George St	+F	HCON	CAQ	320,000				320,000																			
York	616	011	116002	Main and E George St	+U	HCON	CAQ	55,000				55,000																			
York	616	011	116002	Main and E George St	+R	HCON	CAQ	100,000				100,000																			
York	616	011	116002	Main and E George St	+C	HCON													STP	420,000				420,000							1/1/25 E
York	616	011	116002	Main and E George St	+C	HCON													CAQ	1,503,118				1,503,118	CAQ	1,105,456				1,105,456	1/1/25 E
York	616	012	116104	Trinity Rd Resur	C	HRST															581	1,100,000		1,100,000							1/1/25 E
York	616	013	117730	7 Valleys ov Krebs Cr	P	BRDG																					185	150,000		150,000	
York	624	013	117653	Long Level Rd over Cabin Creek	+P	BRDG	STP	150,000				150,000																			
York	624	013	117653	Long Level Rd over Cabin Creek	+F	BRDG													STP	75,000				75,000							
York	921	013	91031	Canal Road Ext Bridge	C	BRDG			581	1,278,370		1,278,370																			
York	921	013	91031	Canal Road Ext Bridge	C	BRDG			185	778,630		778,630			185	1,869,250		1,869,250			185	73,750		73,750							
York	921	017	116001	Canal and Bull Rd	F	HCON	CAQ	361,000				361,000																			
York	921	017	116001	Canal and Bull Rd	U	HCON							CAQ	80,000				80,000													
York	921	017	116001	Canal and Bull Rd	R	HCON							CAQ	80,000				80,000													
York	921	018	117967	Maple St RRX	+C	SAMI							RRX	25,000				25,000													
York	1013	015	78887	SR 1013 over Conewago Crk	C	BRDG			581	1,499,000		1,499,000																			9/29/22 E
York	1019	010	78888	Wago Road Bridge	C	BRDG			581	2,265,000		2,265,000			581	773,500		773,500													1/26/23 E
York	1019	015	117717	Main St ov Hartman Run	P	BRDG															185	150,000		150,000							
York	2002	022	87697	Springwood Road Bridge ovr Stony Crk	C	BRDG									185	889,346		889,346			581	200,000		200,000							11/2/23 E
York	2005	004	20652	Camp Betty Washington/Haines Road Improvement	+F	BRDG	STP	750,000				750,000																			
York	2005	004	20652	Camp Betty Washington/Haines Road Improvement	+U	HRST	STP	180,000				180,000																			
York	2005	004	20652	Camp Betty Washington/Haines Road Improvement	+R	HRST	STP	686,000				686,000																			
York	2005	004	20652	Camp Betty Washington/Haines Road Improvement	+C	HCON													STP	5,275,200				5,275,200	STP	3,424,800				3,424,800	11/7/24 E
York	2013	009	117654	Locust Grove over Kreutz Creek	P	BRDG															185	150,000		150,000							
York	2018	016	117655	Lucky Rd over Otter Crk	+P	BRDG							BOF	250,000				250,000													
York	2018	016	117655	Lucky Rd over Otter Crk	+F	BRDG																			BOF	75,000				75,000	
York	2024	007	100161	Paper Mill Rd ov NB of Muddy Ck	P	BRDG																			BOF	150,000				150,000	
York	2031	017	117618	Windsor Road Improvements HSM	P	SAMI	HSIP	100,000				100,000																			
York	2031	017	117618	Windsor Road Improvements HSM	F	SAMI																			HSIP	50,000				50,000	
York	2031	017	117618	Windsor Road Improvements HSM	U	SAMI																			HSIP	25,000				25,000	
York	2031	017	117618	Windsor Road Improvements HSM	R	SAMI																			HSIP	25,000				25,000	
York	2038	003	63121	Blue Ball Road Bridge	+F	BRDG							BOF	160,000				160,000													
York	2038	003	63121	Blue Ball Road Bridge	+C	BRDG													BOF	1,073,000				1,073,000							2/22/24 E
York	2044	003	21149	Muddy Creek Forks Rd ov N Brch Muddy Ck	P	BRDG																					185	150,000		150,000	
York	2048	001	78901	Old Forge Road Bridge	+C	BRDG	BOF	896,026				896,026	BOF	19,000				19,000													11/2/23 E
York	2050	002	91190	Century Farms Rd Bridge	+C	BRDG							STP	1,891,000				1,891,000													12/7/23 E
York	2056	003	20976	Browntown Road ov Pine Run	P	BRDG															185	150,000		150,000							
York	2071	001	81039	Toms Run Bridge	+C	BRDG													BOF	682,358				682,358							1/1/25 E
York	2071	001	81039	Toms Run Bridge	+C	BRDG													BRIP	1,753,124				1,753,124							1/1/25 E
York	2073	004	92585	Ted Wallace Rd ov Toms Run	P	BRDG									185	150,000		150,000													
York	2073	004	92585	Ted Wallace Rd ov Toms Run	F	BRDG																					185	75,000		75,000	
York	2079	004	91036	Red Lion Avenue Bridge	+C	BRDG							STP	1,905,500				1,905,500													1/26/23 E
York	2079	006	108732	Red Lion Ave Resurface	C	HRST									581	1,031,177		1,031,177			581	250,000		250,000							2/1/24 E
York	2085	002	117716	Franklin St over Barshinger Ck	P	BRDG															185	150,000		150,000							

d Discretionary **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

Project Information						FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs				
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**	**^ Milestones**
York	2087	004	107325	Iron Stone Hill Rd ov EB of Codorus Ck	+P	BRDG																			BOF	150,000				150,000	
York	3001	056	100207	George St over Tylers Run	C	BRDG			185	875,000		875,000																			3/16/23 E
York	3001	061	87549	S George St ov Trib to SB of Codorus Ck	P	BRDG			185	180,871		180,871																			
York	3001	061	87549	S George St ov Trib to SB of Codorus Ck	F	BRDG															185	125,000		125,000							
York	3001	061	87549	S George St ov Trib to SB of Codorus Ck	C	BRDG																					185	500,000		500,000	1/1/26 E
York	3006	018	109341	Clearview Drive ov Trout Run	P	BRDG									185	196,303		196,303													
York	3006	018	109341	Clearview Drive ov Trout Run	F	BRDG																					185	75,000		75,000	
York	3012		21169	Rockville Rd ov Pierceville Run	+P	BRDG																			BOF	150,000				150,000	
York	3012	039	109330	Rockville Rd ov Pierceville Run	P	BRDG									185	150,000		150,000													
York	3012	039	109330	Rockville Rd ov Pierceville Run	F	BRDG																					185	75,000		75,000	
York	3016		78967	Larue Rd ov Centerville Run	P	BRDG															185	200,000		200,000							
York	3022	006	117666	Toad Valley over Trout Run	P	BRDG															185	200,000		200,000							
York	3042	002	117676	Days Mill Rd over S Br Codorus Crk	+P	BRDG							BRIP	175,000				175,000													
York	3048	001	115621	Bannister St and Adams St Safety Imp	F	SAMI	HSIP	30,000				30,000																			
York	3048	001	115621	Bannister St and Adams St Safety Imp	+C	SAMI													HSIP	485,000				485,000							12/12/24 E
York	3054	013	114564	York County Low Cost Signal Improvements	+C	SAMI	sHSIP	651,298				651,298																			9/29/22 E
York	3058	002	87523	Blue Hill Road Bridge	C	BRDG									581	463,323		463,323			581	110,000		110,000							9/29/22 E
York	3070	004	100136	Black Rock Road Bridge	C	BRDG			185	550,000		550,000																			1/11/24 E
York	3092	003	90631	Kopp Road ov Bunches Ck	P	BRDG									185	150,000		150,000													6/10/11 A
York	3092	003	90631	Kopp Road ov Bunches Ck	F	BRDG																					185	75,000		75,000	
York	4001	019	87689	Bull Road ov Little Conewago Ck	+P	BRDG	STP	300,000				300,000																			
York	4001	019	87689	Bull Road ov Little Conewago Ck	+F	BRDG													BRIP	200,000				200,000							
York	4001	019	87689	Bull Road ov Little Conewago Ck	+C	BRDG																			STP	898,882				898,882	1/1/26 E
York	4001	019	87689	Bull Road ov Little Conewago Ck	+C	BRDG																			BRIP	3,508,000				3,508,000	1/1/26 E
York	4001	024	100215	Roosevelt Ave ov Willis Run	P	BRDG																					185	230,000		230,000	
York	4005	018	116105	Susquehanna Trl Resur	+C	HRST	STU	1,160,622				1,160,622																			12/7/23 E
York	4005	018	116105	Susquehanna Trl Resur	+C	HRST	STP	1,135,416				1,135,416																			12/7/23 E
York	4012	004	90948	Creek Road Resurface	C	HRST			581	877,610		877,610			581	40,000		40,000													12/7/23 E
York	4012	005	117753	Creek Rd ov N BR Bermudian Cr	+P	BRDG																			BOF	150,000				150,000	
York	4014	008	81070	Harmony Grove Rd Br PM	+F	BRDG	BOF	165,000				165,000																			
York	4014	008	81070	Harmony Grove Rd Br PM	+C	BRDG							BRIP	660,642				660,642													1/11/24 E
York	4014	008	81070	Harmony Grove Rd Br PM	+C	BRDG							BOF	2,039,358				2,039,358													1/11/24 E
York	4026	001	115609	Chestnut Street Project	+C	TENH	TAU	243,000				243,000	TAU	97,000				97,000													1/1/24 E
York	4031	001	117683	Moores Mnt ov Millers Run	P	BRDG															185	150,000		150,000							
York	4045	002	100146	Campground Road Bridge	+F	BRDG	STP	192,000				192,000																			
York	4045	002	100146	Campground Road Bridge	C	BRDG															185	1,092,727		1,092,727							12/12/24 E
York	7209		117011	Wheat Road over SB Muddy Cr	P	BRDG													BRIP	40,642				40,642							
York	7209		117011	Wheat Road over SB Muddy Cr	P	BRDG							BOF	127,205	183	23,851	7,950	159,006	BOF	112,153	183	28,649	9,550	150,352							
York	7209		117011	Wheat Road over SB Muddy Cr	F	BRDG																			BOF	220,000	183	41,250	13,750	275,000	
York	7216	BRG	106552	Furnace Road Bridge	F	BRDG	BOF	200,000	183	37,500	12,500	250,000																			
York	7216	BRG	106552	Furnace Road Bridge	U	BRDG	BOF	12,000	183	2,250	750	15,000																			
York	7216	BRG	106552	Furnace Road Bridge	R	BRDG	BOF	8,000	183	1,500	500	10,000																			
York	7216	BRG	106552	Furnace Road Bridge	C	BRDG													STP	318,800	183	59,775	19,925	398,500	STP	555,381	183	104,134	34,711	694,226	2/15/24 E
York	7219	BRG	111023	Grantham Bridge Replacement	C	BRDG													BOF	1,117,685	183	225,000	75,000	1,417,685							12/12/24 E
York	7219	BRG	111023	Grantham Bridge Replacement	C	BRDG													BRIP	82,315				82,315							12/12/24 E
York	7220		117710	Red Mill Rd over Fishing Creek	P	BRDG							BOF	160,000	183	30,000	10,000	200,000													
York	7220		117710	Red Mill Rd over Fishing Creek	F	BRDG																			BOF	140,000	183	26,250	8,750	175,000	
York	7222	BR	20963	Beaver St ov N Brch Muddy Ck	P	BRDG	BOF	220,000	183	41,250	13,750	275,000																			
York	7222	BR	20963	Beaver St ov N Brch Muddy Ck	F	BRDG													BOF	200,000	183	37,500	12,500	250,000							
York	7222	BR	20963	Beaver St ov N Brch Muddy Ck	U	BRDG													BOF	40,000	183	7,500	2,500	50,000							
York	7222	BR	20963	Beaver St ov N Brch Muddy Ck	R	BRDG													BOF	20,000	183	3,750	1,250	25,000							
York	7222	BR	20963	Beaver St ov N Brch Muddy Ck	C	BRDG																			BOF	402,000	183	118,178	39,393	559,571	1/1/26 E
York	7222	BR	20963	Beaver St ov N Brch Muddy Ck	C	BRDG																			STP	385,856				385,856	1/1/26 E
York	7223	BRG	21060	Jacobs Mill Road over Paradise Run	P	BRDG													BRIP	160,000	183	30,000	10,000	200,000							
York	7224		117712	Woodbine Road over Fishing	P	BRDG													BRIP	200,000	183	37,500	12,500	250,000							

Project Information							FFY 2023 Costs					FFY 2024 Costs					FFY 2025 Costs					FFY 2026 Costs					
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**	**^ Milestones**
York	7226		117706	Forks Road over Deer Creek	P	BRDG													BRIP	260,000	183	48,750	16,250	325,000							
York	7227		117013	Industrial Hwy over 3 M Run	P	BRDG							BOF	340,000	183	21,250	63,750	425,000													
York	7227		117013	Industrial Hwy over 3 M Run	F	BRDG																			BOF	280,000	183	52,500	17,500	350,000	
York	7229	BRG	106553	Detters Mill Road ov Tributary to Conewago Ck	F	BRDG	STP	196,780	183	36,896	12,299	245,975																			
York	7229	BRG	106553	Detters Mill Road ov Tributary to Conewago Ck	U	BRDG	STP	5,517				5,517																			
York	7229	BRG	106553	Detters Mill Road ov Tributary to Conewago Ck	U	BRDG	BOF	24,000	183	5,534	1,845	31,379																			
York	7229	BRG	106553	Detters Mill Road ov Tributary to Conewago Ck	R	BRDG	STP	9,839	183	1,845	615	12,299																			
York	7229	BRG	106553	Detters Mill Road ov Tributary to Conewago Ck	C	BRDG																			BOF	658,720	183	123,510	41,170	823,400	1/1/26 E
York	7301	BRG	110280	College Avenue Bridge	+C	BRDG	STU	2,902,206				2,902,206																			1/11/24 E
York	7301	BRG	110280	College Avenue Bridge	+C	BRDG	STP	575,266				575,266	sSTP	2,000,000				2,000,000													1/11/24 E
York	7301	BRG	110280	College Avenue Bridge	+C	BRDG	BOF	1,918,980				1,918,980	BRIP	1,672,358				1,672,358													1/11/24 E
York	8019	003	116003	Exit 24 SB Off Ramp Widening	+F	HCON	CAQ	350,000				350,000																			
York	8019	003	116003	Exit 24 SB Off Ramp Widening	U	HCON	CAQ	50,000				50,000																			
York	8019	003	116003	Exit 24 SB Off Ramp Widening	R	HCON	CAQ	150,000				150,000																			
York	8019	003	116003	Exit 24 SB Off Ramp Widening	+C	HCON																			CAQ	1,970,766				1,970,766	1/1/25 E
				Totals for: York				**33,320,920**		**12,514,000**	**42,259**	**45,877,179**		**34,809,609**		**12,903,000**	**81,700**	**47,794,309**		**32,988,951**		**12,263,000**	**159,475**	**45,411,426**		**33,210,577**		**13,118,000**	**155,274**	**46,483,851**	**185,566,765**
				Overall Totals:				**33,320,920**		**12,514,000**	**42,259**	**45,877,179**		**34,809,609**		**12,903,000**	**81,700**	**47,794,309**		**32,988,951**		**12,263,000**	**159,475**	**45,411,426**		**33,210,577**		**13,118,000**	**155,274**	**46,483,851**	**185,566,765**

d Discretionary **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

York MPO TIP - Highway & Bridge Projects

York

PennDOT Project Id: 20652

Project Administrator: PENNDOT
Title: Camp Betty Washington/Haines Road Improvement
Improvement Type: Safety Improvement
State Route: 2005
Municipality: York (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 11/7/24

Location: State Route 2005 (Camp Betty Washington Road/Haines Road) from State Route 2002 (Springwood Road) to approximately PA 124
Springettsbury and York Townships

Project Description: This project consists of roadway widening, overlay and safety improvements on State Route 2005 (Camp Betty Washington Road/Haines Road) from SR 2002 (Springwood Road) to approximately 1500' south of SR 0124 in Springettsbury and York Townships, York County. Other proposed improvements along SR 2005 include a bridge replacement over an unnamed tributary of Mill Creek (BR 37694), potential bridge replacement over Mill Creek (BRKEY 37693), addition of an unsignalized northbound left turn lane on SR 2005 at Chestnut Hill Road, drainage, guide rail, signing and pavement marking upgrades. Additional safety improvements under evaluation along the corridor may include laying back slopes and/or trimming trees to improve sight distance, minor curve realignment and roadway slope corrections, and removal of rock outcrops or other hazardous features along key locations along the corridor.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$1616	$0	$5275	$3425	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,616	$0	$5,275	$3,425	$0	$0

Total FFY 2023-2034 Cost **$10,316**

PennDOT Project Id: 20963

Project Administrator: PENNDOT
Title: Beaver St ov N Brch Muddy Ck
Improvement Type: Bridge Replacement
State Route: 7222
Municipality: North Hopewell (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/26

Location: Beaver Street bridge over North Branch Muddy Creek
Felton Borough
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Beaver Street bridge over North Branch Muddy Creek in Felton Borough, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$220	$0	$260	$788	$0	$0
	State:	$41	$0	$50	$118	$0	$0
	Local/Other:	$14	$0	$17	$39	$0	$0
	Period Totals:	$275	$0	$327	$945	$0	$0

Total FFY 2023-2034 Cost **$1,547**

PennDOT Project Id: 20976

Project Administrator: PENNDOT
Title: Browntown Road ov Pine Run
Improvement Type: Bridge Replacement
State Route: 2056
Municipality: Chanceford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/28

Location: SR 2056 (Browntown Road) over Pine Run
Chanceford and Windsor Township

Project Description: This project may consist of a bridge rehabilitation/replacement on SR 2056 (Browntown Road) over Pine Run in Chanceford and Windsor Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$150	$0	$948	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$150	$0	$948	$0

Total FFY 2023-2034 Cost **$1,098**

York MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 21060

Project Administrator: PENNDOT
Title: Jacobs Mill Road over Paradise Run
Improvement Type: Bridge Replacement
State Route: 7223
Municipality: Paradise (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29

Location: Jacobs Mill Road over Paradise Run
Paradise Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Jacobs Mill Road over Paradise Run in Paradise Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$160	$0	$700	$0
	State:	$0	$0	$30	$0	$37	$0
	Local/Other:	$0	$0	$10	$0	$44	$0
	Period Totals:	$0	$0	$200	$0	$781	$0

Total FFY 2023-2034 Cost **$981**

PennDOT Project Id: 21149

Project Administrator: PENNDOT
Title: Muddy Creek Forks Rd ov N Brch Muddy Ck
Improvement Type: Bridge Replacement
State Route: 2044
Municipality: Lower Chanceford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/30

Location: OVER N. BR. OF MUDDY CREEK : LOWER CHANCEFORD TOWNSHIP :

Project Description: This project may consist of a bridge rehabilitation/replacement on Muddy Creek Forks Road over the North Branch of Muddy Creek in York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$1685	$0
	State:	$0	$0	$0	$150	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$150	$1,685	$0

Total FFY 2023-2034 Cost **$1,835**

PennDOT Project Id: 21169

Project Administrator: PENNDOT
Title: Rockville Rd ov Pierceville Run
Improvement Type: Bridge Rehabilitation
State Route: 3012
Municipality: Codorus (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/31

Location: Rockville Road over Pierceville Run
Cordorus Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Rockville Road over Pierceville Run in Cordorus Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$150	$75	$675
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$150	$75	$675

Total FFY 2023-2034 Cost **$900**

PennDOT Project Id: 61326

Project Administrator: PennDOT
Title: US 30/Big Mount Rd Safety Improvements
Improvement Type: Shoulder Improvement
State Route: 30

Municipality: Jackson (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/25

Location: Intersection of Route 30 and Big Mount Road in Jackson Township

Project Description: The project consists of improvement to address the safety concerns. The approve concept will include realigning the intersection; improve sight distance; and includes signage and pavement markings, but does not include a signal (not warranted) or a roundabout at this time. In addition, the realignment of the intersection should be designed to accommodate a roundabout in the future if needed in Jackson Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$303	$0	$1300	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$303	$0	$1,300	$0	$0	$0

Total FFY 2023-2034 Cost **$1,603**

PennDOT Project Id: 63121

Project Administrator: PennDOT

Title: Blue Ball Road Bridge

Improvement Type: Bridge Replacement

State Route: 2038

Municipality: East Hopewell (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/22/24

Location: SR 2038 (Blue Ball Rd) over South Branch Muddy Creek
Fawn, East Hopewell Twps

Project Description: This project consists of a bridge replacement on SR 2038 (Blue Ball Road) over South Branch of Muddy Creek in Fawn and East Hopewell Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$160	$1073	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$160	$1,073	$0	$0	$0

Total FFY 2023-2034 Cost **$1,233**

PennDOT Project Id: 78844

Project Administrator: PennDOT

Title: York Road Bridge

Improvement Type: Bridge Preservation Activities

State Route: 116

Municipality: North Codorus (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/2/23

Location: SR 116 Over Trib of Cordorus Creek
North Cordorus Twp

Project Description: This project consists of the bridge rehabilitation on PA 116 (York Road) over a Tributary to Codorus Creek in North Codorus Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$1591	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,591	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$1,591**

PennDOT Project Id: 78846

Project Administrator: PennDOT

Title: SR 177 Over Beaver Creek

Improvement Type: Bridge Rehabilitation

State Route: 177

Municipality: Warrington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/24/23

Location: SR 177 Over Beaver Creek and Pinchot Lake
Warrington Twp

Project Description: This project consists of the bridge rehabilitation on SR 177 over Beaver Creek and Pinchot Lake in Warrington Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$1033	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,033	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$1,033**

PennDOT Project Id: 78887

Project Administrator: PennDOT
Title: SR 1013 over Conewago Crk
Improvement Type: Bridge Rehabilitation
State Route: 1013
Municipality: Newberry (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 9/29/22

Location: SR 1013 over Conewago Crk
Newberry twp

Project Description: This project consists of the bridge rehabilitation on State Route 1013 over the Conewago Creek in Newberry Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$1499	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,499	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$1,499**

PennDOT Project Id: 78888

Project Administrator: PennDOT
Title: Wago Road Bridge
Improvement Type: Bridge Rehabilitation
State Route: 1019
Municipality: East Manchester (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/26/23

Location: SR 1019 Over Diversion Channel
East Manchester Twp

Project Description: This project consists of the bridge rehabilitation on State Route 1019 (Wago Road) over a Diversion Channel in East Manchester and Newberry Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$2265	$774	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$2,265	$774	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$3,039**

PennDOT Project Id: 78901

Project Administrator: PennDOT
Title: Old Forge Road Bridge
Improvement Type: Bridge Replacement
State Route: 2048
Municipality: Chanceford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 11/2/23

Location: SR 2048 (Old Forge Rd) over Branch of Muddy Creek
Chanceford Twp

Project Description: This project consists of the bridge replacement on State Route 2048 (Old Forge Road) over branch of Muddy Creek in Chanceford Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$896	$19	$0	$0	$0	$0

	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$896	$19	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$915**

PennDOT Project Id: 78967

Project Administrator: PennDOT
Improvement Type: Bridge Rehabilitation
Municipality: Codorus (TWP)
Title: Larue Rd ov Centerville Run
State Route: 3016
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/30

Location: SR 3016 Over Centerville Run
Cordorus and Springfield Townships

Project Description: This project may consist of a bridge rehabilitation/replacement on SR 3016 over Centerville Run in Cordorus and Springfield Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$200	$0	$2515	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$200	$0	$2,515	$0

Total FFY 2023-2034 Cost **$2,715**

PennDOT Project Id: 81039

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Lower Chanceford (TWP)
Title: Toms Run Bridge
State Route: 2071
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/25

Location: SR 2071-001 Toms Run Bridge
York County

Project Description: This project consists of the bridge replacement of SR 2071-001, Toms Run Bridge, in York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$2435	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$2,435	$0	$0	$0

Total FFY 2023-2034 Cost **$2,435**

PennDOT Project Id: 81070

Project Administrator: PennDOT
Improvement Type: Bridge Preservation Activities
Municipality: Dover (TWP)
Title: Harmony Grove Rd Br PM
State Route: 4014
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/11/24

Location: SR 4014, Harmony Groove Rd. over Conewago Creek. Dover and Warrington Twps.

Project Description: This project consists of the rehabilitation/replacement on SR 4014 (Harmony Grove Road) over Conewago Creek in Dover and Warrington Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$165	$2700	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$165	$2,700	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$2,865**

PennDOT Project Id: 82376

Project Administrator: PennDOT
Title: SRTP Rideshare Program
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: York MPO Area

Project Description: This item provides funding for ridesharing, vanpooling programs, and transit coordination in York County Metropolitan Planning Organization Area.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$299	$304	$309	$314	$927	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$299	$304	$309	$314	$927	$0

Total FFY 2023-2034 Cost **$2,153**

PennDOT Project Id: 87519

Project Administrator: PennDOT
Title: Baltimore Pike ov Tributary Bermudian Cr
Improvement Type: Bridge Replacement
State Route: 194
Municipality: Washington (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/26
Location: PA 194 (Baltimore Pike) over tributary to Bermudian Creek
Washington Township

Project Description: This project may consist of a bridge rehabilitation/replacement on PA 194 (Baltimore Pike) over tributary to Bermudian Creek in Washington Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$150	$0	$75	$602	$0	$554
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$150	$0	$75	$602	$0	$554

Total FFY 2023-2034 Cost **$1,381**

PennDOT Project Id: 87523

Project Administrator: PennDOT
Title: Blue Hill Road Bridge
Improvement Type: Bridge Replacement
State Route: 3058
Municipality: Manheim (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 9/29/22
Location: SR 3058 (Blue Hill Road) over Gunpowder Falls Creek
Manheim Township

Project Description: This project consists of the bridge replacement on SR 3058 (Blue Hill Road) over Gunpowder Falls Creek in Manheim Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$463	$110	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$463	$110	$0	$0	$0

Total FFY 2023-2034 Cost **$573**

PennDOT Project Id: 87549

Project Administrator: PennDOT
Title: S George St ov Trib to SB of Codorus Ck
Improvement Type: Bridge Replacement
State Route: 3001
Municipality: York (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 1/1/26

Location: SR 3001 (South George Street) over tributary to south branch of Codorus Creek
York Township

Project Description: This project may consist of a bridge rehabilitation/replacement on SR 3001 (South George Street) over tributary to south branch of Codorus Creek in York Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$181	$0	$125	$500	$0	$551
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$181	$0	$125	$500	$0	$551

Total FFY 2023-2034 Cost **$1,357**

PennDOT Project Id: 87598

Project Administrator: PennDOT **Title:** Trib Bermudian Cr Br 2

Improvement Type: Bridge Replacement **State Route:** 194

Municipality: Franklin (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 3/16/23

Location: PA 194 over a Tributary to Bermudian Creek
Franklin Township

Project Description: This project consists of the bridge replacement on PA 194 over a Tributary to Bermudian Creek in Franklin Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$889	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$889	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$889**

PennDOT Project Id: 87689

Project Administrator: PennDOT **Title:** Bull Road ov Little Conewago Ck

Improvement Type: Bridge Replacement **State Route:** 4001

Municipality: Manchester (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 1/1/26

Location: SR 4001 (Roosevelt Avenue/Bull Road) over Little Conewago Creek
Manchester and West Manchester Townships

Project Description: This project may consist of a bridge rehabilitation/replacement on State Route 4001 (Roosevelt Avenue/Bull Road) over Little Conewago Creek in Manchester and West Manchester Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$300	$0	$200	$4407	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$300	$0	$200	$4,407	$0	$0

Total FFY 2023-2034 Cost **$4,907**

PennDOT Project Id: 87697

Project Administrator: PennDOT **Title:** Springwood Road Bridge ovr Stony Crk

Improvement Type: Bridge Replacement **State Route:** 2002

Municipality: York (TWP) **Air Quality Status:** Exempt from Regional Conformity Analysis

Actual Construction Bid Date: **Estimated Construction Bid Date:** 11/2/23

Location: SR 2002 (Springwood Road) over branch of Stony Creek
York Township

Project Description: This project consists of a bridge replacement on State Route 2002 (Springwood Road) over branch of Stony Creek in York Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$889	$200	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$889	$200	$0	$0	$0

Total FFY 2023-2034 Cost **$1,089**

PennDOT Project Id: 87946

Project Administrator: PennDOT
Title: 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: York County

Project Description: This Bridge Reserve Line Item was created to provide extra funding where needed for projects in the York area that qualify for the following fund types:

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)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$35	$383	$1046	$1103	$13214	$22791
	State:	$1	$0	$20	$766	$2080	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$36	$383	$1,066	$1,869	$15,294	$22,791

Total FFY 2023-2034 Cost **$41,439**

PennDOT Project Id: 87952

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: York County

Project Description: York 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.

NHPP (National Highway Performance Program) - These projects provide support for the condition and performance of the National Highway System.
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.
581 - This is state funding for state-owned roadways and bridges.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$164	$168	$171	$1177	$0	$5449
	State:	$0	$0	$0	$3204	$22031	$145
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$164	$168	$171	$4,381	$22,031	$5,594

Total FFY 2023-2034 Cost **$32,509**

PennDOT Project Id: 87957

Project Administrator: PennDOT
Title: Congestion Mitigation Implementation
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: York County

Project Description: Congestion Mitigation and Air Quality (CMAQ) Reserve Line Item for York County. Federal CMAQ funds are eligible to use on projects that improve air quality.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$819	$1512	$0	$0	$12934	$18486
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$819	$1,512	$0	$0	$12,934	$18,486

Total FFY 2023-2034 Cost **$33,751**

PennDOT Project Id: 87958

Project Administrator: PennDOT
Title: Delivery/Consult Assist
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: York County

Project Description: Delivery/Consultant Assistance Reserve Line Item for York County. These funds are used for consultant services to aid the district in expediting delivery of projects.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$1200	$1200	$1200	$1200	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,200	$1,200	$1,200	$1,200	$0	$0

Total FFY 2023-2034 Cost **$4,800**

PennDOT Project Id: 87960

Project Administrator: PennDOT
Title: TAP Line Item
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: York County

Project Description: Transportation Alternatives Program Reserve for York County. Transportation alternatives projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, create trails projects that serve a transportation purpose, while promoting safety and mobility.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$246	$403	$510	$521	$2084	$2083
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$246	$403	$510	$521	$2,084	$2,083

Total FFY 2023-2034 Cost **$5,847**

PennDOT Project Id: 88056

Project Administrator: PennDOT
Title: York STU Line Item
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: York MPO

Project Description: Surface Transportation Block Grant - Urban (STU) Reserve Line Item for York MPO.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034

	Federal:	$97	$99	$485	$6323	$0	$3568
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$97	$99	$485	$6,323	$0	$3,568

Total FFY 2023-2034 Cost **$10,572**

PennDOT Project Id: 88951

Project Administrator: PennDOT
Title: US30: PA74 to N George St
Improvement Type: Restoration
State Route: 30
Municipality: West Manchester (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/2/23

Location: US 30 from PA 74 to George Street Manchester Township West Manchester Township, York City, York County

Project Description: This project consists of highway restoration on Lincoln Highway (US 30) from Lincoln Highway over Willis Run to George Street (PA 181) in Manchester Township, West Manchester Township, York City, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$6062	$10089	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$6,062	$10,089	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$16,151**

PennDOT Project Id: 90631

Project Administrator: PennDOT
Title: Kopp Road ov Bunches Ck
Improvement Type: Bridge Replacement
State Route: 3092
Municipality: Jackson (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27

Location: SR 3092 Kopp Road over Bunches Creek
Jackson Township

Project Description: This project may consist of a bridge rehabilitation/replacement on SR3092 Kopp Road over Bunches Creek in Jackson Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$150	$0	$75	$471	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$150	$0	$75	$471	$0

Total FFY 2023-2034 Cost **$696**

PennDOT Project Id: 90948

Project Administrator: PennDOT
Title: Creek Road Resurface
Improvement Type: Resurface
State Route: 4012
Municipality: Washington (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 12/7/23

Location: SR 4012 (Creek Rd) from PA-194 (Baltimore Pike) to Doe Run Road
Washington Township

Project Description: This project may consist of a Resurface on SR 4012 (Creek Road) from PA-194 (Baltimore Pike) to Doe Run Road in Washington Township.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$878	$40	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$878	$40	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$918**

PennDOT Project Id: 91031

Project Administrator: PennDOT
Title: Canal Road Ext Bridge
Improvement Type: Bridge Replacement
State Route: 921
Municipality: Conewago (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: PA 921 (Canal Road) over Little Conewago Creek
Manchester and Conewago Townships
Project Description: This project consists of a bridge replacement on PA 921 (Canal Road) over Little Conewago Creek in Manchester and Conewago Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$2057	$1869	$74	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$2,057	$1,869	$74	$0	$0	$0

Total FFY 2023-2034 Cost **$4,000**

PennDOT Project Id: 91036

Project Administrator: PennDOT
Title: Red Lion Avenue Bridge
Improvement Type: Bridge Replacement
State Route: 2079
Municipality: Felton (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/26/23
Location: SR 2079 (Red Lion Avenue) over Muddy Creek North Branch
Felton Borough
Project Description: This project consists of a bridge replacement on State Route 2079 (Red Lion Avenue) over Muddy Creek North Branch in Felton Borough, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$1906	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$1,906	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$1,906**

PennDOT Project Id: 91190

Project Administrator: PennDOT
Title: Century Farms Rd Bridge
Improvement Type: Bridge Replacement
State Route: 2050
Municipality: Chanceford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 12/7/23
Location: SR 2050 (Century Farms Road) over Muddy Creek
Chanceford Township
Project Description: This project consists of a bridge replacement on State Route 2050 (Century Farms Road) over Muddy Creek in Chanceford Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$1891	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$1,891	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$1,891**

PennDOT Project Id: 92585

Project Administrator: PennDOT
Title: Ted Wallace Rd ov Toms Run

York MPO TIP - Highway & Bridge Projects

Improvement Type: Bridge Replacement
State Route: 2073
Municipality: Chanceford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27
Location: SR 2073 (Ted Wallace Rd) over Toms Run
Chanceford Twp
Project Description: This project may consist of a bridge rehabilitation/replacement SR 2073 (Ted Wallace Road) bridge over Toms Run in Chanceford Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$150	$0	$75	$450	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$150	$0	$75	$450	$0

Total FFY 2023-2034 Cost **$675**

PennDOT Project Id: 92923

Project Administrator: PennDOT
Title: Blue-Gray Highway Reconstruction
Improvement Type: Reconstruct
State Route: 15
Municipality: Carroll (TWP)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 6/1/26
Location: US-15 from Range End/Golf Course Road north into Cumberland County. Carroll Twp, Dillsburg Borough and Upper Allen Twp.

Project Description: This project consists of US Route 15 reconstruction and potential widening from Range End Road/Golf Course Road north into Cumberland County. Work also includes the replacement of bridge over Yellow Breeches Creek in Carroll Township, Dillsburg Borough in York County and Upper Allen Township, Cumberland County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$384	$1517	$5943	$2144	$59283	$6758
	State:	$0	$0	$5923	$5250	$14294	$1690
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$384	$1,517	$11,866	$7,394	$73,577	$8,448

Total FFY 2023-2034 Cost **$103,186**

PennDOT Project Id: 95098

Project Administrator: PennDOT
Title: US 15 Crossing Study
Improvement Type: Transportation Study
State Route: 15
Municipality: Franklin (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29
Location: US 15 in Franklin Township, York County

Project Description: This project consists of the implementation of US Route 15 crossing study for US Route 15 in Franklin Township, York County. This project will coordinate with MPMS 106669 on the Adams TIP.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$2500	$0	$0	$7800
	State:	$0	$300	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$300	$2,500	$0	$0	$7,800

Total FFY 2023-2034 Cost **$10,600**

PennDOT Project Id: 95325

Project Administrator: PennDOT
Title: Rabbittransit Bus Replacment
Improvement Type: Transit System Improvement
State Route: 0
Municipality: York (CITY)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: Rabbittransit

York County

Project Description: Purchase bus replacements for Rabbittransit in York County.

2019: 2 vans, 5 buses.
2020: 1 bus replacement. The FFY 2020 amount of $150,000 in CMAQ and the local 20% match is the contribution for one 35' fixed route bus, which will cost $475,000 in 5339 funds.
2021: 1 bus.
2022: 1 bus.

For the 2023 TIP.

Funding will be used in coordination with MPMS # 110665 Fixed Route Buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles. Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 50101E. All vehicle replacements include the cost of the bus, security cameras and all necessary equipment. Projects occurring under this MPMS number will assist in meeting CPTAs Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

CMAQ funds will be contributed to the following years:

FFY2024: No specific vehicles will be replaced. Funds are being programmed on the TIP to for a future purchase.

FFY2025: Vehicles estimated to be eligible for replacement include three (3) hybrid fixed route buses and one (1) diesel commuter express bus. The three hybrid fixed route buses will be replaced with CNG vehicles. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$1700	$1282	$663	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$1,700	$1,282	$663	$0	$0

Total FFY 2023-2034 Cost **$3,645**

PennDOT Project Id: 95357

Project Administrator: PennDOT
Title: CMP Signal Timing
Improvement Type: Existing Signal Improvement
State Route: 0
Municipality: York (CITY)
Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:
Estimated Construction Bid Date:

Location: 15 corridors and 10 intersections
Various SR's in York County

Project Description: The project is geared to help local municipalities with traffic signal improvements through upgrades to existing signal equipment, optimizing traffic signal timing, and improved traffic signal maintenance and coordination. Improvements will be based on the annual Congestion Management Process (CMP) Report.
Penn Township-Baltimore St./Grandview Plaza Drvwy./Meadow La., Baltimore Street/ Grandview Rd., Baltimore St./Wirt Ave., Blooming Grove Rd./Grandview Rd., Grandview Rd./Black Rock Rd..
Dover Township- East Berlin Rd./South Salem Church Rd.,
Manchester Township- Church Rd./Stillmeadow Rd., Church Rd./Greenbriar Rd. (2 Ints.), North George St./Emig Rd., North George St./Aberdeen Rd./Fire Dept Drvwy., N. George St./Lightner Rd./I-83, Exit 22, SB Ramps (C & D), Susquehanna Tr./Gwen Dr./Lightner Rd., Susquehanna Tr./Heidelberg Ave., Susquehanna Tr./Stillmeadow Rd..
Newberry Township- Old Trail Road/I-83, Exit 32 NB Ramps (C & D)/Pines Rd., Old Trail Road/I-83, Exit 32 SB On and Off Ramps
West Manchester Township- West Market St./Baker Rd./Trinity Rd., Lincoln Hwy./South Salem Church Rd./Hanover Rd., West Market St./Hokes Mill Rd./Commercial Drvy.
Dillsburg Borough-Baltimore St./E. Baltimore St./Harrisburg St./E. Harrisburg St.
New Salem Borough-Main St./George St.
Wrightsville Borough-Hellam St./Cool Creek Rd./9th St.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$500	$500	$209	$209	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$500	$500	$209	$209	$0	$0

Total FFY 2023-2034 Cost **$1,418**

PennDOT Project Id: 100136

Project Administrator: PennDOT
Title: Black Rock Road Bridge
Improvement Type: Bridge Replacement
State Route: 3070
Municipality: West Manheim (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/11/24

Location: State Route 3070 (Black Rock Road) over Tributary of West Branch Codorus Creek in West Manheim Township

Project Description: This project consists of a bridge replacement on State Route 3070 (Black Rock Road) over Tributary of West Branch Codorus Creek in West Manheim Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$550	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$550	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$550**

PennDOT Project Id: 100146

Project Administrator: PennDOT
Title: Campground Road Bridge
Improvement Type: Bridge Improvement
State Route: 4045
Municipality: Carroll (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 12/12/24

Location: State Route 4045 (Campground Road) over Dogwood Run in Carroll Township

Project Description: This project may consist of a bridge repair/replacement on State Route 4045 (Campground Road) over Dogwood Run in Carroll Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$192	$0	$0	$0	$0	$0
	State:	$0	$0	$1093	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$192	$0	$1,093	$0	$0	$0

Total FFY 2023-2034 Cost **$1,285**

PennDOT Project Id: 100151

Project Administrator: PennDOT
Title: Carlisle Road Bridge
Improvement Type: Bridge Replacement
State Route: 74
Municipality: Warrington (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 7/27/23

Location: PA 74 (Carlisle Road) over Conewago Creek in Dover and Warrington Township

Project Description: This project consists of the bridge replacement on PA 74 (Carlisle Road) over Conewago Creek in Dover and Warrington Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$3508	$1000	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$3,508	$1,000	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$4,508**

PennDOT Project Id: 100161

Project Administrator: PennDOT
Title: Paper Mill Rd ov NB of Muddy Ck
Improvement Type: Bridge Preservation Activities
State Route: 2024
Municipality: Lower Chanceford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/31

Location: State Route 2024 (Paper Mill Road) over North Branch of Muddy Creek in Lower Chanceford and Peach Bottom Townships

Project Description: This project may consist of a bridge rehabilitation/replacement on State Route 2024 (Paper Mill Road) over North Branch of Muddy Creek in Lower Chanceford and Peach Bottom Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$150	$0	$1832
	State:	$0	$0	$0	$0	$75	$0

	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$150	$75	$1,832

Total FFY 2023-2034 Cost **$2,057**

PennDOT Project Id: 100185

Project Administrator: PennDOT
Title: Main Street ov SB of Codorus Ck
Improvement Type: Bridge Replacement
State Route: 216
Municipality: Glen Rock (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29

Location: PA 216 (Main Street) over a South Branch of Codorus Creek in Glen Rock Borough

Project Description: This project may consist of a bridge rehabilitation/replacement on PA 216 (Main Street) over a South Branch of Codorus Creek in Glen Rock Borough, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$1992	$0
	State:	$0	$0	$165	$0	$100	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$165	$0	$2,092	$0

Total FFY 2023-2034 Cost **$2,257**

PennDOT Project Id: 100194

Project Administrator: PennDOT
Title: Market St ov Trib to Kruetz Ck
Improvement Type: Bridge Replacement
State Route: 462
Municipality: Springettsbury (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29

Location: PA 462 (Market Street) over a Tributary to Kruetz Creek in Springettsbury Township

Project Description: This project may consist of a bridge rehabilitation/replacement on PA 462 (Market Street) over a Tributary to Kruetz Creek in Springettsbury Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$150	$0	$1486	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$150	$0	$1,486	$0

Total FFY 2023-2034 Cost **$1,636**

PennDOT Project Id: 100196

Project Administrator: PennDOT
Title: Lincoln Highway ov Kruetz Ck
Improvement Type: Bridge Replacement
State Route: 462
Municipality: Hellam (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/31

Location: PA 462 (Lincoln Highway) over Kreutz Creek in Hellam Township

Project Description: This project may consist of a bridge rehabilitation/replacement on PA 462 (Lincoln Highway) over Kreutz Creek in Hellam Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$2096
	State:	$0	$0	$0	$150	$75	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$150	$75	$2,096

Total FFY 2023-2034 Cost **$2,321**

PennDOT Project Id: 100207

Project Administrator: PennDOT
Title: George St over Tylers Run
Improvement Type: Bridge Replacement
State Route: 3001
Municipality: York (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 3/16/23
Location: State Route 3001 (George Street) over Tyler's Run in York Township

Project Description: This project consists of the bridge replacement on State Route 3001 (George Street) over Tyler's Run in York Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$875	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$875	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$875**

PennDOT Project Id: 100215

Project Administrator: PennDOT
Title: Roosevelt Ave ov Willis Run
Improvement Type: Bridge Replacement
State Route: 4001
Municipality: West Manchester (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/31
Location: State Route 4001 (Roosevelt Avenue) over Willis Run in West Manchester Township and the City of York

Project Description: This project may consist of a bridge rehabilitation/replacement on State Route 4001 (Roosevelt Avenue) over Willis Run in West Manchester Township and the City of York, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$3082
	State:	$0	$0	$0	$230	$125	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$230	$125	$3,082

Total FFY 2023-2034 Cost **$3,437**

PennDOT Project Id: 102398

Project Administrator: PennDOT
Title: Implementation of I-83 Study 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: To be determined, York County

Project Description: The projects that result will be from the I-83: Exits 24 to 28 Study (MPMS 100235) in East Manchester Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$207	$1611	$0	$0	$0	$0
	State:	$793	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,000	$1,611	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$2,611**

PennDOT Project Id: 106542

Project Administrator: PennDOT
Title: HSIP Line Item
Improvement Type: Safety Improvement
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:

Location: York County

Project Description: York Metropolitan Planning Organization's federal Highway Safety Improvement Program (HSIP) Reserve Line Item. These funds will be used for eligible projects on an approved list provided by the District.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$1612	$1218	$0	$2010	$10763	$12793
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,612	$1,218	$0	$2,010	$10,763	$12,793

Total FFY 2023-2034 Cost **$28,396**

PennDOT Project Id: 106552

Project Administrator: PennDOT
Title: Furnace Road Bridge
Improvement Type: Bridge Improvement
State Route: 7216
Municipality: Lower Windsor (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 2/15/24

Location: Furnace Road over Cabin Creek
Lower Windsor Township

Project Description: This project consists of bridge replacement on Furnace Road over Cabin Creek in Lower Windsor Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$220	$0	$319	$555	$0	$0
	State:	$42	$0	$60	$104	$0	$0
	Local/Other:	$15	$0	$20	$35	$0	$0
	Period Totals:	$277	$0	$399	$694	$0	$0

Total FFY 2023-2034 Cost **$1,370**

PennDOT Project Id: 106553

Project Administrator: PennDOT
Title: Detters Mill Road ov Tributary to Conewago Ck
Improvement Type: Bridge Replacement
State Route: 7229
Municipality: Warrington (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/26

Location: Detters Mill Road over Tributary to Conewago Creek, Warrington Township

Project Description: This project consists of the bridge repair/replacement on Detters Mill Road over Tributary to Conewago Creek in Warrington Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$237	$0	$0	$659	$0	$0
	State:	$45	$0	$0	$124	$0	$0
	Local/Other:	$15	$0	$0	$41	$0	$0
	Period Totals:	$297	$0	$0	$824	$0	$0

Total FFY 2023-2034 Cost **$1,121**

PennDOT Project Id: 107325

Project Administrator: PennDOT
Title: Iron Stone Hill Rd ov EB of Codorus Ck
Improvement Type: Bridge Rehabilitation
State Route: 2087
Municipality: York (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/31

Location: SR 2087 (Iron Stone Hill Road) over East Branch of Codorus Creek

Project Description: This project may consist of a bridge rehabilitation/replacement on SR 2087 (Iron Stone Hill Road) over East Branch of Codorus Creek, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034

	Federal:	$0	$0	$0	$150	$75	$1092
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$150	$75	$1,092

Total FFY 2023-2034 Cost **$1,317**

PennDOT Project Id: 107873

Project Administrator: PennDOT
Title: York Connects Assistance
Improvement Type: Miscellaneous
State Route: 0
Municipality:
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: York

Project Description: This item provides funds for PennDOT Connects assistance for York County with the facilitation of communication between municipalities, PennDOT, and the York County MPO.

Locations to be evaluated:

Broadway, Moulstown and Eisenhower drive;
Memory Lane and Industrial Highway;
N. George St and Emig Rd;
Main St, Seven Valleys Road and Green Valley Road

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$50	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$50	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$50**

PennDOT Project Id: 108732

Project Administrator: PennDOT
Title: Red Lion Ave Resurface
Improvement Type: Resurface
State Route: 2079
Municipality: Felton (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 2/1/24

Location: SR 2079 (Red Lion Avenue) from SR 2060 (Rippling Run Road) to Grove Road
Felton Borough and Windsor Township
York County

Project Description: Resurface SR 2079 (Red Lion Avenue) from SR 2060 (Rippling Run Road) to Grove Road in Felton Borough and Windsor Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$1031	$250	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$1,031	$250	$0	$0	$0

Total FFY 2023-2034 Cost **$1,281**

PennDOT Project Id: 109330

Project Administrator: PennDOT
Title: Rockville Rd ov Pierceville Run
Improvement Type: Bridge Replacement
State Route: 3012
Municipality: Codorus (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27

Location: SR 3012 (Rockville Road) over Pierceville Run
Codorus Township

Project Description: This project may consist of a bridge rehabilitation/replacement on SR 3012 (Rockville Road) over Pierceville Run in Codorus Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034

	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$150	$0	$75	$408	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$150	$0	$75	$408	$0

Total FFY 2023-2034 Cost **$633**

PennDOT Project Id: 109341

Project Administrator: PennDOT
Title: Clearview Drive ov Trout Run
Improvement Type: Bridge Replacement
State Route: 3006
Municipality: Shrewsbury (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27

Location: SR 3006 (Creekview Drive) over Trout Run
Shrewsbury Twp

Project Description: This project may consist of a rehabilitation/replacement for the Department Force bridge on SR 3006 (Creekview Drive) over Trout Run in Shrewsbury Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$196	$0	$75	$616	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$196	$0	$75	$616	$0

Total FFY 2023-2034 Cost **$887**

PennDOT Project Id: 110280

Project Administrator: York County
Title: College Avenue Bridge
Improvement Type: Bridge Replacement
State Route: 7301
Municipality: York (CITY)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/11/24

Location: West College Avenue over Codorus Creek
York City

Project Description: This project consists of a bridge replacement on West College Avenue over Codorus Creek in York City, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$5396	$3672	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$5,396	$3,672	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$9,068**

PennDOT Project Id: 110480

Project Administrator: PennDOT
Title: PA462 and PA624 Intersection
Improvement Type: Intersection Improvement
State Route: 462
Municipality: Wrightsville (BORO)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 4/13/23

Location: Intersection of SR 462 with SR 624 (Hellam Street), North and South Second Streets
Wrightsville Borough

Project Description: This project consists of an intersection improvement (roundabout) at SR 462 with SR 624 (Hellam Street), North and South Second Streets in Wrightsville Borough, York County. Also includes bike/pedestrian connection from the bridge/intersection to the river park and trail.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$2915	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0

	Period Totals:	$0	$2,915	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$2,915**

PennDOT Project Id: 111023

Project Administrator: PennDOT
Title: Grantham Bridge Replacement
Improvement Type: Bridge Replacement
State Route: 7219
Municipality: Monaghan (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 12/12/24
Location: North Grantham Road over Yellow Breeches Creek
Monaghan Township
Project Description: This project consists of a bridge replacement on North Grantham Road over Yellow Breeches Creek in Monaghan Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$1200	$0	$0	$0
	State:	$0	$0	$225	$0	$0	$0
	Local/Other:	$0	$0	$75	$0	$0	$0
	Period Totals:	$0	$0	$1,500	$0	$0	$0

Total FFY 2023-2034 Cost **$1,500**

PennDOT Project Id: 113073

Project Administrator: PennDOT
Title: Rabbit Transit Employment Access
Improvement Type: Transit System Improvement
State Route: 0
Municipality: York (CITY)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:
Location: York/HATS
Project Description: This project will be used in coordination with MPMS# 112974 from the HATS TIP for a demonstration project to provide access to employment centers along the I-83 corridor between York and Harrisburg beyond the current rabbittransit or CAT fixed route service areas.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$112	$112	$112	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$112	$112	$112	$0	$0	$0

Total FFY 2023-2034 Cost **$336**

PennDOT Project Id: 113329

Project Administrator: PennDOT
Title: Hanover Road Resurface
Improvement Type: Resurface
State Route: 116
Municipality: Jackson (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 2/1/24
Location: PA 116(Hanover Road) from SR 3059(Roth Church Road) to SR 3105(Abbie Road)
Jackson and West Manchester Townships, Spring Grove Borough
Project Description: This project consists of the resurface on PA 116(Hanover Road) from SR 3059 (Roth Church Road) to SR 3105(Abbie Road) in Jackson and West Manchester Townships, Spring Grove Borough, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$1900	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$1,900	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$1,900**

PennDOT Project Id: 114208

Project Administrator: PennDOT
Title: E Prospect Rd Improvement
Improvement Type: Safety Improvement
State Route: 124
Municipality: Windsor (TWP)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 12/1/25
Location: Intersection of East Prospect Rd (PA 124) and Freysville Rd (SR 2001) in Windsor Township, York County
Project Description: This project may consist of work at the intersection at East Prospect Rd (PA 124) and Freysville Rd (SR 2001) in Windsor Township, York County. The project will be evaluated for signal improvements, reconfiguration and a potential roundabout.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$660	$0	$1322	$973	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$660	$0	$1,322	$973	$0	$0

Total FFY 2023-2034 Cost **$2,955**

PennDOT Project Id: 114564

Project Administrator: PennDOT
Title: York County Low Cost Signal Improvements
Improvement Type: Safety Improvement
State Route: 3054
Municipality: York (CITY)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 9/29/22
Location: Multiple intersections in York County along SR 3054 (Richland Ave), SR 462 (Market St), SR 3036 (S. George St), SR 3065 (N. George St, SR 30 (Arsenal Rd), and SR 181 (N. George St)
Project Description: The project consists of proposed countermeasures 8" signal heads be replaced with 12" signal heads, backplates with reflectorized strips be added to all signal heads, and pedestrian countdown signals and ADA compliant pedestrian pushbuttons be installed in York County along SR 3054 (Richland Ave), SR 462 (Market St), SR 3036 (S. George St), SR 3065 (N. George St, SR 30 (Arsenal Rd), and SR 181 (N. George St) from the RSA study areas and contribute to a reduction in pedestrian crashes. 8" signal heads be replaced with 12" signal heads, backplates with reflectorized strips be added to all signal heads, and pedestrian countdown signals and ADA compliant pedestrian pushbuttons be installed.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$651	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$651	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$651**

PennDOT Project Id: 115609

Project Administrator: PennDOT
Title: Chestnut Street Project
Improvement Type: Pedestrian Facilities
State Route: 4026
Municipality: Dillsburg (BORO)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/24
Location: Chestnut street (SR 4026) from the borough line to Clemens Drive
Dillsburg Borough
York County
Project Description: This project consists of pedestrian improvements on Chestnut Street (SR 4026) from the borough line to Clemens Drive in Dillsburg Borough, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$243	$97	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$243	$97	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$340**

PennDOT Project Id: 115621

Project Administrator: PennDOT
Title: Bannister St and Adams St Safety Imp
Improvement Type: Safety Improvement
State Route: 3048

Municipality: West Manchester (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/24

Location: Intersection of SR 3048 (Bannister Street) and Adams Street
West Manchester Township
York County

Project Description: This project consists of Safety Improvements at the intersection of Bannister Street (SR 3048) and Adams Street with options being evaluated including flashing beacon, curb adjustments and traffic signal in West Manchester Township, York County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$30	$0	$485	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$30	$0	$485	$0	$0	$0

Total FFY 2023-2034 Cost **$515**

PennDOT Project Id: 115633

Project Administrator: PennDOT

Title: Fairview Crossroads

Improvement Type: Reconstruct

State Route: 114

Municipality: Fairview (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: At the intersection of Lewisberry Road (SR 114) and the I-83 South Ramp (Exit 39A)
Fairview Township
York County

Project Description: This project consists of intersection/interchange improvements at the intersection of Lewisberry Road and the I-83 South Ramp (Exit 39A) to include roundabout in Fairview Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$1000	$800	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$1,000	$800	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$1,800**

PennDOT Project Id: 115990

Project Administrator: PennDOT

Title: York Bike Share

Improvement Type: Bicycle Facilities/Services

State Route: 0

Municipality: York (CITY)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: City of York
York County

Project Description: This project consists of implementing the bike share program in the City of York, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$110	$110	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$110	$110	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$220**

PennDOT Project Id: 116001

Project Administrator: PennDOT

Title: Canal and Bull Rd

Improvement Type: Transportation Enhancement

State Route: 921

Municipality: Conewago (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/26

Location: Intersection of E Canal Road (SR 0921) and Bull Road (SR 4001)
Conewago and Dover Townships
York County

Project Description: This project consists of reducing the congestion evaluating the installation of a traffic signal and a roundabout at the intersection of E Canal Road (SR 0921) and Bull Road (SR 4001) in Conewago and Dover Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$361	$160	$0	$0	$2652	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$361	$160	$0	$0	$2,652	$0

Total FFY 2023-2034 Cost **$3,173**

PennDOT Project Id: 116002

Project Administrator: PennDOT
Title: Main and E George St
Improvement Type: Transportation Enhancement
State Route: 616
Municipality: New Salem (BORO)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/25

Location: Intersection Main Street (SR 616) and E George Street (SR 3042)
New Salem Borough
York County

Project Description: This project consists of reducing the congestion evaluating the installation of a traffic signal and a roundabout at the intersection of Main Street (SR 616) and E George Street (SR 3042) in New Salem Borough, York County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$475	$0	$1923	$1105	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$475	$0	$1,923	$1,105	$0	$0

Total FFY 2023-2034 Cost **$3,503**

PennDOT Project Id: 116003

Project Administrator: PennDOT
Title: Exit 24 SB Off Ramp Widening
Improvement Type: Transportation Enhancement
State Route: 8019
Municipality: Manchester (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/25

Location: Exit 24 South Bound Ramp of I-83
Manchester Township
York County

Project Description: This project consists of reducing congestion evaluating the widening of the SB off Ramp to extend a separate right turn lane on the south bound ramp of I-83 Exit 24 in Manchester Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$550	$0	$0	$1971	$1975	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$550	$0	$0	$1,971	$1,975	$0

Total FFY 2023-2034 Cost **$4,496**

PennDOT Project Id: 116004

Project Administrator: PennDOT
Title: Church/ Trail WB Widen
Improvement Type: Transportation Enhancement
State Route: 238
Municipality: Manchester (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/25

Location: Intersection of Church Rd (PA 238) and N Susquehanna Trl (SR 4005)
Manchester Township
York County

Project Description: This project consists of reducing congestion extending the right turn lane for WB Church Road at the intersection of Church Rd (PA 238) and N Susquehanna Trl (SR 4005) in Manchester Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$464	$0	$1093	$360	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$464	$0	$1,093	$360	$0	$0

Total FFY 2023-2034 Cost **$1,917**

PennDOT Project Id: 116104

Project Administrator: PennDOT
Title: Trinity Rd Resur
Improvement Type: Resurface
State Route: 616
Municipality: North Codorus (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/25

Location: Trinity Rd (PA 616) from Lincoln Hw (US 30) to the New Salem Borough line
West Manchester and North Codorus Townships
York County

Project Description: This project consists of resurfacing on Trinity Rd (PA 616) from Lincoln Hw (US 30) to the New Salem Borough line in West Manchester and North Codorus Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$1100	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$1,100	$0	$0	$0

Total FFY 2023-2034 Cost **$1,100**

PennDOT Project Id: 116105

Project Administrator: PennDOT
Title: Susquehanna Trl Resur
Improvement Type: Resurface
State Route: 4005
Municipality: Manchester (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 12/7/23

Location: Susquehanna Trl (SR 4005) from Lightner Rd (SR 4046) to Church Rd (PA 238)
Manchester Township
York County

Project Description: This project consists of resurfacing on Susquehanna Trail (SR 4005) from Lightner Rd (SR 4046) to Church Rd (PA 238) in Manchester Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$2296	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$2,296	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$2,296**

PennDOT Project Id: 116116

Project Administrator: PennDOT
Title: Arsenal Rd Resurf 2
Improvement Type: Resurface
State Route: 30
Municipality: Hellam (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/25

Location: Arsenal Rd (US 30) from Shoe House Rd to N Front Street Ext
Hellam Township
York County

Project Description: This project consists of resurfacing on Arsenal Road (US 30) from Shoe House Road to North Front Street Exit in Hellam Township, York County.

Project Costs(In Thousands)

York MPO TIP - Highway & Bridge Projects

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$2688	$2974	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$2,688	$2,974	$0	$0

Total FFY 2023-2034 Cost **$5,662**

PennDOT Project Id: 117009

Project Administrator: PennDOT
Title: Pleasant View Rd
Improvement Type: Resurface
State Route: 0
Municipality: Fairview (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/11/24

Location: Pleasant View Road from I-83 to Sunset Drive
Fairview Township
York County

Project Description: This project consists of resurfacing Pleasant View Road from I-83 to Sunset Drive in Fairview Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$191	$600	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$191	$600	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$791**

PennDOT Project Id: 117011

Project Administrator: PennDOT
Title: Wheat Road over SB Muddy Cr
Improvement Type: Bridge Improvement
State Route: 7209
Municipality: Fawn (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29

Location: Alum Rock Road over the South Branch of Muddy Creek
East Hopewell Township
York

Project Description: This project may consist of a bridge rehabilitation/replacement on Alum Rock Road over the South Branch of Muddy Creek in East Hopewell Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$127	$153	$220	$1678	$0
	State:	$0	$24	$29	$41	$315	$0
	Local/Other:	$0	$8	$10	$14	$105	$0
	Period Totals:	$0	$159	$192	$275	$2,098	$0

Total FFY 2023-2034 Cost **$2,724**

PennDOT Project Id: 117013

Project Administrator: PennDOT
Title: Industrial Hwy over 3 M Run
Improvement Type: Bridge Improvement
State Route: 7227
Municipality: Springettsbury (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/28

Location: Industrial Hwy over Three Mile Run
Springettsbury Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Industrial Highway over Three Mile Run in Springettsbury Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$340	$0	$280	$2545	$0

	State:	$0	$21	$0	$53	$477	$0
	Local/Other:	$0	$64	$0	$18	$159	$0
	Period Totals:	$0	$425	$0	$351	$3,181	$0

Total FFY 2023-2034 Cost **$3,957**

PennDOT Project Id: 117526

Project Administrator: PennDOT
Title: York County Systemic Safety Improvements
Improvement Type: Safety Improvement
State Route: 24
Municipality: East Manchester (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 9/12/24

Location: various SR's
countywide

Project Description: This project may consist of installing high friction surface treatment and replace advanced warning countermeasures on various SR's countywide, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$100	$1800	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$100	$1,800	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$1,900**

PennDOT Project Id: 117550

Project Administrator: PennDOT
Title: York Service Patrol
Improvement Type: Traffic System Management
State Route: 83
Municipality: York (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 11/2/23

Location: I-83 from Exit 16 to Exit 24 and US 30 from PA 24 Exit to PA 74 Exit
City of York, North York Borough, York, Spring Garden, Springettsbury, Manchester and West Manchester Townships

Project Description: This project may consist of a highway safety patrol on I-83 from Exit 16 to Exit 24 and US 30 from PA 24 Exit to PA 74 Exit in the City of York, North York Borough, York, Spring Garden, Springettsbury, Manchester and West Manchester Townships, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$600	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$600	$0	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$600**

PennDOT Project Id: 117617

Project Administrator: PennDOT
Title: PA 24 and Druck Valley Rd Intersection HSM
Improvement Type: Safety Improvement
State Route: 24
Municipality: Springettsbury (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27

Location: Intersection of PA 24 (Mount Zion Road) and SR 1014 (Druck Valley Road)
Springettsbury Township

Project Description: This project may consist of widen lanes and shoulders, improve intersection skew angle, install systemic signing and marking improvements and improve intersection sight distance at the intersection of PA 24 (Mount Zion Road) and SR 1014 (Druck Valley Road) in Springettsbury Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$125	$0	$0	$115	$1159	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$125	$0	$0	$115	$1,159	$0

Total FFY 2023-2034 Cost **$1,399**

PennDOT Project Id: 117618

Project Administrator: PennDOT
Title: Windsor Road Improvements HSM
Improvement Type: Safety Improvement
State Route: 2031
Municipality: Windsor (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27

Location: SR 2031 (Windsor Road) from PA 74 (Delta Road) to Shaw Road
Windsor Borough and Windsor Township

Project Description: This project may consist of improve curve signs, widen shoulder and add shoulder rumble strips, provide HSFT on major curves, install delineators on curve between Valley Road and Azalea Drive and install left-turn lane into Azalea Road on SR 2031 (Windsor Road) from PA 74 (Delta Road) to Shaw Road in Windsor Borough and Windsor Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$100	$0	$0	$100	$869	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$100	$0	$0	$100	$869	$0

Total FFY 2023-2034 Cost **$1,069**

PennDOT Project Id: 117653

Project Administrator: PennDOT
Title: Long Level Rd over Cabin Creek
Improvement Type: Bridge Rehabilitation
State Route: 624
Municipality: Lower Windsor (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27

Location: Long Level Rd (PA 624) over Cabin Creek
Lower Windsor Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Long Level Road (PA 624) over Cabin Creek in Lower Windsor Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$150	$0	$75	$0	$748	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$150	$0	$75	$0	$748	$0

Total FFY 2023-2034 Cost **$973**

PennDOT Project Id: 117654

Project Administrator: PennDOT
Title: Locust Grove over Kreutz Creek
Improvement Type: Bridge Rehabilitation
State Route: 2013
Municipality: Springettsbury (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/28

Location: Locust Grove Rd over Kreutz Creek
Springettsbury Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Locust Grove Road over Kreutz Creek in Springettsbury Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$150	$0	$402	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$150	$0	$402	$0

Total FFY 2023-2034 Cost **$552**

York MPO TIP - Highway & Bridge Projects

PennDOT Project Id: 117655

Project Administrator: PennDOT
Title: Lucky Rd over Otter Crk
Improvement Type: Bridge Replacement
State Route: 2018
Municipality: Chanceford (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/27

Location: Lucky Road (SR 2018) over Otter Creek
Chanceford Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Lucky Road (SR 2018) over Otter Creek in Chanceford Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$250	$0	$75	$927	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$250	$0	$75	$927	$0

Total FFY 2023-2034 Cost **$1,252**

PennDOT Project Id: 117666

Project Administrator: PennDOT
Title: Toad Valley over Trout Run
Improvement Type: Bridge Replacement
State Route: 3022
Municipality: Shrewsbury (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/28

Location: Toad Valley over Trout Run
Shrewsbury Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Toad Valley over Trout Run in Shrewsbury Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$200	$0	$311	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$200	$0	$311	$0

Total FFY 2023-2034 Cost **$511**

PennDOT Project Id: 117673

Project Administrator: PennDOT
Title: Lewisberry Rd over Cedar Point Run
Improvement Type: Bridge Replacement
State Route: 382
Municipality: Fairview (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/28

Location: Lewisberry Rd (PA 382) over Cedar Point Run
Fairview Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Lewisberry Road (PA 382) over Cedar Point Run in Fairview Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$150	$0	$705	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$150	$0	$705	$0

Total FFY 2023-2034 Cost **$855**

PennDOT Project Id: 117676

Project Administrator: PennDOT
Title: Days Mill Rd over S Br Codorus Crk
Improvement Type: Bridge Rehabilitation
State Route: 3042

Municipality: York (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/28

Location: Days Mill Rd over South Branch of Codorus Creek
York Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Days Mill Road over South Branch of Codorus Creek in York Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$175	$0	$0	$2164	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$175	$0	$0	$2,164	$0

Total FFY 2023-2034 Cost **$2,339**

PennDOT Project Id: 117683

Project Administrator: PennDOT

Title: Moores Mnt ov Millers Run

Improvement Type: Bridge Replacement

State Route: 4031

Municipality: Fairview (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/28

Location: Moores Mountain Road (SR 4031) over Millers Run
Fairview Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Moores Mountain Road (SR 4031) over Millers Run in Fairview Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$150	$0	$317	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$150	$0	$317	$0

Total FFY 2023-2034 Cost **$467**

PennDOT Project Id: 117706

Project Administrator: PennDOT

Title: Forks Road over Deer Creek

Improvement Type: Bridge Replacement

State Route: 7226

Municipality: Shrewsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/29

Location: Forks Road over Deer Creek
Shrewsberry Township and Shrewsberry Borough
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Forks Road over Deer Creek in Shrewsberry Township and Shrewsberry Borough, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$260	$0	$1400	$0
	State:	$0	$0	$49	$0	$263	$0
	Local/Other:	$0	$0	$16	$0	$88	$0
	Period Totals:	$0	$0	$325	$0	$1,751	$0

Total FFY 2023-2034 Cost **$2,076**

PennDOT Project Id: 117710

Project Administrator: PennDOT

Title: Red Mill Rd over Fishing Creek

Improvement Type: Bridge Replacement

State Route: 7220

Municipality: Newberry (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/27

Location: Red Mill Road over Fishing Creek
Newberry Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Red Mill Road over Fishing Creek in Newberry Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$160	$0	$140	$464	$0
	State:	$0	$30	$0	$26	$87	$0
	Local/Other:	$0	$10	$0	$9	$29	$0
	Period Totals:	$0	$200	$0	$175	$580	$0

Total FFY 2023-2034 Cost **$955**

PennDOT Project Id: 117712

Project Administrator: PennDOT
Title: Woodbine Road over Fishing Creek
Improvement Type: Bridge Replacement
State Route: 7224
Municipality: Peach Bottom (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/30

Location: Woodbine Road over Fishing Creek
Peach Bottom Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Woodbine Road over Fishing Creek in Peach Bottom Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$200	$0	$1280	$0
	State:	$0	$0	$38	$0	$240	$0
	Local/Other:	$0	$0	$13	$0	$80	$0
	Period Totals:	$0	$0	$251	$0	$1,600	$0

Total FFY 2023-2034 Cost **$1,851**

PennDOT Project Id: 117716

Project Administrator: PennDOT
Title: Franklin St over Barshinger Ck
Improvement Type: Bridge Replacement
State Route: 2085
Municipality: York (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/28

Location: Franklin Street (SR 2085) over Barshinger Creek
York Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Franklin Street (SR 2085) over Barshinger Creek in York Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$150	$0	$617	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$150	$0	$617	$0

Total FFY 2023-2034 Cost **$767**

PennDOT Project Id: 117717

Project Administrator: PennDOT
Title: Main St ov Hartman Run
Improvement Type: Bridge Replacement
State Route: 1019
Municipality: East Manchester (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29

Location: Main St (SR 1019) over Hartman Run
East Manchester Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Main Street (SR 1019) over Hartman Run in East Manchester Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$150	$0	$578	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$150	$0	$578	$0

Total FFY 2023-2034 Cost **$728**

PennDOT Project Id: 117730

Project Administrator: PennDOT
Title: 7 Valleys ov Krebs Cr
Improvement Type: Bridge Replacement
State Route: 616
Municipality: Codorus (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/29

Location: Seven Valleys Road (PA 616) over Krebs Creek
Codorus Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Seven Valleys Road (PA 616) over Krebs Creek in Codorus Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$1144	$0
	State:	$0	$0	$0	$150	$75	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$150	$1,219	$0

Total FFY 2023-2034 Cost **$1,369**

PennDOT Project Id: 117739

Project Administrator: PennDOT
Title: Carlisle Rd ov Wolf Run
Improvement Type: Bridge Replacement
State Route: 74
Municipality: Washington (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/31

Location: Carlisle Road over Wolf Run
Washington Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Carlisle Road over Wolf Run in Washington Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$400
	State:	$0	$0	$0	$150	$75	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$0	$0	$150	$75	$400

Total FFY 2023-2034 Cost **$625**

PennDOT Project Id: 117753

Project Administrator: PennDOT
Title: Creek Rd ov N BR Bermudian Cr
Improvement Type: Bridge Rehabilitation
State Route: 4012
Municipality: Washington (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/31

Location: Creek Road over North Branch Bermudian Creek
Washington Township
York County

Project Description: This project may consist of a bridge rehabilitation/replacement on Creek Road over North Branch Bermudian Creek in Washington Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034

Federal:	$0	$0	$0	$150	$75	$367
State:	$0	$0	$0	$0	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
Period Totals:	$0	$0	$0	$150	$75	$367

Total FFY 2023-2034 Cost **$592**

PennDOT Project Id: 117967

Project Administrator: PennDOT

Improvement Type: RR Warning Devices

Municipality: Mount Wolf (BORO)

Title: Maple St RRX

State Route: 921

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Railroad Crossing DOT#50148V on Maple Street (PA 921)
Mt Wolf Borough
York County

Project Description: This project consists of adding an overhead mast arm with flashing lights at railroad crossing DOT#50148V on Maple Street (PA 921) in Mt Wolf Borough, York County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$25	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$25	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$25**

HBTIP

York MPO TIP - Highway & Bridge Projects

York

PennDOT Project Id: 95325

Project Administrator: PennDOT
Title: Rabbittransit Bus Replacment
Improvement Type: Transit System Improvement
State Route: 0
Municipality: York (CITY)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date:

Location: Rabbittransit
York County

Project Description: Purchase bus replacements for Rabbittransit in York County.

For the 2021 TIP.

2019: 2 vans, 5 buses.
2020: 1 bus replacement. The FFY 2020 amount of $150,000 in CMAQ and the local 20% match is the contribution for one 35' fixed route bus, which will cost $475,000 in 5339 funds.
2021: 1 bus.
2022: 1 bus.

For the 2023 TIP.

Funding will be used in coordination with MPMS # 110665 Fixed Route Buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles. Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 50101E. All vehicle replacements include the cost of the bus, security cameras and all necessary equipment. Projects occurring under this MPMS number will assist in meeting CPTAs Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

CMAQ funds will be contributed to the following years:

FFY2024: No specific vehicles will be replaced. Funds are being programmed on the TIP to for a future purchase.

FFY2025: Vehicles estimated to be eligible for replacement include three (3) hybrid fixed route buses and one (1) diesel commuter express bus. The three hybrid fixed route buses will be replaced with CNG vehicles. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2026: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$1658	$1287	$669	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$1,658	$1,287	$669	$0	$0

Total FFY 2023-2034 Cost **$3,614**

PennDOT Project Id: 113073

Project Administrator: PennDOT
Title: Rabbit Transit Employment Access
Improvement Type: Transit System Improvement
State Route: 0
Municipality: York (CITY)
Air Quality Status: AQ Conformity Does Not Apply
Actual Construction Bid Date:
Estimated Construction Bid Date:

Location: York/HATS

Project Description: This project will be used in coordination with MPMS# 112974 from the HATS TIP for a demonstration project to provide access to employment centers along the I-83 corridor between York and Harrisburg beyond the current rabbittransit or CAT fixed route service areas.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$112	$112	$112	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$112	$112	$112	$0	$0	$0

Total FFY 2023-2034 Cost **$336**

York MPO TIP - Highway & Bridge Projects

Project Information						FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 Costs					
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**	**^ Milestones**
York	83		106531	I-83 Newberrytown South Resurf	P	IMAN									581	60,000		60,000													1/11/21 A
York	83		106531	I-83 Newberrytown South Resurf	+C	IMAN													NHPP	3,399,037				3,399,037							1/1/26 E
York	83		116480	I-83 over Springwood Rd	P	IMAN									185	300,000		300,000													
York	83		116480	I-83 over Springwood Rd	F	IMAN															185	300,000		300,000							
York	83		116480	I-83 over Springwood Rd	C	IMAN																					185	6,610,000		6,610,000	1/1/26 E
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	F	HCON			s581	2,500,000		2,500,000																		
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	U	HCON			s581	5,000,000		5,000,000			s581	4,300,000		4,300,000													
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	R	IMAN	sNHPP	9,000,000				9,000,000																			
York	83	070	92924	North York Widening #3 (Exit 21 & 22)	C	IMAN																			NFP	60,360,000				60,360,000	10/5/25 E
York	83	090	112540	Mill Creek Relocation	F	HCON			s581	1,200,000		1,200,000																		
York	83	090	112540	Mill Creek Relocation	U	HCON									s581	2,459,000		2,459,000			s581	2,141,000		2,141,000							
York	83	090	112540	Mill Creek Relocation	R	HCON									s581	4,500,000		4,500,000			s581	4,500,000		4,500,000							
York	83	090	112540	Mill Creek Relocation	C	IMAN	sNHPP	5,600,000				5,600,000																			9/28/23 E
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	F	HCON			s581	4,200,000		4,200,000																			
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	U	HCON			s581	4,100,000		4,100,000			s581	4,000,000		4,000,000													
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	R	HCON			s581	12,774,000		12,774,000			s581	12,000,000		12,000,000			s581	10,226,000		10,226,000							
York	83	091	112550	North York Widening #2 (Codorus Creek Bridge)	C	IMAN	sNHPP	41,588,000				41,588,000	sNHPP	62,348,000				62,348,000													9/28/23 E
York	83	092	112549	North York Widening #1 (Exit 19)	F	ICON									s581	5,000,000		5,000,000			s581	5,000,000		5,000,000							
York	83	092	112549	North York Widening #1 (Exit 19)	R	ICON																					s581	8,782,438		8,782,438	
York	1033	008	112548	Sherman Street & Eberts Lane	U	HCON			s581	2,000,000		2,000,000			s581	1,300,000		1,300,000													
York	1033	008	112548	Sherman Street & Eberts Lane	C	IMAN	sNHPP	12,068,000				12,068,000																			12/15/22 E
			Totals for: York					**68,256,000**		**31,774,000**		**100,030,000**		**62,348,000**		**33,919,000**		**96,267,000**		**3,399,037**		**22,167,000**		**25,566,037**		**60,360,000**		**15,392,438**		**75,752,438**	**297,615,475**
			Overall Totals:					**68,256,000**		**31,774,000**		**100,030,000**		**62,348,000**		**33,919,000**		**96,267,000**		**3,399,037**		**22,167,000**		**25,566,037**		**60,360,000**		**15,392,438**		**75,752,438**	**297,615,475**

d Discretionary **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

Interstate TIP - Highway & Bridge Projects

York

PennDOT Project Id: 92924

Project Administrator: PennDOT
Title: North York Widening #3 (Exit 21 & 22)
Improvement Type: Reconstruct
State Route: 83
Municipality: Manchester (TWP)
Air Quality Status: Significant: Included in regional conformity analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 10/5/25

Location: I-83 Exit 21 and Exit 22 Interchanges
Springettsbury, Spring Garden and Manchester Townships and North York Borough
York County

Project Description: This project consists of bridge replacements, Reconstructing, Widening and Interchange Improvements on I-83 Exit 21 and Exit 22 Interchanges in Springettsbury, Spring Garden and Manchester Townships and North York Borough, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$9000	$0	$0	$60360	$44517	$0
	State:	$7500	$4300	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$16,500	$4,300	$0	$60,360	$44,517	$0

Total FFY 2023-2034 Cost **$125,677**

PennDOT Project Id: 106531

Project Administrator: PennDOT
Title: I-83 Newberrytown South Resurf
Improvement Type: Resurface
State Route: 83
Municipality: Newberry (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 1/1/26

Location: I-83 from Conewago Creek to SR 4016(Sheepbridge Rd)
Newberry Township

Project Description: This project consists of resurfacing I-83 from Conewago Creek to SR 4016 (Sheepbridge Rd) in Newberry Township.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$3399	$0	$0	$0
	State:	$0	$60	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$60	$3,399	$0	$0	$0

Total FFY 2023-2034 Cost **$3,459**

PennDOT Project Id: 112540

Project Administrator: PennDOT
Title: Mill Creek Relocation
Improvement Type: Environmental Mitigation
State Route: 83
Municipality: Springettsbury (TWP)
Air Quality Status: Exempt from Regional Conformity Analysis
Actual Construction Bid Date:
Estimated Construction Bid Date: 9/28/23

Location: Along I-83 from Eberts Lane to I-83 over Mill Creek
Springettsbury Township

Project Description: Mill Creek Stream relocation along I-83 from Eberts Lane to I-83 over Mill Creek in Springettsbury Township.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$5600	$0	$0	$0	$0	$0
	State:	$1200	$6959	$6641	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$6,800	$6,959	$6,641	$0	$0	$0

Total FFY 2023-2034 Cost **$20,400**

PennDOT Project Id: 112548

Project Administrator: PennDOT
Title: Sherman Street & Eberts Lane
Improvement Type: Bridge Replacement
State Route: 1033

Interstate TIP - Highway & Bridge Projects

Municipality: Springettsbury (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/15/22

Location: SR 1033 over relocated Mill Creek and Eberts Lane over Mill Creek
Springettsbury and Spring Garden Township
York County

Project Description: New Bridge and Bridge Replacement on SR 1033 over relocated Mill Creek and Eberts Lane over Mill Creek in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$12068	$0	$0	$0	$0	$0
	State:	$2000	$1300	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$14,068	$1,300	$0	$0	$0	$0

Total FFY 2023-2034 Cost **$15,368**

PennDOT Project Id: 112549

Project Administrator: PennDOT

Title: North York Widening #1 (Exit 19)

Improvement Type: Reconstruct

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/26

Location: I-83 from 1/2 mile North of Exit 18 to I-83 over Eberts Lane
Springettsbury and Spring Garden Township
York County

Project Description: This project consists of Reconstruction, Widening and Bridge Replacements and Exit 19 Interchange Improvements from I-83 from 1/2 mile North of Exit 18 to I-83 over Eberts Lane in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$51388	$83712
	State:	$0	$5000	$5000	$8782	$33318	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$5,000	$5,000	$8,782	$84,706	$83,712

Total FFY 2023-2034 Cost **$187,200**

PennDOT Project Id: 112550

Project Administrator: PennDOT

Title: North York Widening #2 (Codorus Creek Bridge)

Improvement Type: Widen

State Route: 83

Municipality: Springettsbury (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/28/23

Location: I-83 from Mill Creek to I-83 over the Codorus Creek
Springettsbury and Spring Garden Township
York County

Project Description: This project consists of Bridge Replacement, Reconstruction, and Widening on I-83 from Mill Creek to I-83 over the Codorus Creek in Springettsbury and Spring Garden Township, York County.

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$41588	$62348	$0	$0	$0	$0
	State:	$21074	$16000	$10226	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$62,662	$78,348	$10,226	$0	$0	$0

Total FFY 2023-2034 Cost **$151,236**

PennDOT Project Id: 116480

Project Administrator: PennDOT

Title: I-83 over Springwood Rd

Improvement Type: Bridge Rehabilitation

State Route: 83

Municipality: York (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/26

Interstate TIP - Highway & Bridge Projects

Location: I-83 over Springwood Rd (SR 2002)
York Township
York County

Project Description: This project consists of a bridge rehabilitation on I-83 over Springwood Rd (SR 2002) in York Township, York County

Project Costs(In Thousands)

Phase	Fund	2023	2024	2025	2026	2027 - 2030	2031 - 2034
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$300	$300	$6610	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
	Period Totals:	$0	$300	$300	$6,610	$0	$0

Total FFY 2023-2034 Cost **$7,210**

HBTIP

Central Pennsylvania Transportation Authority (rabbittransit)
Transit TIP FFY 2023-2026
Transit Project Narrative

Transit TIP projects:

(MPMS #110665) Fixed Route Buses

FFY2023: Vehicles estimated to be eligible for replacement include seven (7) diesel and one (1) CNG fueled bus, totaling eight (8) commuter express buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2024: No specific vehicles are anticipated to be replaced. Funds are being programmed on the TIP for a future purchase.

FFY2025: Vehicles estimated to be eligible for replacement include three (3) hybrid battery electric-diesel fueled fixed route buses and one (1) diesel commuter express bus. The three hybrid fixed route buses will be replaced with CNG vehicles. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2026: Vehicles estimated to be eligible for replacement include one (1) diesel fueled commuter express bus. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 5010.1E. Prioritization of the replacement order of those eligible assets is then based on condition and maintenance needs, per above.

All vehicle replacements include the cost of the bus and other systems and equipment necessary to operate service including, but not limited to: security cameras, fare collection systems, radio communication systems, headsigns, CAD/AVL, etc.

Projects occurring under this MPMS number will assist in meeting CPTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate and as reported to the National Transit Database (NTD).

(MPMS# 110666) Operating Assistance

Funding is being programmed in FFY 2023-FFY2026 for Operating Assistance. Federal funds are for the York Urbanized Area and State funds are for the CPTA service area and includes Adams,

Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York Counties.

(MPMS# 114479) Hanover Operating Assistance
Funding is being programmed in FFY2023-FFY2026 for Operating Assistance for the Hanover Urbanized Area including Federal, State and Local funds.

(MPMS# 116742) Shelter Replacement
FFY 2023: Funding will be used to replace passenger amenities at bus stops identified by CPTA service standards through the purchase, installation and maintenance of passenger shelters and other transit amenities including but not limited to: signage, lighting, trash cans, benches, accessibility improvements, etc.

(MPMS# 116749) Shelter Improvements
FFY 2024: Funding will be used to improve passenger amenities at specific bus stops. Transit amenities include but are not limited to: signage, lighting, trash cans, benches, accessibility improvements, etc.

(MPMS# 116755) Shelter Expansion
FFY 2024: Funding will be used to improve passenger amenities at specific bus stops through the purchase, installation and maintenance of accurate and informative bus stop signs, passenger shelters waiting areas and benches.

Highway and Bridge TIP projects:

(MPMS# 112313) CPTA Replacement Buses
Funding will be used in coordination with MPMS # 110665 Fixed Route Buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles. Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 5010.1E. All vehicle replacements include the cost of the bus and other systems and equipment necessary to operate service including, but not limited to: security cameras, fare collection systems, radio communication systems, headsigns, CAD/AVL, etc.. Projects occurring under this MPMS number will assist in meeting CPTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

(MPMS# 113077) Rabbittransit Emp Access
Funding will be used in coordination with MPMS# 112974 from the HATS TIP for a demonstration project to provide access to employment centers along the I-83 corridor between York and Harrisburg beyond the current rabbittransit or CAT fixed route service areas.

Project Information			FFY 2023 Costs						FFY 2024 Costs						FFY 2025 Costs						FFY 2026 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**
110665	Fixed Route Buses	CPTA	5339	383,000				383,000	5339	383,000				383,000	5339	383,000				383,000	5339	383,000				383,000	1,532,000
110666	Operating Assistance	CPTA	5307	3,326,000	338	7,620,000		10,946,000	5307	3,326,000	338	7,620,000		10,946,000	5307	3,326,000	338	7,620,000		10,946,000	5307	3,326,000	338	7,620,000		10,946,000	43,784,000
114479	Hanover Operating Assist	CPTA	5307	1,000,000				1,000,000	5307	1,000,000				1,000,000	5307	1,000,000				1,000,000	5307	1,000,000				1,000,000	4,000,000
116742	Shelter Replacement	CPTA	5307	240,000	339	58,065	1,935	300,000																			300,000
116749	Shelter Improvements	CPTA							5307	360,000	339	82,485	7,515	450,000													450,000
116755	Shelter Expansion	CPTA							5307	40,000	339	9,162	835	49,997													49,997
				4,949,000		**7,678,065**	**1,935**	**12,629,000**		**5,109,000**		**7,711,647**	**8,350**	**12,828,997**		**4,709,000**		**7,620,000**		**12,329,000**		**4,709,000**		**7,620,000**		**12,329,000**	**50,115,997**
	Totals for: Central Pennsylvania Transportation Authority																										
				4,949,000		**7,678,065**	**1,935**	**12,629,000**		**5,109,000**		**7,711,647**	**8,350**	**12,828,997**		**4,709,000**		**7,620,000**		**12,329,000**		**4,709,000**		**7,620,000**		**12,329,000**	**50,115,997**
	Overall Totals:																										

A project on the Transit TIP is for planning purposes only and is not a commitment of federal and/or state funds until a contract has been executed with the appropriate agencies.

Central Pennsylvania Transportation Authority

PennDOT Project Id: 110665

Title: Fixed Route Buses

County: York

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M10 - Purch new buses & cars for rplcmnt or mnr expan.

Narrative: This item consists of funds to replace Fixed Route Buses for CPTA.

For the 2021-2024 FFY CPTA TIP.

In accordance with the Transit Asset Management Plan targets, CPTA will be replacing Fixed Route Buses in FFY 2021-2024.

For the 2023-2026 FFY CPTA TIP.

FFY2023: Vehicles estimated to be eligible for replacement include seven (7) diesel and one (1) CNG bus, totaling eight (8) commuter express buses. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2024: No specific vehicles will be replaced. Funds are being programmed on the TIP to for a future purchase.

FFY2025: Vehicles estimated to be eligible for replacement include three (3) hybrid fixed route buses and one (1) diesel commuter express bus. The three hybrid fixed route buses will be replaced with CNG vehicles. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

FFY2026: Vehicles estimated to be eligible for replacement include one (1) diesel commuter express bus. Specific vehicles to be replaced will be determined based on condition of the vehicles in the fleet and recent maintenance history at the time of arrival of the replacement vehicles.

Replacement eligibility follows the Estimated Useful Life (EUL) criteria found in FTA Circular 50101E.

All vehicle replacements include the cost of the bus, security cameras and all necessary equipment.

Projects occurring under this MPMS number will assist in meeting CPTA's Transit Asset Management (TAM) Plan Goals and Targets under the FTA mandate.

Project Costs(In Thousands)

Fund		2023	2024	2025	2026	2027 - 2030	2031 - 2034
5339		$383	$383	$383	$383	$0	$0
	Federal:	$383	$383	$383	$383	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2023	**2024**	**2025**	**2026**	**2027 - 2030**	**2031 - 2034**
Period Totals		$383	$383	$383	$383	$0	$0
Total FY 2023-2034 Cost		**$1,532**					

PennDOT Project Id: 110666

Title: Operating Assistance

County: York

Air Quality Status: Exempt from Regional Conformity Analysis

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

Narrative: This item consists of funds for Operating Assistance for Rabbittransit in the form of Federal and State funding for Federal Fiscal Years 2021-2024.

For the FFY 2021-2024 CPTA TIP.

Federal and State funds are received and utilized, as subsidy support, for the daily operational expenses for the fixed route, express and ADA services in the York, Hanover and Gettysburg area. This would be including, but not limited to wages, maintenance, utilities, fuel and insurance.

For the FFY 2023-2026 CPTA TIP.

Funding is being programmed in FFY 2023-FFY2026 for Operating Assistance. Federal funds are for the York Urbanized Area and State funds are for the CPTA service area and includes Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York Counties.

Project Costs(In Thousands)

Fund		2023	2024	2025	2026	2027 - 2030	2031 - 2034
5307		$3,326	$3,326	$3,326	$3,326	$0	$0
338		$7,620	$7,620	$7,620	$7,620	$0	$0
	Federal:	$3326	$3326	$3326	$3326	$0	$0
	State:	$7620	$7620	$7620	$7620	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2023	**2024**	**2025**	**2026**	**2027 - 2030**	**2031 - 2034**
Period Totals		$10,946	$10,946	$10,946	$10,946	$0	$0
Total FY 2023-2034 Cost		**$43,784**					

PennDOT Project Id: 114479

Title: Hanover Operating Assist
County: York
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Narrative: This item consists of funding for Hanover Operating Assistance through CPTA.

For the FFY 2021-2024 CPTA TIP.

This item provides funds for Hanover operating assistance.

For the FFY 2023-2026 CPTA TIP.

Funding is being programmed in FFY2023-FFY2026 for Operating Assistance for the Hanover Urbanized Area including Federal, State and Local funds.

Project Costs(In Thousands)

Fund		2023	2024	2025	2026	2027 - 2030	2031 - 2034
5307		$1,000	$1,000	$1,000	$1,000	$0	$0
	Federal:	$1000	$1000	$1000	$1000	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2023	**2024**	**2025**	**2026**	**2027 - 2030**	**2031 - 2034**
Period Totals		$1,000	$1,000	$1,000	$1,000	$0	$0
Total FY 2023-2034 Cost		**$4,000**					

PennDOT Project Id: 116742

Title: Shelter Replacement
County: York
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: This item consists of funds for Shelter Replacements and Improvements in the CPTA service area.

For the FFY 2021-2024 CPTA TIP.

Shelter and Passenger Amenities.

For the FFY 2023-2026 CPTA TIP.

FFY 2023: Funding will be used to replace passenger amenities at bus stops identified by CPTA service standards through the purchase, installation and maintenance of passenger shelters and other transit amenities.

Project Costs(In Thousands)

Fund		2023	2024	2025	2026	2027 - 2030	2031 - 2034
5307		$240	$0	$0	$0	$0	$0
339		$58	$0	$0	$0	$0	$0
LOC		$2	$0	$0	$0	$0	$0
	Federal:	$240	$0	$0	$0	$0	$0
	State:	$58	$0	$0	$0	$0	$0
	Local/Other:	$2	$0	$0	$0	$0	$0
		2023	**2024**	**2025**	**2026**	**2027 - 2030**	**2031 - 2034**
Period Totals		$300	$0	$0	$0	$0	$0
Total FY 2023-2034 Cost		**$300**					

PennDOT Project Id: 116749

Title: Shelter Improvements
County: York
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: This item consists of funds for Shelter Improvements in the CPTA service area.

For the FFY 2021-2024 CPTA TIP.

This project includes Shelter and passenger amenities.

For the FFY 2023-2026 CPTA TIP.

FFY 2024: Funding will be used to improve passenger amenities at specific bus stops. Amenities could include signage, lighting, benches, trash cans, visibility improvements, or playful elements.

Project Costs(In Thousands)						
Fund	**2023**	**2024**	**2025**	**2026**	**2027 - 2030**	**2031 - 2034**
5307	$0	$360	$0	$0	$0	$0
339	$0	$82	$0	$0	$0	$0
LOC	$0	$8	$0	$0	$0	$0
Federal:	$0	$360	$0	$0	$0	$0
State:	$0	$82	$0	$0	$0	$0
Local/Other:	$0	$8	$0	$0	$0	$0
	2023	**2024**	**2025**	**2026**	**2027 - 2030**	**2031 - 2034**
Period Totals	$0	$450	$0	$0	$0	$0
Total FY 2023-2034 Cost	**$450**					

PennDOT Project Id: 116755

Title: Shelter Expansion

Air Quality Status: Exempt from Regional Conformity Analysis

County: York

Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: This item consists of funds for Shelter Expansions in the CPTA service area.

For the FFY 2021-2024 CPTA TIP.

This project involves Shelters and Passenger Amenities.

For the FFY 2023-2026 CPTA TIP.

FFY 2024: Funding will be used to improve passenger amenities at specific bus stops through the purchase, installation and maintenance of passenger shelters and other transit amenities.

Project Costs(In Thousands)						
Fund	**2023**	**2024**	**2025**	**2026**	**2027 - 2030**	**2031 - 2034**
5307	$0	$40	$0	$0	$0	$0
339	$0	$9	$0	$0	$0	$0
LOC	$0	$1	$0	$0	$0	$0
Federal:	$0	$40	$0	$0	$0	$0
State:	$0	$9	$0	$0	$0	$0
Local/Other:	$0	$1	$0	$0	$0	$0
	2023	**2024**	**2025**	**2026**	**2027 - 2030**	**2031 - 2034**
Period Totals	$0	$50	$0	$0	$0	$0
Total FY 2023-2034 Cost	**$50**					

Fund Category Appendix

Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund
ACT3	Act 3 Public Transportation Grant
ACT4A	Act 4A Supplemental Operating Grant
ACT83	Transit Bond
ADMUO	Administration Use Only - Do Not Use
AIP	FAA Airport Improvement Program
APD	Appalachia Development
APL	Appalachia Local Access
BDP	Bridge Discretionary Program
BGENT	FAA Block Grant Entitlement
BND	Bridge Bonding
BOF	Bridge Off System
BRIP	Bridge Investment Program
BUILD	BUILD Discretionary Grants
CAQ	Congestion Mitigation/Air Quality
CB	Capital Budget Nonhighway
COVID	COVID Relief
CRP	Carbon Reduction Program
CRPU	Carbon Reduction Program Urban
DAR	Defense Access Roads
DBE	Disadvantages Business Enterprise
D4R	Discretionary Interstate Maintenance
EB	Equity Bonus
ECONR	Economic Recovery
EV	EV Charging
FAABG	FAA Block Grant
FAAD	FAA Discretionary
FAI	Interstate Construction
FB	Ferry Boat/Ferry Terminal Facilities
FFL	Federal Flood
FHA	Public Lands Highways
FLAP	Federal Lands Access Program
FLH	Forest Highways
FRA	Federal Railroad Administration
FRB	Ferry Boat
FTAD	FTA Discretionary Funds
GEN	PA General Fund
HCB	Historic Covered Bridge
HPR	Highway Planning/Research
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
H4L	Highway for Life - 10% Limiting Amount
INFRA	INFRA Discretionary Award
ITS	Intelligent Transportation System
IVB	Innovative Bridge
LOC	Local Government Funds
LRFA	Local Rail Freight Assistance
MBP3	Major Bridge P3 Initiative
MSFF	Marcellus Shale Fee Fund
NFP	National HWY Freight Program
NHPP	National Highway Performance Program
OTH	Other Local Government Agencies
OTH-F	Other Federal Govt Agencies
OTH-S	Other Pa State Government Agencies
PIB	State Infrastructure Bank - 100% state
PL	Planning
PRIV	Private Party
PRTCT	Promoting Resilient Operations for Transformative
PTAF	Act 26 PA Transportation Assist Fund
RAISE	Rebuild American Infra. Sustainability Equity
REC	Recreational Trails
RES	Funds Restoration

Fund Category Code	Fund Category Description
RFAP	Rail Freight Assistance Program
RRX	Highway Safety
SBY	Scenic Byways
SECT9	FTA Federal Formula - Section 9
SIB	State Infrastructure Bank
SPOPR	Supplemental Operating Assistance
SPR	State Planning/Research
SRTSF	Federal Safe Routes to Schools
SR2S	State Safe Route to School
SSE	Supportive Services Enterprise
STE	Surface Transportation Enhancement
STN	STP - Nonurbanized
STP	Surface Transportation Prog-Flexible
STR	Surface Transportation Rural
STU	Surface Transportation Urban
SXF	Special Federal Funds (Demo)
TAP	Transportation Alternatives (TAP) Flexible
TAU	Tap > 200,000 Population
TCS	Transpo & Community System Pres.
TIGER	Trans Investment Generating Economic Recovery
TIGGR	Transit Investment for Greenhouse Gas and Energy R
TPK	Turnpike
TTE	Transit Transportation Enhancements
073	Green Light-Go
137	Municipal Bridge Improvements and Bundling
138	Rural Commercial Routes
140	Intelligent Transportation System
144	302-87-3 Transportation Assistance
160	Community Transport.-Equip Grant
163	Community Transport.- Equip Grant
164	PTAF
175	FTA- Capital Improvements
179	Local Bridge Construction (Act 26 Counties)
183	Local Bridge Construction
184	Restoration - Hwy Transfer
185	State Bridge Construction
208	FTA- Discretionary Capital
244	ARLE Projects
278	Safety Admin
338	PT - 1513 Mass Transit Operating
339	PT - 1514 Asst Imprvmnt / Capitl Budg
340	PT - 1517 Capital Improvement
341	PT - 1516 Progrms of Statewide Signif
342	Transit Administration and Oversight
361	FTA- Capital Improvements
383	DGS Delegated Facilities projects
403	Act 89 - Aviation Grants
404	Act 89 - Rail Freight Grants
405	Act 89 - Passenger Rail Grants
406	Act 89 - Port and Waterways Grants
407	Act 89 - Bicycle & Pedestrian Facilities Grants
408	Act 89 - Multimodal Admin and Oversight
409	ACT 89 - Roadway Maintenance
411	Act 89 - Statewide Program Grants - Non HWY
471	COVID Highway & Safety Capital Projects
5208	ITS
5303	FTA Metropolitan Planning Program
5305	FTA- Helping Obtain Prosperity for Everyone(HOPE)
5307	FTA Urban Area Formula Grants
5308	FTA Clean Fuels Formula Grants
5309	FTA New Starts Capital Program
5310	FTA Elderly & Handicapped Program

Transit Asset Management (TAM) Narrative FY2021

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

Central Pennsylvania Transportation Authority, NTD ID #30027
415 North Zarfoss Drive
York, PA 17404
NTD Contact: Bonnie Stine, Controller
717-849-0705

Prepared by David Juba, Transit Analyst on 7/20/2021 for FY2021 (July 1, 2020 – June 30, 2021).

Agency Profile

Central Pennsylvania Transportation Authority (CPTA), doing business as rabbittransit in York County, Pennsylvania, provides fixed route transit service in York and Adams, and public shared ride service in Adams, York, Cumberland, Columbia, Franklin, Montour, Northumberland, Perry, Snyder and Union 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. Since 2011, three counties have joined the authority and five have signed on having CPTA manage the shared ride program. FTA provides 5307 funding to the Central Pennsylvania Transportation Authority.

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

Useful Life Benchmark – Revenue Vehicles

Description

CPTA directly owns and operates rolling stock that operated in the MB DO, CB DO, and DR DO service groups. Transitions to the DR PT in December 2019 resulted in the entire DR PT fleet transitioning back to the DR DO classification. As of the end of FY2021, the agency had 290 active rolling stock assets across several vehicle type classifications as broken down in the table below.

Vehicle Type	Type Description	Assets
BR	BR - Over-the-road Bus	13
BU	BU - Bus	25
CU	CU - Cutaway	221
MV	MV - Minivan	10
VN	VN - Van	21

Target Setting & Rationale

In accordance with the agency TAM Plan, CPTA utilizes an aspirational target for rolling stock. CPTA has defined a target of 10% for 2022, consistent with the aspirational target set for 2021. The agency decision to utilize an aspirational target was based on the fact that the agency has been undergoing significant transition in fleet composition over the last several years relative to both the CNG transition for the heavy duty rolling stock and the right sizing of fleet across the coordinated counties the Authority has oversight over. The CNG transition is approaching a conclusion 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. As the infrastructure is in place and assets have been replaced, this target has become more realistic vs. aspirational. Within the last several years CPTA has largely replaced its entire MB DO diesel fleet. However, with the COVID pandemic, replacement cycles have been slower than usual. This includes the cycles for both lead times for new vehicles as well as the turn around time for disposal of retired assets.

While the expansion of demand response (DR) service has curbed slightly with the workforce and vehicle replacement challenges, it remains a consideration and 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 CPTA's hiring capabilities in consideration of the reduced ridership.

Progress & Challenges

As of the FY2021 report cycle, CPTA revenue assets categories, as a total of all groups, falls below the 10% aspirational threshold at 8.97% of assets at or past the ULB. This is the first report year that CPTA has achieved the 10% revenue asset goal.

CPTA saw a significant improvement in the BU – Bus category from FY2020'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 CPTA has replaced

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

There are opportunities for improvement in those asset categories with the lowest volumes of total vehicles. As percentages, these categories appear significant but are low in actual number of vehicles of the total revenue fleet. These include the BR - Over-the-road Bus, VN – Van, and MV – Minivan. Of the total fleet, these asset categories only make up forty-four (44) of two hundred and ninety (290) or 15% 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, CPTA is delaying the replacement of a few of these assets due to concerns over COVID recovery and the potential reduction in the 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 were felt in March 2020. CPTA anticipates that once the replacement delays are resolved, and the determination of right-sizing the commuter fleet is evaluated, the assets will be more appropriately in line with the 10% target for each of the asset category groups.

Useful Life Benchmark – Non-Revenue Vehicles

Description

CPTA 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. CPTA 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
EQP	Automobiles	19
EQP	Trucks and other Rubber Tire Vehicles	4

Target Setting & Rationale

In accordance with the agency TAM Plan, CPTA utilizes an aspirational target of 25% for equipment. This is largely because the ULB for Automobile and Trucks and other Rubber Tire Vehicles default ULBs is eight (8) for Automobiles and nineteen (19) for trucks and other rubber tire vehicles. As CPTA 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 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, CPTA 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, CPTA will tend to hold assets longer than ULB by two years. If consolidating all EQP, CPTA is not achieving the 25% aspirational target with seven (7) of twenty-three (23) assets 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 the ten (10) 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
FAC	Passenger / Parking Facilities	3
FAC	Administrative / Maintenance Facilities	4

This list is inclusive of two (2) park and rides, two (2) administrative / maintenance offices, and two (2) transfer centers. While CPTA-managed 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 CPTA.

Target Setting & Rationale

Facilities are measured differently in accordance with CPTA's TAM Plan and guidance. They are measured against the Transit Economic Requirements Model (TERM) scale with any facility falling below three (3) of five (5) being classified as beyond useful life. At current, CPTA is fortunate in that the majority of its facilities are new or have recently undergone renovation in the last decade. At current, CPTA has a realistic goal in accordance with its TAM Plan, of zero (0) percent.

Progress & Challenges

As identified, CPTA does not have any facility that is imminently approaching a TERM rating at the ULB requirement. The York Transfer Center is currently under renovation and is anticipated to be completed during FY2022. The main purpose of the renovation is to address facility design challenges and to improve safety, rather than meeting the TERM scale requirement. Otherwise there are no significant facility-related actions going on at this time. 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, CPTA's transition to CNG fleet, specifically among our BU – Bus vehicle type, has had a negative impact and delayed replacement of vehicles proximate to lifecycle and ULB. However, in this reporting year the majority of those assets exceeding ULB in the MB DO category have been replaced, bringing the revenue assets group into the 10% (ten percent) target. Some of the remaining difficulities in aligning with the ULB thresholds across the board, have been delay in disposal of assets relative to the COVID pandemic. This has caused the sale of aged assets to be slower than usual. Nonetheless, CPTA has been able to finalize disposal 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 issues have created delays in repairs and slowed the agency's capabilities to add the appropriate mileages to select assets to dispose of them timely. Additionally, the significant increase in lead time from design to acceptance of new rolling stock relative to the microchip and other part shortages 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, CPTA 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 and the unknown after-effectshas 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-#).

NTD ID	30027
Reporter Name	Central Pennsylvania Transportation Authority
Report	2021 (Original Submission)

Transit Asset Management Performance Measure Targets (A-90)

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
AB - Articulated Bus	N/A			**N/A**
AO - Automobile	N/A			**N/A**
BR - Over-the-road Bus	10.00	38.46	-28.46	**10.00**
BU - Bus	10.00	0.00	10.00	**10.00**
CU - Cutaway	10.00	6.33	3.67	**10.00**
DB - Double Decker Bus	N/A			**N/A**
MV - Minivan	10.00	40.00	-30.00	**10.00**
OR - Other	N/A			**N/A**
SB - School Bus	N/A			**N/A**
SV - Sports Utility Vehicle	N/A			**N/A**
VN - Van	10.00	14.29	-4.29	**10.00**

2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
Automobiles	25.00	26.32	-1.32	**25.00**
Trucks and other Rubber Tire Vehicles	25.00	50.00	-25.00	**25.00**
Steel Wheel Vehicles	N/A			**N/A**

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
Passenger / Parking Facilities	0.00	0.00	0.00	**0.00**
Administrative / Maintenance Facilities	0.00	0.00	0.00	**0.00**

Central Pennsylvania Transportation Authority

FINANCIAL CAPACITY PROGRAM

Introduction

This assessment is in accordance with the FTA C. 7008.1A and the Year of Expenditure requirement. The purpose of the Financial Capacity Policy is for transit grantees to demonstrate that they make capital investments based on the current and projected capability to maintain and operate current assets, and to determine the ability to operate and maintain the new assets on the same basis, providing at least the same level of service, for at least one replacement cycle of such assets. The program maintains two basic aspects: (1) demonstrate the general financial condition of the Central Pennsylvania Transportation Authority (CPTA); and (2) the communicate CPTA's sound financial planning efforts.

Assessment Requirements/Components

Planning and Project Development- Unified Planning Work Program. Transportation planning activities, such as database development and the development of analytical revenue and cost forecasting techniques needed to assess financial capacity, must be included in the urbanized area's Unified Planning Work Program of the Metropolitan Planning Organization (MPO). In addition, when the State and MPOs certify that the planning process is being carried out in accordance with Federal requirements, they must describe the region's public involvement process for balancing the cost of approved plans and programs with current and projected revenues.

Projected Cash Flow Statement – This is a multi-year projection, back five years (actual) and forward twenty years (CPTA forecasts a 12-year projection based on the EUL of the vehicles of revenues and expenses (and related items such as depreciation) relating to the grantee as an organization. It identifies expected revenues and expenses for each year, incorporating and highlighting the effects of a planned capital project or program of projects.

Financial Condition – This includes historical trends and current experience in the financial ability of the grantee to operate and maintain its transit system at present levels of service. The information supporting the assessment of the financial condition of the grantee is usually provided in audited financial statements and other financial reports. Financial condition is reflected in working capital levels, cash balances, capital reserves, the presence and status of depreciation accounts, debt levels, trends in transit costs as compared to available revenues, and trends in other relevant economic indicators. Satisfactory financial condition means that the grantee can pay its current costs from existing revenues.

Financial Capability – This refers to the stability and reliability of revenue sources needed to meet future annual capital and operating and maintenance costs. Assessments of financial capability shall cover the greater of the period equivalent to one replacement cycle of the basic system; the retirement of any

debt issued to finance the capital project; or 20 years. Financial capability considers the nature of funds pledged to support operating costs and capital replacement programs (12 years for CPTA), as well as forecasted changes in fare and non-fare revenues.

Capital costs include both replacement and rehabilitation of existing equipment and facilities as well as new investments. Operating and maintenance costs include those for the present system, as well as increases due to capital investment and service expansion.

Satisfactory financial capability means the grantee's ability to meet its expansion costs in addition to its existing operations from projected revenues.

Program Management and Compliance - Regular grant monitoring will emphasize whether the findings and self-certifications of financial capacity made at the grant approval stage retain their validity. The Triennial Reviews will be the instrument used for monitoring.

FINANCIAL CAPACITY ASSESSMENT

1) Financial Condition

Historical Trends and Current Conditions-

For Fiscal Year 2019, rabbittransit's total operating expenditures were $27,663,164. Approximately, 53.3% of the total operating expenditures were used to operate paratransit in a ten-county service area. This was generated through a combination of non-fixed route (all demand response) and ADA paratransit services operating expenditures.

Ridership levels for FY 2019 were steady. 66% percent of the fixed route riders have no other means of transportation with 65% of riders using fixed route service 5 or more days per week. Additionally, 61% of the riders earn an average income of $23,000* or less per year. 44% of fixed route riders use rabbittransit for trips to/from work and 21% use the bus to access medical/dental services. Based on this information, rabbittransit has concluded that the majority of its passengers are very susceptible to fare increases.

*FY2019 fixed route ridership survey, the maximum margin of error with a sample of 499 is +/4.2% at the 95% level of confidence

A significant factor affecting paratransit service is the trip length and onboard time. In FY 2019 the average shared ride trip length was 13.3 miles per trip and the average on-board time was 38 minutes. rabbittransit believes that there are two factors creating the increase in trip distances; the first is urban sprawl and the second is the fundamental changes in older adults' needs for transportation.

rabbittransit is projecting FY 2021 expenses to be at $ 14,022,216 for fixed route, express and microtransit services; system wide expenses are projected to be $ 30,011.179 which includes the paratransit service. With the passing of Pennsylvania ACT 44 in 2007, rabbittransit experienced a 50% increase in state funding, with an average of 5.2% additional each year since. For FY2021, the increase in state funding to rabbittransit will be 7.5%.

Financial Projections-

rabbittransit's financial capacity analysis is a six-year combined operating and capital needs projection. The factors determining the outcomes are based on current and historical information. For this Operating and Capital Capacity Plan, the inflation factors were 3% and 5% respectfully. The analysis demonstrates that rabbittransit can continue to operate at FY 2020 service levels through FY 2023.

rabbittransit works closely with the State and Federal Transportation Departments and other groups of interests when developing projections. The CPTA Board of Directors are aware of how public transportation in the Commonwealth of Pennsylvania is funded. It is the policy of the Board of Directors to have service levels that can be supported by funding levels. When funding levels fall short of needs, service levels and fares are adjusted accordingly.

2) Financial Capability

Local match funds from Adams County historically have been a concern for CPTA. Last year Adams County provided an increase that reduced this concern level. If local match cannot meet legislative mandates, service levels will be adjusted based on the level of match for operating and to maintain a state of good repair with rolling stock. State funding would be returned to the state and most likely permanently lost

Capital-

Funding remains a concern at the state level. With the loss of discretionary funding based on the Congressional ban on earmarks and the loss of FTA discretion grants, the capital burden falls back on the state. The FAST ACT provides an understanding of the future, the ACT does financially put transit on solid ground. ACT 89 provides a good foundation for a capital program, but Federal funds need to continue at historic level with the possibility of growth. All eyes are on the sunset clause in ACT 44 in relation to the funding provided to PennDOT by the Turnpike.

Operating-

With the implementation of PA ACT 44, and recently ACT 89, state operating funds are steady. MAP 21 addressed the 200,000-population issue, allowing systems with 100 or less buses in peak service to utilize a percentage of the 5307 funds for operating.

Air Quality Conformity Analysis Report

York MPO FY2023-2026 TIP and 2045 Metropolitan Transportation Plan (MTP)

National Ambient Air Quality Standards (NAAQS) Addressed:

The York Area Metropolitan Planning Organization (YAMPO) Portion of the:

- ***Harrisburg–Lebanon–Carlisle-York, PA 2006 24-Hour $PM_{2.5}$ Maintenance Area***
- ***York, PA 1997 Ozone Maintenance Area***

Prepared by:

The YAMPO and Pennsylvania Department of Transportation

April 2022

Table of Contents

Table of Exhibits

Summary of Attachments

Attachment A: Project List
Attachment B: Detailed Emission Results
Attachment C: Sample MOVES Input Files

Overview

This report provides an analysis of the air quality implications of the York Area Metropolitan Planning Organization (YAMPO) FY2023-2026 Transportation Improvement Program (TIP) and 2045 Metropolitan Transportation Plan (MTP). The analysis demonstrates transportation conformity under the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) and the 2006 24-hour fine particulate ($PM_{2.5}$) NAAQS. The air quality conformity analysis reflects an assessment of the regionally significant, non-exempt transportation projects included in the TIP and MTP. Note that conformity for the MTP is being reaffirmed as there are no changes to the LRTP from the previous conformity determination.

This document replaces the previously approved conformity demonstration and ensures that the findings meet all current criteria established by the U.S. Environmental Protection Agency (EPA) for the applicable NAAQS.

Background on Transportation Conformity

Transportation conformity is a way to ensure that federal funding and approval are awarded to transportation activities that are consistent with air quality goals. Under the Clean Air Act (CAA), transportation and air quality modeling procedures must be coordinated to ensure that the TIP and MTP are consistent with the area's applicable State Implementation Plan (SIP). The SIP is a federally approved and enforceable plan by which each area identifies how it will attain and/or maintain the health-related primary and welfare-related secondary NAAQS.

In order to receive transportation funding and approvals from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), state and local transportation agencies must demonstrate that the plans, programs, or projects meet the transportation conformity requirements of the CAA as set forth in the transportation conformity rule. Under the transportation conformity rule, transportation plans are expected to conform to the applicable SIP in nonattainment or maintenance areas. The integration of transportation and air quality planning is intended to ensure that transportation plans, programs, and projects will not:

- Cause or contribute to any new violation of any applicable NAAQS.
- Increase the frequency or severity of any existing violation of any applicable NAAQS.
- Delay timely attainment of any applicable NAAQS, any required interim emissions reductions, or other NAAQS milestones.

The transportation conformity determination includes an assessment of future highway emissions for defined analysis years, including the MPO horizon year. Emissions are estimated using the latest available planning assumptions and available analytical tools, including EPA's latest approved on-highway mobile sources emissions model, the Motor Vehicle Emission Simulator (MOVES). The conformity determination provides a tabulation of the analysis results for applicable precursor pollutants, showing that the required conformity test was met for each analysis year.

Report Contents

This document includes a summary of the methodology and data assumptions used for the conformity analysis. As shown in **Exhibit 1**, attachments containing additional detail have been provided with the document. In addition, modeling input and output files have been reviewed by the Environmental Protection Agency (EPA) Region III and the Pennsylvania Department of Environmental Protection (DEP).

EXHIBIT 1: SUMMARY OF ATTACHMENTS

Attachment	Title	Description
A	Project List	Provides a list of regionally significant highway projects.
B	Detailed Emission Results	Provides a detailed summary of emissions by roadway type.
C	MOVES Sample Run Specification	Provides example MOVES data importer (XML) and run specification (MRS) files.

National Ambient Air Quality Standard Designations

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.

York County is included in the *York, PA* maintenance area under the 1997 8-hour ozone NAAQS and the *Harrisburg-Lebanon-Carlisle-York, PA* maintenance area under the 2006 24-Hour $PM_{2.5}$ NAAQS. The county is in attainment for the other current 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.

Final Particulate Matter

Fine particulate matter ($PM_{2.5}$) can be emitted directly into the atmosphere (sources include exhaust and dust from brake and tire wear) or formed in the atmosphere by combinations of precursor pollutants (secondary formation). Sulfates and nitrates are two types of pollutants that contribute to secondary formation. Sulfate emissions are a result of power plant and industry emissions, while nitrate emissions result from automobiles, power plants, and other combustion sources. Scientific studies have shown a significant correlation between exposure to fine particulates and severe health issues such as heart disease, lung disease, and premature death.

The pollutants that could be analyzed in the conformity analysis are: [1] direct $PM_{2.5}$ emissions (tail pipe emissions, brake and tire wear), [2] re-entrained road dust, and [3] precursors nitrogen oxides (NO_X), volatile organic compounds (VOC), sulfur oxides (SO_X) and ammonia (NH_3). The EPA has ruled that until

the EPA or DEP find that other precursor pollutants are significant contributors, and a SIP revision is approved stating such findings, direct $PM_{2.5}$ emissions and NOx are the only pollutants that must be analyzed for transportation conformity (40 CFR 93.119(f)(8)–(10)).

1997 Annual $PM_{2.5}$ and 2006 24-hour $PM_{2.5}$ Standards

The EPA published the 1997 annual $PM_{2.5}$ NAAQS on July 18, 1997, (62 FR 38652), with an effective date of September 16, 1997. An area is in nonattainment of this standard if the 3 year average of the annual mean $PM_{2.5}$ concentrations (for designated monitoring sites within an area) exceed 15.0 micrograms per cubic meter ($\mu g/m^3$). York County was designated as a nonattainment area under the 1997 annual $PM_{2.5}$ NAAQS, effective April 5, 2005 (70 FR 944).

The EPA published the 2006 24-hour $PM_{2.5}$ NAAQS on October 17, 2006, (71 FR 61144), with an effective date of December 18, 2006. The rulemaking strengthened the 1997 24-hour standard of 65 $\mu g/m^3$ (62 FR 38652) to 35 $\mu g/m^3$ and retained the 1997 annual $PM_{2.5}$ NAAQS of 15 $\mu g/m^3$. An area is in nonattainment of the 2006 24-hour $PM_{2.5}$ NAAQS if the 98th percentile of the annual 24-hour concentrations, averaged over three years, is greater than 35 $\mu g/m^3$. York County was designated as a nonattainment area as part of the Harrisburg-Lebanon-Carlisle-York nonattainment area under the 2006 24-hour $PM_{2.5}$ NAAQS, effective December 14, 2009 (74 FR 58688).

A redesignation request and maintenance plan applicable to both the 1997 annual and 2006 24-hour $PM_{2.5}$ NAAQS was approved by EPA and effective December 8, 2014 (79 FR 72522). The maintenance plan includes 2017 and 2025 $PM_{2.5}$ and NOx mobile vehicle emission budgets (MVEBs) for transportation conformity purposes.

EPA took final action on the "*Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements*" rule on August 24, 2016 (81 FR 58010 effective on October 24, 2016). In that rulemaking, EPA finalized the option that revokes the 1997 primary annual $PM_{2.5}$ NAAQS in areas that are designated as attainment or maintenance of that NAAQS. After revocation, areas no longer have to expend resources on CAA air quality planning and conformity determination requirements associated with the 1997 annual $PM_{2.5}$ NAAQS.

2012 Annual $PM_{2.5}$ Standard

The EPA published the 2012 annual $PM_{2.5}$ NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual $PM_{2.5}$ NAAQS by strengthening the standard from 15 $\mu g/m^3$ to 12 $\mu g/m^3$. An area is in nonattainment of this standard if the 3 year average of the annual mean $PM_{2.5}$ concentrations for designated monitoring sites in an area is greater than 12.0 $\mu g/m^3$. On December 18, 2014, EPA issued final designations for the standard that were revised on April 7, 2015 (80 FR 18535). York County was designated in attainment of the standard.

Ozone

Ozone is formed by chemical reactions occurring under specific atmospheric conditions. Precursor pollutants that contribute to the formation of ozone include VOC and NO_X, both of which are components of vehicle exhaust. VOCs may also be produced through the evaporation of vehicle fuel, as well as by displacement of vapors in the gas tank during refueling. By controlling VOC and NO_X emissions, ozone formation can be mitigated.

1997 and 2008 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).

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. York County was designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088). As a result, transportation conformity is not currently required for the standard.

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. York 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 also being made for the 1997 ozone NAAQS.

2015 8-hour Ozone NAAQS

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). On April 30, 2018, EPA completed area designations, and York County was designated as an attainment area for the standard.

Interagency Consultation

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state). Meeting and conference calls were conducted on October 28, 2021 and January 27, 2022 to review all input planning assumptions, methodologies and analysis years.

Analysis Methodology and Data

This transportation conformity analysis was conducted using EPA's MOVES model, which is the official model for estimating emissions from highway vehicles for SIP emission inventories and transportation conformity (75 FR 9411), effective March 2, 2010. MOVES2014a has been used for this conformity determination and is (in addition to MOVES2014b and MOVES3) currently considered one of the latest approved model versions for SIP and transportation conformity purposes (79 FR 60343). After January 9, 2023, MOVES3 must be used for conformity determinations.

Planning assumptions are updated following EPA and FHWA joint guidance (EPA420-B-08-901) that clarifies the implementation of the latest planning assumption requirements in 40 CFR 93.110. This analysis utilizes the best available latest traffic, vehicle fleet and environmental data to estimate regional highway emissions.

PennDOT updates many of the key planning assumptions on a triennial basis to support EPA's National Emissions Inventory (NEI) and FHWA's latest planning assumption requirements for transportation conformity. The PennDOT triennial data update is typically used to inform the planning assumptions for the future analysis years used for transportation conformity.

Due to the impacts that COVID has had on the latest 2020 triennial data update, PennDOT has determined that these estimates of vehicle miles of travel (VMT), vehicle mix percentages, travel time-of-day patterns, transit ridership, and vehicle fleet age may not be reflective of future conditions or longer term trends. The 2020 information indicates significant reductions in passenger vehicle travel and transit ridership. In addition, vehicle registration data shows very low vehicle sales and older vehicle scrappage. The 2020 information is not reflective of other historic data collected over the last 15-20 years, other than in 2010 during the recession. PennDOT, in coordination with the Pennsylvania Air Quality Workgroup, decided not to use the 2020 VMT, traffic and transit data to inform future VMT projections for conformity. The MPO's travel model continued to utilize the latest socio-economic forecasts to guide VMT growth rates though in most cases these had not been updated with data from the COVID period. In addition, PennDOT, in consultation with the Workgroup, decided not to use the 2020 vehicle age data to inform future age distributions and vehicle sales as this information is not reflective of historic trends. For

both cases, the VMT growth and vehicle age assumptions relied on previous planning assumptions used for past conformity analyses.

All other data assumptions for the conformity analysis relied on the latest available planning assumptions or national/local defaults consistent with methods used for past conformity analyses and EPA's technical guidance. This includes information and characteristics related to fuels, inspection maintenance (I/M) program parameters, heavy-truck long duration idling, and environmental data (e.g. temperatures and humidity). The analysis methodology and data inputs for this analysis were developed through interagency consultation and used available EPA guidance documents that included:

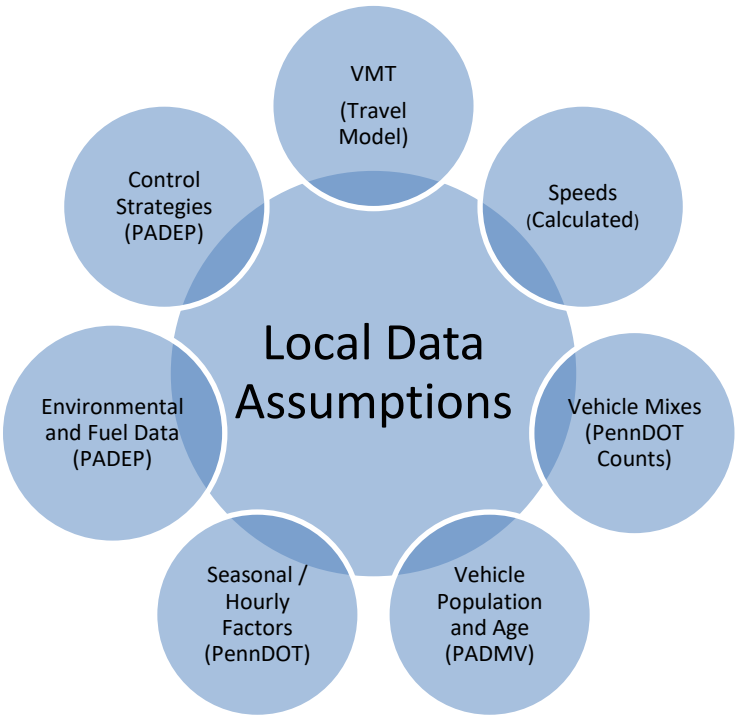
- *Policy Guidance on the Use of MOVES2014 for State Implementation Plan Development, Transportation Conformity, and Other Purposes*, US EPA Office of Air and Radiation, EPA-420-B-14-008, July 2014.
- *MOVES2014a User Guide*, US EPA Office of Transportation and Air Quality, EPA-420-B-15-095, November 2015.
- *MOVES2014 and MOVES2014a, and MOVES2014b Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity.* US EPA Assessment and Standard Division, Office of Transportation and Air Quality, EPA-420-B-18-039, August 2018.

A mix of local and national default (internal to MOVES) data are used in the analysis. As illustrated in **Exhibit 2**, local data has been used for data items that have a significant impact on emissions, including: vehicle miles of travel (VMT), vehicle population, congested speeds, and vehicle type mix, as well as environmental and fuel assumptions. Local data inputs to the analysis process reflect the latest available planning assumptions using information obtained from PennDOT, DEP and other local/national sources.

The methodology used for this analysis is consistent with the methodology used to develop SIP inventories. This includes the use of custom post-processing software (PPSUITE) to calculate hourly speeds and prepare key traffic input files to the MOVES emission model. PPSUITE consists of a set of programs that perform the following functions:

- Analyzes highway operating conditions.
- Calculates highway speeds.
- Compiles VMT and vehicle type mix data.
- Prepares MOVES runs and processes MOVES outputs.

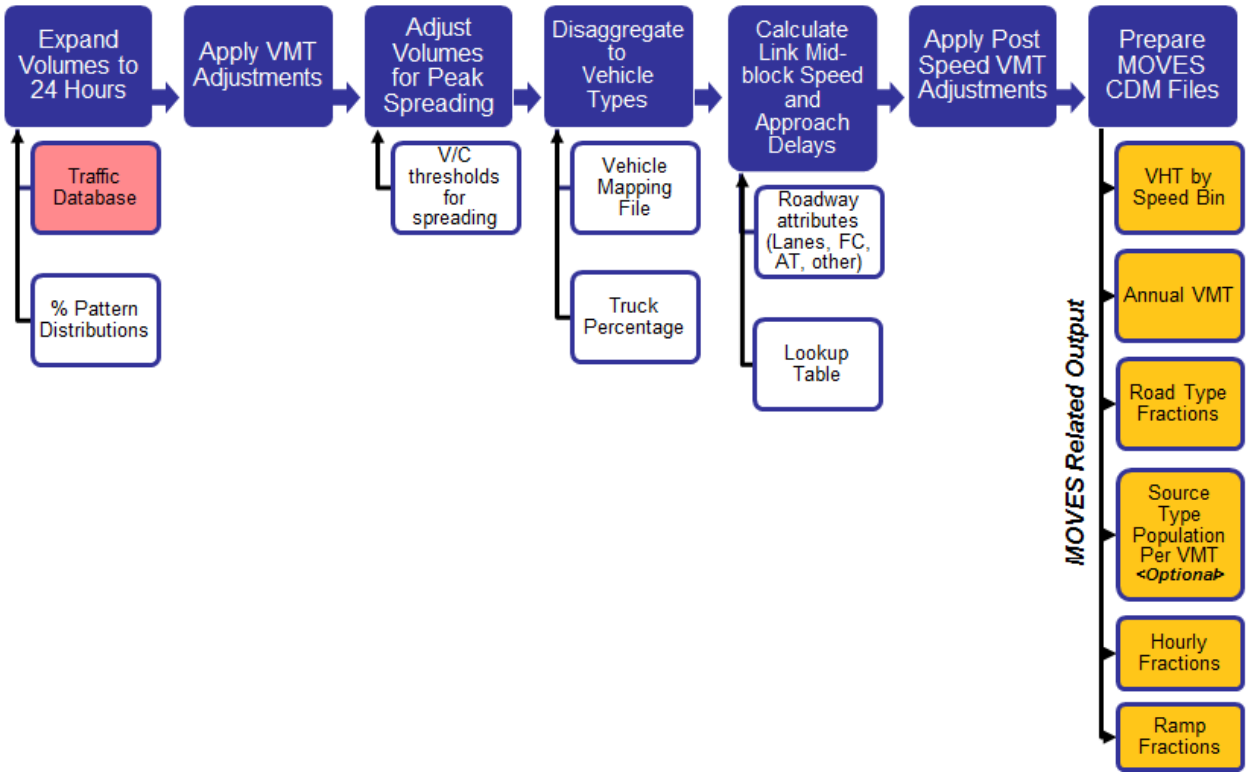
EXHIBIT 2: LOCAL DATA INPUTS USED FOR CONFORMITY RUNS



PPSUITE is a widely used and accepted tool for estimating speeds and processing emissions rates. The PPSUITE tool has been used for developing on-highway mobile source inventories in SIP revisions, control strategy analyses, and conformity analyses in other states. The software was developed to utilize accepted transportation engineering methodologies. The PPSUITE process is integral to producing traffic-related input files to the MOVES emission model. **Exhibit 3** summarizes the key functions of PPSUITE within the emission calculation process. Other MOVES input files are prepared externally to the PPSUITE software, including vehicle population, vehicle age, environmental and fuel input files.

The CENTRAL software is also used in this analysis. CENTRAL is a menu-driven software platform that executes the PPSUITE and MOVES processes in batch mode. The CENTRAL software allows users to execute runs for a variety of input options and integrates custom MYSQL steps into the process. CENTRAL provides important quality control and assurance steps, including file naming and storage automation.

EXHIBIT 3: EMISSION CALCULATION PROCESS



Key MOVES Input Data

A large number of inputs to MOVES are needed to fully account for the numerous vehicle and environmental parameters that affect emissions. These inputs include traffic flow characteristics, vehicle descriptions, fuel parameters, I/M program parameters and environmental variables. MOVES includes a default national database of meteorology, vehicle fleet, vehicle activity, fuel and emission control program data for every county; EPA, however, cannot certify that the default data is the most current or best available information for any specific area. As a result, local data, where available, is recommended for use when conducting a regional conformity analysis. A mix of local and default data is used for this analysis. These data items are discussed in the following sections.

Travel Demand Model

The roadway data input to emissions calculations for this conformity analysis is based on information from the region's travel demand forecasting model. The travel demand model estimates roadway volumes based on input demographic forecasts and expected changes to the transportation roadway network.

The travel demand model follows the basic "four-step" travel demand forecasting process and utilizes the Cube Voyager (TP+) software platform. The model was recently updated in 2020 to include the Lancaster, Harrisburg, York, Franklin, Adams and Lebanon MPO areas in the south-central region. The network contains attributes such as distance, number of lanes, area type, facility type, free flow speed, capacity of the lane, and location of traffic signals. The model updates included a revalidation of the travel model to 2018-2019 traffic conditions. Using the projected traffic volume data from the model, conditions were evaluated for all applicable future analysis years. All significant air quality projects from the TIP and MTP were coded into the travel demand model.

Transit data was also generated as part of the travel demand model. Existing fixed transit routes and their associated attributes (i.e., stops, headways, fares, and speeds) are included within a transit subroutine. Ridership estimates generated by this subroutine are fed back into the model stream as part of the overall network processing.

Traffic forecasts were projected based on the socioeconomic and land use data projections developed by the York County Planning Commission. This data includes total population, household population, total employment, and school enrollment. **Exhibit 4** summarizes socioeconomic data for the base year and horizon years included in the conformity analysis.

EXHIBIT 4: SOCIOECONOMIC GROWTH ASSUMPTIONS TO THE TRAVEL MODEL

County	Year	Population	Households	Total Employment
York	2018	441,064	170,960	177,778
	2024	478,064	185,088	189,686
	2025	484,236	187,432	191,650
	2035	523,212	202,704	213,279
	2045	560,596	217,396	236,415

The travel model network and assigned traffic volumes are processed by PPSUITE to prepare the traffic inputs needed to run the MOVES emission model. The following information is extracted from the model for emission calculations:

- Lanes
- Roadway capacity
- Distance

- Daily traffic volume
- Type of area abutting the roadway (e.g. urban, suburban, rural, etc.)
- Type of roadway facility (e.g. interstate, arterial, collector, local, etc.)

Other Supporting Traffic Data

Other traffic data is used to adjust and disaggregate traffic volumes. Key sources used in these processes include the following:

- *Highway Performance Monitoring System (HPMS VMT)*: According to EPA guidance, baseline inventory VMT computed from the regional travel demand model must be adjusted to be consistent with HPMS VMT totals. The VMT contained in the HPMS reports are considered to represent average annual daily traffic (AADT), an average of all days in the year, including weekends and holidays. Adjustment factors were calculated as part of the model's validation process. These factors are used to adjust locally modeled roadway data VMT to be consistent with the reported HPMS totals, and are applied to all county and facility group combinations within the region. These adjustments are important to account for local roadway VMT not represented within the regional travel demand model.
- *Seasonal Factors*: The traffic volumes estimated from the regional travel demand model are adjusted to summer or average monthly conditions (as needed for annual processing), using seasonal adjustment factors prepared by PennDOT's BPR in their annual traffic data report published on the BPR website (http://www.dot.state.pa.us/ Search: Research and Planning). The seasonal factors are also used to develop MOVES daily and monthly VMT fraction files, allowing MOVES to determine the portion of annual VMT that occurs in each month of the year.
- *Hourly Patterns*: Speeds and emissions vary considerably depending on the time of day. In order to produce accurate emission estimates, it is important to estimate the pattern by which roadway volume varies by breaking the data down into hourly increments. Pattern data is in the form of a percentage of the daily volumes for each hour. Distributions are provided for all the counties within the region and by each facility type grouping. The hourly pattern data has been developed from 24-hour vehicle count data compiled by PennDOT's BPR, using the process identified in PennDOT's annual traffic data report. The same factors are also used to develop the MOVES hourly fraction file.

Vehicle Class

Emission rates within MOVES also vary significantly by vehicle type. MOVES produces emission rates for thirteen MOVES vehicle source input types. VMT, however, is input to MOVES by five HPMS vehicle groups (note that passenger cars and light trucks are grouped for input to MOVES2014a). **Exhibit 5** summarizes the distinction between each classification scheme.

EXHIBIT 5: MOVES SOURCE TYPES AND HPMS VEHICLE GROUPS

SOURCE TYPES		HPMS Class Groups	
11	Motorcycle	10	Motorcycle
21	Passenger Car	25	Passenger Car
31	Passenger Truck	25	Passenger/Light Truck
32	Light Commercial Truck	40	Buses
41	Intercity Bus	50	Single Unit Trucks
42	Transit Bus	60	Combination Trucks
43	School bus		
51	Refuse Truck		
52	Single Unit Short-haul Truck		
53	Single Unit Long-haul Truck		
54	Motor Home		
61	Combination Short-haul Truck		
62	Combination Long-haul Truck		

The emissions estimation process includes a method to disaggregate the traffic volumes to the thirteen source types and then to recombine the estimates to the five HPMS vehicle classes. Vehicle type pattern data is used by PPSUITE to distribute the hourly roadway segment volumes among the thirteen MOVES source types. Similar to the 24-hour pattern data, this data contains percentage splits to each source type for every hour of the day. The vehicle type pattern data is developed from several sources of information:

- PennDOT truck percentages from the RMS database.
- Hourly distributions for trucks and total traffic compiled by PennDOT's BPR.
- Transit data from PennDOT and the National Transit Database (NTD) Transit Profiles (https://www.ntdprogram.gov).
- School bus registration data from PennDOT's Bureau of Motor Vehicles Registration Database.

Vehicle type percentages are also input into the capacity analysis section of PPSUITE to adjust the speeds in response to truck volume. Larger trucks take up more roadway space compared to an equal number of cars and light trucks, which is accounted for in the speed estimation process by adjusting capacity using information from the Transportation Research Board's fifth edition of the *Highway Capacity Manual*. (http://hcm.trb.org/).

Vehicle Ages

Vehicle age distributions are input to MOVES for each of the thirteen source types. These distributions reflect the percentage of the vehicle fleet falling under each vehicle model year (MY), to a maximum age of 31 years. The vehicle age distributions were prepared from the most recently available registration download from PennDOT's Bureau of Motor Vehicles Registration Database. Due to data limitations, information for light duty vehicles, intercity buses and motor homes (including source types 11, 21, 31, 32, 41 and 54) was used as local data for MOVES inputs, while heavy-duty vehicles (including source types 42, 43, 51, 52, 53, 61, and 62) used the MOVES national default data. The registration data download is based on MOBILE6.2 vehicle categories. The data was converted to source types using the EPA convertor spreadsheets provided with the MOVES emission model.

Vehicle Population

The vehicle population information, including the number and age of vehicles, impacts forecasted start and evaporative emissions within MOVES. Similar to vehicle ages, MOVES requires vehicle populations for each of the thirteen source type categories. County vehicle registration data was used to estimate vehicle population for light-duty vehicles, transit buses, and school buses. Other heavy-duty vehicle population values were based on VMT for each source type using the vehicle mix and pattern data discussed previously. PPSUITE automatically applies MOVES default ratios of VMT and source type population (e.g. the number of miles per vehicle by source type) to the local VMT estimates to produce vehicle population.

For the preparation of source type population for other required conformity analysis years, base values were adjusted using forecast population and household data for the area. Growth rates were limited so as to not exceed the VMT growth assumptions.

Meteorology Data

Average monthly minimum temperatures, maximum temperatures, and humidity values are consistent with the regional State Implementation Plan (SIP) modeling conducted by DEP. The data was obtained from WeatherBank, Inc. EPA's MOBILE6.2-MOVES meteorological data convertor spreadsheet (http://www.epa.gov/oms/models/moves/tools.htm) was used to prepare the hourly temperature inputs needed for the MOVES model, based on the available data.

Fuel Parameters

The MOVES default fuel formulation and fuel supply data were reviewed and updated based on available local volumetric fuel property information. The gasohol market penetration and Reid Vapor Pressure (RVP) values were updated, but MOVES default data was used for the remaining parameters. Key assumptions include:

- 10.0 RVP used for summer months [Local data].
- 10% and 15% ethanol used throughout the year with MOVES default market shares [vary by year].

I/M Program Parameters

The inspection maintenance (I/M) program inputs to the MOVES model are based on previous and current programs within each county (all PA I/M programs are based on county boundaries). All analysis years include Pennsylvania's statewide I/M program. The default I/M program parameters included in MOVES were examined for each county and necessary changes were made to the default parameters to match the actual local program.

The I/M program requirements vary by region (five regions) and include on-board diagnostics (OBD) technology that uses the vehicle's computer for model years 1996 and newer to identify potential engine and exhaust system problems that could affect emissions. The program, named PAOBDII, is implemented by region as follows:

- *Philadelphia Region* - Bucks, Chester, Delaware, Montgomery and Philadelphia Counties
  [Includes tailpipe exhaust testing using ASM2015 or equipment for pre-1996 vehicles up to 25 years old]
- *Pittsburgh Region* - Allegheny, Beaver, Washington and Westmoreland Counties.
  [Includes tailpipe exhaust testing using PA 97 equipment for pre-1996 vehicles up to 25 years old]
- *South Central and Lehigh Valley Region* - Berks, Cumberland, Dauphin, Lancaster, Lebanon, Lehigh, Northampton and York Counties.
  [Gas cap and visual inspection only]
- *North Region* - Blair, Cambria, Centre, Erie, Lackawanna, Luzerne, Lycoming, and Mercer Counties.
  [Gas cap and visual inspection only]
- *Other 42 Counties* – Includes the remaining 42 counties not included above.
  [Visual inspection only]

Other Vehicle Technology and Control Strategy Data

Current federal vehicle emissions control and fuel programs are incorporated into the MOVES software. These include the National Program standards covering vehicles MY2012-MY2025. Modifications of default emission rates are required to reflect the early implementation of the National Low Emission Vehicle (NLEV) Program in Pennsylvania. To reflect these impacts, EPA has released instructions and input files that can be used to model these impacts.

The Pennsylvania Clean Vehicles (PCV) Program, adopted in 1998, incorporated the California Low Emission Vehicle Regulations (CA LEV) by reference. The PCV Program allowed automakers to comply with the NLEV program as an alternative to this Pennsylvania program until MY2006. Beginning with MY2008, all "new" passenger cars and light-duty trucks with a gross vehicle weight rating (GVWR) of 8,500 pounds or less sold/leased and titled in Pennsylvania must be certified by the California Air Resources Board (CARB) or be certified for sale in all 50 states. For this program, a "new" vehicle is a qualified vehicle with an odometer reading less than 7,500 miles. DEP and PennDOT both work with the public, including manufacturers, vehicle dealers and consumers, to ensure that vehicles sold and purchased in Pennsylvania or vehicles purchased from other states by Pennsylvania residents comply with the requirements of the PCV Program, in order to be titled in Pennsylvania. Additionally, PennDOT ensures that paperwork for

title and registration includes proof of CARB- or 50-state emission certification or that the vehicle owner qualifies for an exemption to the requirements, as listed on PennDOT's MV-9 form and in the PCV Program regulation. When necessary, information from PennDOT's title and registration process may be used to audit vehicle title transactions to determine program compliance.

The impacts of this program are modeled for all analysis years beyond 2008 using the same instructions and tools downloaded for the early NLEV analysis. EPA provided input files to reflect state programs similar to the CA LEV program. Modifications to those files were made to reflect a 2008 program start date for Pennsylvania.

Analysis Process Details

The previous sections have summarized the input data used for computing speeds and emission rates for this conformity analysis. This section explains how PPSUITE and MOVES use that input data to produce emission estimates. **Exhibit 6** provides a more detailed overview of the PPSUITE analysis procedure using the available traffic data information described in the previous sections.

VMT Preparation

Producing an emissions inventory with PPSUITE requires a process of disaggregation and aggregation. Data is available and used on a very detailed scale – individual roadway segments for each of the 24 hours of the day. This data needs to be processed individually to determine the distribution of vehicle hours of travel (VHT) by speed and then aggregated by vehicle class to determine the input VMT to the MOVES emission model. Key steps in the preparation of VMT include:

- *Assemble VMT* - The regional travel demand model contains the roadway segments, distances and travel volumes needed to estimate VMT. PPSUITE processes each segment by simply multiplying the assigned travel volume by the distance to obtain VMT.
- *Apply Seasonal Adjustments* – PPSUITE adjusts the traffic volumes to the appropriate analysis season using an average monthly day to support annual $PM_{2.5}$ analyses. These traffic volumes are assembled by PPSUITE and extrapolated over the course of a year to produce the annual VMT file input to MOVES.
- *Disaggregate to Hours* - After seasonal adjustments are applied, the traffic volumes are distributed to each hour of the day. This allows for more accurate speed calculations (effects of congested hours) and allows PPSUITE to prepare the hourly VMT and speeds for input to MOVES.
- *Peak Spreading* - After distributing the daily volumes to each hour of the day, PPSUITE identifies hours that are unreasonably congested. For those hours, PPSUITE then spreads a portion of the volume to other hours within the same peak period, thereby approximating the "peak spreading" that normally occurs in such over-capacity conditions. This process also helps prevent hours with unreasonably congested speeds from disproportionately impacting emission calculations.
- *Disaggregation to Vehicle Types* - EPA requires VMT estimates to be prepared by the six HPMS vehicle groups, reflecting specific local characteristics. As described in the previous section, the hourly

volumes are disaggregated into thirteen MOVES source types based on data from PennDOT and NTD, in combination with MOVES defaults. The thirteen MOVES source types are then recombined into six HPMS vehicle classes.

- *Apply HPMS VMT Adjustments* - Volumes must also be adjusted to account for differences with the HPMS VMT totals, as described in previous sections. VMT adjustment factors are provided as inputs to PPSUITE and are applied to each of the roadway segment volumes. VMT adjustment factors are also applied to runs for future years.

Speed Estimation

Emissions for many pollutants (including VOC and NOx) vary significantly with travel speed. VOC emissions generally decrease as speed increases, while NO_X emissions decrease at low speeds and increases at higher speeds, as illustrated in **Exhibit 7**. Because emissions are so sensitive to speed changes, EPA recommends special attention be given to developing reasonable and consistent speed estimates. EPA also recommends that VMT be disaggregated into subsets that have roughly equal speeds, with separate emission factors for each subset. At a minimum, speeds should be estimated separately by road type.

The computational framework used for this analysis meets and exceeds the recommendation above relating to speed estimates. Speeds are individually calculated for each roadway segment and hour. Rather than accumulating the roadway segments into a particular road type and calculating an average speed, each individual link hourly speed is represented in the MOVES vehicle hours of travel (VHT) by a speed bin file. This MOVES input file allows the specification of a distribution of hourly speeds. For example, if 5% of a county's arterial VHT operates at 5 mph during the AM peak hour and the remaining 95% operates at 65 mph, this can be represented in the MOVES speed input file. For the roadway vehicle emissions calculations, speed distributions are input to MOVES by road type and source type for each hour of the day.

To calculate speeds, PPSUITE first obtains initial capacities (i.e., how much volume the roadway can serve before heavy congestion) and free-flow speeds (speeds assuming no congestion) from a speed/capacity lookup table. As described previously, this data contains default roadway information indexed by the area and facility type codes. For areas with known characteristics, values can be directly coded to the database and the speed/capacity default values can be overridden. For most areas where known information is unavailable, the speed/capacity lookup tables provide valuable default information regarding speeds, capacities, signal characteristics, and other capacity adjustment information used for calculating congested delays and speeds. The result of this process is an estimated average travel time for each hour of the day for each highway segment. The average travel time multiplied by traffic volume produces vehicle hours of travel (VHT).

EXHIBIT 6: PPSUITE SPEED/EMISSION ESTIMATION PROCEDURE

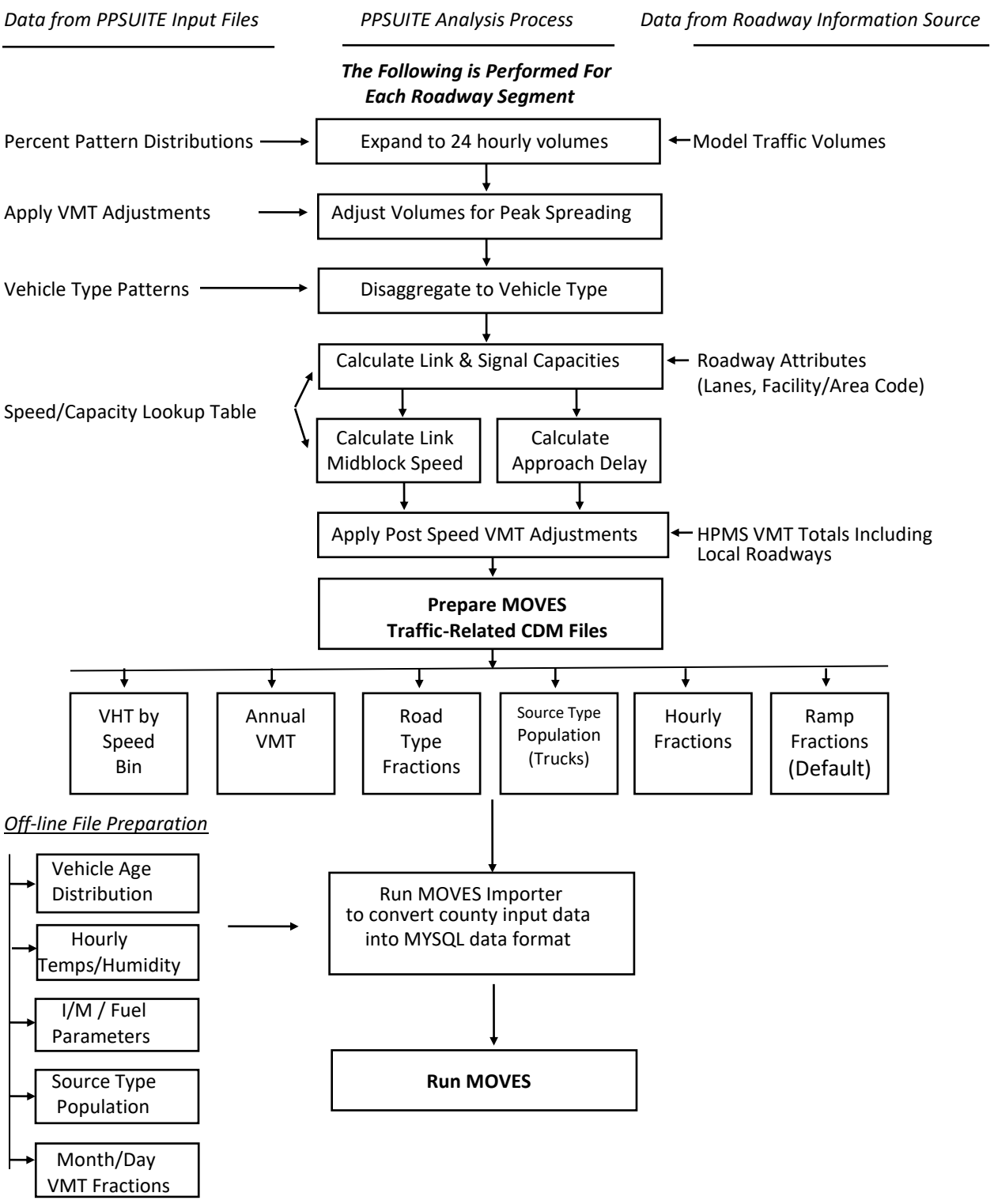
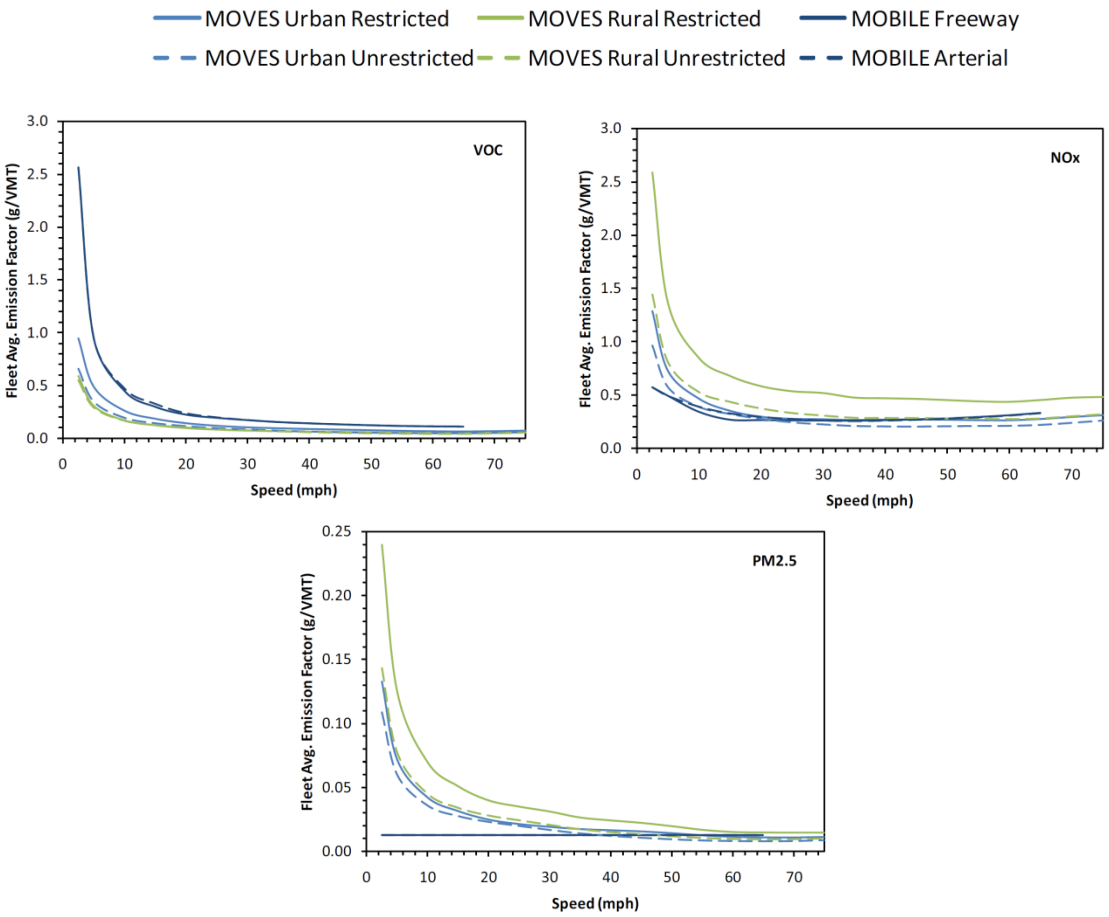


EXHIBIT 7: EMISSION FACTOR VS. SPEED VARIANCES (VOC, NOX, AND $PM_{2.5}$)



Source: Figure 3 from Implications of the MOVES2010 Model on Mobile Source Emission Estimates, Air & Waste Management Association, July 2010.

Developing the MOVES Traffic Input Files

The PPSUITE software is responsible for producing the following MOVES input files during any analysis run:

- VMT by HPMS vehicle class.
- VHT by speed bin.
- Road type distributions.
- Hourly VMT fractions.
- Ramp fractions.

These files are text formatted files with a *.csv extension. The files are provided as inputs within the MOVES County Data Manager (CDM) and are described below:

- *VMT Input File*: VMT is the primary traffic input affecting emission results. The roadway segment distances and traffic volumes are used to prepare estimates of VMT. PPSUITE performs these calculations and outputs the MOVES annual VMT input file to the County Data Manager (CDM). The annual VMT is computed by multiplying the RMS or travel model roadway adjusted VMT by 365 days (366 days in a leap year).
- *VHT by Speed Bin File*: As described in the previous section, the PPSUITE software prepares the MOVES VHT by speed bin file, which summarizes the distribution of speeds across all links into each of the 16 MOVES speed bins for each hour of the day by road type. This robust process is consistent with the methods and recommendations provided in EPA's technical guidance for the MOVES2014 model (http://www.epa.gov/otaq/models/moves/) and ensures that MOVES emission rates are used to the fullest extent.
- *Road Type Distributions*: Within MOVES, typical drive cycles and associated operating conditions vary by roadway type. MOVES defines five different roadway types as follows:

  1 Off-Network.
  2 Rural Restricted Access.
  3 Rural Unrestricted Access.
  4 Urban Restricted Access.
  5 Urban Unrestricted Access.

  For this analysis, the MOVES road type distribution file is automatically generated by PPSUITE using defined equivalencies. The off-network road type includes emissions from vehicle starts, extended idling, and evaporative emissions. Off-network activity in MOVES is primarily determined by the Source Type Population input.
- *Ramp Fractions*: Since ramps are not directly represented within the regional travel demand model, the assumption is that 8% of total Freeway VHT is Ramp VHT, consistent with EPA's technical guidance.

MOVES Runs

After computing speeds and aggregating VMT and VHT, PPSUITE prepares traffic-related inputs needed to run EPA's MOVES software. Additional required MOVES inputs are prepared externally from the processing software and include temperatures, I/M program parameters, fuel characteristics, vehicle fleet age distributions, and source type population. The MOVES county importer is run in batch mode. This program converts all data files into the MYSQL format used by the MOVES model. At that point, a MOVES run specification file (*.mrs) is created which specifies options and key data locations for the run. The MOVES run is then executed in batch mode. A summary of key MOVES run specification settings is shown in **Exhibit 8**. MOVES can be executed using either an inventory or rate-based approach. For this analysis, MOVES is applied using the inventory-based approach. Using this approach, actual VMT and population are provided as inputs to the model; MOVES is responsible for producing the total emissions for the region.

EXHIBIT 8: MOVES RUN SPECIFICATION FILE PARAMETER SETTINGS

Parameter	Setting
MOVES Version	MOVES2014a
MOVES Default Database Version	MOVESDB20161117
Scale	COUNTY
Analysis Mode	Inventory
Time Span	**Annual Runs:** Single MOVES run with 12-month inputs including all days and hours
Time Aggregation	Hour
Geographic Selection	County [FIPS]
Vehicle Selection	All source types Gasoline, Diesel, CNG, E85
Road Type	All road types including off-network
Pollutants and Processes	All $PM_{2.5}$ categories, NO_X
Database selection	Early NLEV database PA-Specific CA LEV program database
General Output	Units: Emission = grams; Distance = miles; Time = hours; Energy = Million BTU
Output Emissions	Time = Month, Emissions by Process ID, Source Type and Road Type

Conformity Analysis Results (Fine Particulate Matter)

Transportation conformity analyses of the current TIP and MTP have been completed for York County. The analyses were performed according to the requirements of the Federal transportation conformity rule at 40 CFR Part 93, Subpart A. The analyses utilized the methodologies, assumptions and data as presented in previous sections. Interagency consultation has been used to determine applicable emission models, analysis years and emission tests.

Emission Tests

On December 8, 2014 EPA approved the Commonwealth of Pennsylvania's request to redesignate the *York, PA* and *Harrisburg-Lebanon-Carlisle-York, PA* nonattainment areas to attainment for the 1997 annual and 2006 24-hour $PM_{2.5}$ NAAQS. The MVEBs provided in the maintenance plan are shown in **Exhibit 10**.

EXHIBIT 9: ANNUAL $PM_{2.5}$ MOTOR VEHICLE EMISSION BUDGETS

County / Pollutant	2017 Budget (tons/year)	2025 Budget (tons/year)
$PM_{2.5}$	192	144
NOx	5,390	3,398

Analysis Years

Section 93.119(g) of the Federal Transportation Conformity Regulations requires that emissions analyses be conducted for specific analysis years as follows:

- A near-term year, one to five years in the future.
- The last year of the MPO's long range plan forecast period.
- All established MVEB years.
- Attainment year of the standard if within timeframe of TIP and MTP.
- An intermediate year or years such that if there are two years in which analysis is performed, the two analysis years are no more than ten years apart.

All analysis years were determined through the interagency consultation process. **Exhibit 11** provides the analysis years used for this conformity analysis.

EXHIBIT 10: TRANSPORTATION CONFORMITY ANALYSIS YEARS

Analysis Year	Description
2025	Budget Year
2035	Interim Year
2045	Horizon Year of MTP

Components of the $PM_{2.5}$ Regional Emissions Analysis

$PM_{2.5}$ can be the result of either direct or indirect emissions. Direct transportation emissions can be the result of brake or tire-wear, particulates in exhaust emissions, or dust raised by on-road vehicles or construction equipment. Possible indirect transportation related emissions of $PM_{2.5}$ include: NH_3, NO_X, SO_X, and VOC. The EPA has ruled that regional analysis of direct $PM_{2.5}$ emissions must include both exhaust and brake/tire-wear emissions. EPA's current regulations specify that road dust should be included in the regional analysis of direct $PM_{2.5}$ emissions only if the EPA or the state air agency have found it to be a significant contributor to the region's nonattainment. Neither the EPA nor the state air agency have determined road dust to be a significant contributor in the nonattainment area for this conformity determination.

Until a SIP revision is approved proving that NO_X is insignificant, EPA's current regulations state that indirect $PM_{2.5}$ emissions must be analyzed for NO_X. Conversely, VOC, SO_X and NH_3 must be analyzed only if the state(s) or the EPA determines one or more of these pollutants significant. Therefore, NO_X is the only indirect $PM_{2.5}$ component analyzed for the nonattainment area in this conformity determination.

Regionally Significant Highway Projects

For the purposes of conformity analysis, model highway networks are created for each analysis year. For the horizon years, regionally significant projects are coded onto the networks. Detailed assessments were only performed for those new projects which may have a significant effect on emissions in accordance with 40 CFR Parts 51 and 93. Only those projects which would increase capacity or significantly impact vehicular speeds were considered. Projects such as bridge replacements and roadway restoration projects, which constitute the majority of the transportation program, have been excluded from consideration since they are considered exempt under 40 CFR 93.126-127. A list of highway projects is shown in **Attachment A**.

Analysis Results

An emissions analysis has been completed for the 2006 24-hour $PM_{2.5}$ NAAQS. Forecast years have been estimated using the procedures and assumptions provide in this conformity report. A detailed emission

summary is also provided in **Attachment B**. Example MOVES importer (XML) and run specification (MRS) files are provided in **Attachment C**.

Exhibit 11 summarizes the annual $PM_{2.5}$ and NO_X emissions. Emissions are compared against the available 2017 and 2025 SIP MVEBs listed in **Exhibit 10**. The results illustrate that projected emissions are below the applicable MVEBs.

Exhibit 11: Annual $PM_{2.5}$ Emission Analysis Results and Conformity Test
(Annual)

Pollutant	*2025 (tons/year)*	*2035 (tons/year)*	*2045 (tons/year)*
$PM_{2.5}$	*84*	*57*	*51*
NO_X	*1,901*	*1,041*	*889*
MVEB - $PM_{2.5}$	***144***	***144***	***144***
MVEB - NO_X	***3,398***	***3,398***	***3,398***
Conformity Result	**Pass**	**Pass**	**Pass**

Conformity Analysis Results (Ozone)

On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision*[1](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 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 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.

[1] Available from https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation

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)

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 York County SIP maintenance plan does not include any TCMs. All remaining requirements are addressed in the conformity determination section of this document.

Conformity Determination

Financial Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), requires the transportation plan and TIP 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 YAMPO, 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 York MPO Area and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The TIP and MTP have been determined to be financially constrained.

Public Participation

The TIP and MTP have 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, the YAMPO Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and public meeting.

Conformity Statement

The conformity rule requires that the TIP and MTP conform to the applicable SIP(s) and be adopted by the MPO/RPO before any federal agency may approve, accept, or fund projects. Conformity is determined by applying criteria outlined in the transportation conformity regulations to the analysis.

The TIP and MTP for the York MPO Area are found to conform to the applicable air quality SIP(s) or EPA conformity requirements. This finding of conformity positively reflects on the efforts of the YAMPO and its partners in meeting the regional air quality goals, while maintaining and building an effective transportation system.

Resources

MOVES Model

Modeling Page within EPA's Office of Mobile Sources Website contains a downloadable model, MOVES users guide and other information. See (http://www.epa.gov/omswww/models.htm)

Policy Guidance on the Use of MOVES2014 for State Implementation Plan Development, Transportation Conformity, and Other Purposes, US EPA Office of Air and Radiation, EPA-420-B-14-008, July 2014.

MOVES2014a User Guide, US EPA Office of Transportation and Air Quality, EPA-420-B-15-095, November 2015.

MOVES2014 and MOVES2014a, and MOVES2014b Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity. US EPA Assessment and Standard Division, Office of Transportation and Air Quality, EPA-420-B-18-039, August 2018.

Traffic Engineering

Highway Capacity Manual, fifth edition (HCM2010), Transportation Research Board, presents current knowledge and techniques for analyzing the transportation system.

Traffic Data Collection and Factor Development Report, 2014 Data, Pennsylvania Department of Transportation, Bureau of Planning and Research.

Highway Vehicle Emissions Analysis Glossary

AADT: Average Annual Daily Traffic, average of ALL days

CAA: Clean Air Act as amended

CARB: California Air Resources Board

CFR: Code of Federal Regulations

County Data Manager (CDM): User interface developed to simplify importing specific local data for a single county or a user-defined custom domain without requiring direct interaction with the underlying MySQL database in the MOVES emission model

DEP: Department of Environmental Protection.

Emission rate or factor: Expresses the amount of pollution emitted per unit of activity. For highway vehicles, this is usually expressed in grams of pollutant emitted per mile driven

EPA: Environmental Protection Agency.

FC: Functional code. Applied to road segments to identify their type (freeway, local, etc.)

FHWA: Federal Highway Administration

FR: Federal Register

FTA: Federal Transit Administration

Growth factor: Factor used to convert volumes to future years

HPMS: Highway Performance Monitoring System

I/M: Vehicle emissions inspection/maintenance programs are required in certain areas of the country. The programs ensure that vehicle emission controls are in good working order throughout the life of the vehicle. The programs require vehicles to be tested for emissions. Most vehicles that do not pass must be repaired.

LRTP: Long Range Transportation Plan

MOVES: Motor Vehicle Emission Simulator. The latest model EPA has developed to estimate emissions from highway vehicles

MVEB: motor vehicle emissions budget

NAAQS: National Ambient Air Quality Standard

NTD: National Transit Database

Pattern data: Extrapolations of traffic patterns (such as how traffic volume on road segment types varies by time of day, or what kinds of vehicles tend to use a road segment type) from segments with observed data to similar segments

PPSUITE: Post-Processor for Air Quality. A set of programs that estimate speeds and prepares MOVES inputs and processes MOVES outputs

Road Type: Functional code, applied in data management to road segments to identify their type (rural/urban highways, rural/urban arterials, etc.)

RMS: Roadway Management System

SIP: State Implementation Plan

Source Type: One of thirteen vehicle types used in MOVES modeling

TAZ: Traffic Analysis Zone System

TIP: Transportation Improvement Program

VHT: Vehicle hours traveled

VMT: Vehicle miles traveled. In modeling terms, it is the simulated traffic volumes multiplied by link length

VOC: volatile organic compound emissions

ATTACHMENT A

Project List

The following York County FY2023-2026 TIP and 2045 MTP air quality significant highway projects are included in the conformity analysis:

MPMS #	Project Name	Description
Air Quality Significant Projects on FY2023-2026 TIP		
92924	North York Widening #3 (Exit 21 & 22)	Bridge Replacements, reconstructing, widening and Interchange Improvements on I-83 Exit 21 and Exit 22 Interchanges in Springettsbury, Spring Garden and Manchester Townships and North York Borough, York County.
112549	North York Widening #1 (Exit 19)	Reconstruction, widening and bridge replacements and Exit 19 Interchange Improvements from I-83 from 1/2 mile north of Exit 18 to I-83 over Eberts Lane in Springettsbury and Spring Garden Township, York County.
112550	North York Widening #2 (Codorus Creek Bridge)	Bridge Replacement, reconstruction and widening on I-83 from Mill Creek to I-83 over the Codorus Creek in Springettsbury and Spring Garden Township, York County.
92923	Blue-Gray Highway Reconstruction	This project consists of US Route 15 reconstruction from Range End Road/Golf Course Road north into Cumberland County. Work also includes the replacement of bridge over Yellow Breeches Creek in Carroll Township, Dillsburg Borough in York County and Upper Allen Township, Cumberland County.
61326	US 30/Big Mount Rd Safety Improvements	The project consists of improvement to address the safety concerns. The approve concept will include realigning the intersection; improve sight distance; and includes signage and pavement markings, but does not include a signal (not warranted) or a roundabout at this time. In addition, the realignment of the intersection should be designed to accommodate a roundabout in the future if needed in Jackson Township, York County.
95357	CMP Signal Timing	This is a capital investment project, which aims to improve congestion and traffic flow through upgrades to existing signal equipment, optimizing traffic signal timing, and improved traffic signal maintenance and coordination at various intersections in York County. Improvements will be based on the annual Congestion Management Process (CMP) Report
110480	PA462 and PA624 Intersection	This project consists of intersection improvements at SR 462 and SR 624 (Hellam Street) in Wrightsville Borough, York County. This project will be evaluated for signal improvements, reconfiguration and a potential roundabout.
114208	East Prospect Road Improvement	This project may consist of work at the intersection at East Prospect Rd (PA 124) and Freysville Rd (SR 2001) in Windsor Township, York County. The project will be evaluated for signal improvements, reconfiguration and a potential roundabout.
116001	Bull (SR 4001) and Canal (SR 0921) Intersection	This project consists of construction of new roundabout to reduce congestion and improve safety at the intersection of East Canal and Bull Roads in Dover Township, York County. Currently this area experiences heavy peak hour and is on the list of most congested intersections in York County. The proposed improvement would replace the existing unsignalized intersection with a roundabout. Congestion reduction would reduce idling times at the intersection, limiting unnecessary acceleration and deceleration. The project area would also see improved operating speeds and lower vehicle emissions due to these improvements.

116002	George and Main St (616)	This project consists of construction of new roundabout to reduce congestion and improve safety at the intersection of Main and George Streets in New Salem Borough, York County. Currently this area experiences heavy peak hour traffic and is on the list of most congested intersections in York County. Congestion reduction would reduce idling times at the intersection, limiting unnecessary acceleration and deceleration. The project area would also see improved operating speeds and lower vehicle emissions due to these improvements.
115633	Fairview Crossroads	This project consists of intersection/interchange improvements at the intersection of Lewisberry Road and the I-83 South Ramp (Exit 39A) to include roundabout in Fairview Township.

Air Quality Significant Projects on 2045 MTP (No change to air quality significant projects from previous conformity determination)		
MTP Project	North George Street and Emig Road Intersection	This project focuses on providing additional capacity at the North George / Emig Road intersection by adding additional turn lanes, making the roadway oneway, or by diverting traffic through additional roadway connections. The northern diversion alternative option diverts traffic away from the study intersection by reconstructing the connection at Church Road (SR 0238) to the north. This diversion would provide a direct route for traffic to and from the industrial land uses and other points east of the study intersection from I-83 via Church Road (SR 0238). The new leg of Church Road would cross the Norfolk Southern railroad and form a fifth leg of the intersection of N. George Street (SR 0181), Church Road (SR 0238) and Starview Road (SR 1018).
MTP Project	Memory Lane and Industrial Highway	This project consists of reducing the congestion by evaluating turning lanes and other roadway widening at the Memory Lane and Industrial Highway intersection in Springettsbury Township. The added lanes could include a second through lane northbound on Memory Lane (SR 2005). This alternative would investigate the feasibility of extending the existing second through lane north to the signalized intersection of Memory Lane and the CAT Logistics and YBC properties, and to as far south as Market Street (SR 0462).
MTP Project	Eisenhower/ Moulstown Road and Broadway (SR 194)	Several alternatives are being evaluated to improve congestion at the intersection of Eisenhower/Moulstown Road and Broadway. The alternatives include construction of a roundabout, additional turn lanes, or the construction of a new connector road north and east of the intersection around the UTZ factory connecting Broadway (SR 0194) and Moulstown Road (SR 3072).
MTP Project (MPMS # 100232)	Seven Valleys Road (SR 616)/Green Valley Road (SR 3041)	Several alternatives are being evaluated to improve congestion at the intersection of Seven Valleys Road and Green Valley Road. The alternatives include construction of a roundabout, realignment of Green Valley Road, and the installation of a new traffic signal.
MTP Project	I-83 Exit 26 New Interchange	This project will be based on the results of the current Point of Access study. The project assumes construction of a new interchange on I-83 at Canal Road.

ATTACHMENT B

Detailed Emission Results*

**All table values and totals have been estimated from the MOVES detailed output and rounded to 1-2 decimal points. Due to rounding, individual table entries may not add exactly to the total*

Detailed Emission Results for Annual $PM_{2.5}$ Analysis

2025 Annual $PM_{2.5}$ by Road Type

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	$PM_{2.5}$
York	Off-Network	N/A	N/A	650.60	16.33
	Rural Restricted	183,551,773	64.2	88.49	3.48
	Rural UnRestricted	686,002,417	41.6	205.42	11.20
	Urban Restricted	973,055,638	59.3	445.46	18.86
	Urban UnRestricted	1,778,427,834	31.1	510.82	33.81
	Subtotal	*3,621,037,662*		*1,900.79*	*83.68*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**3,621,037,662**	**(Kg/Year)**	**1,900.79** **1,724,366**	**83.68** **75,915**

2025 Annual $PM_{2.5}$ by Source Type

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	$PM_{2.5}$
York	Motorcycle	22,658,342	18.87	0.65
	Passenger Car	1,797,874,268	260.84	20.20
	Passenger Truck	1,147,855,210	543.28	23.07
	Light Commercial Truck	295,563,444	157.96	6.28
	Intercity Bus	464,543	2.29	0.09
	Transit Bus	6,169,916	18.95	0.50
	School Bus	2,264,065	5.96	0.34
	Refuse Truck	5,870,626	12.33	0.49
	Single Unit Short-haul Truck	122,840,544	126.47	5.55
	Single Unit Long-haul Truck	6,902,216	7.49	0.34
	Motor Home	4,510,413	12.33	0.55
	Combination Short-haul Truck	50,374,500	108.29	4.04
	Combination Long-haul Truck	157,689,575	625.73	21.57
	Subtotal	*3,621,037,662*	*1,900.79*	*83.68*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**3,621,037,662** **(Kg/Year)**	**1,900.79** **1,724,366**	**83.68** **75,915**

2025 Annual $PM_{2.5}$ by Emission Process

County	Emission Process	Emissions (Tons/Year)	
		NOx	$PM_{2.5}$
York	Running Exhaust	1,249.84	40.70
	Start Exhaust	515.80	15.11
	Brakewear	0.00	14.42
	Tirewear	0.00	6.26
	Evap Permeation	0.00	0.00
	Evap Fuel Vapor Venting	0.00	0.00
	Evap Fuel Leaks	0.00	0.00
	Crankcase Running Exhaust	0.35	5.98
	Crankcase Start Exhaust	0.02	0.15
	Crankcase Extended Idle Exhaust	0.02	0.16
	Extended Idle Exhaust	129.01	0.57
	Auxiliary Power Exhaust	5.75	0.33
	Subtotal	*1,900.79*	*83.68*
Off-Model Project Emission Benefits		0.00	0.00
Region Total	**(Kg/Year)**	**1,900.79** **1,724,366**	**83.68** **75,915**

2035 Annual $PM_{2.5}$ by Road Type

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	$PM_{2.5}$
York	Off-Network	N/A	N/A	403.61	10.67
	Rural Restricted	211,982,702	64.2	49.64	2.03
	Rural UnRestricted	711,088,512	41.0	96.28	7.33
	Urban Restricted	1,061,652,157	59.0	235.11	10.67
	Urban UnRestricted	2,009,946,319	29.8	256.79	26.11
	Subtotal	*3,994,669,689*		*1,041.43*	*56.81*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**3,994,669,689**	**(Kg/Year)**	**1,041 944,769**	**57 51,542**

2035 Annual $PM_{2.5}$ by Source Type

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	$PM_{2.5}$
York	Motorcycle	25,004,276	20.44	0.70
	Passenger Car	1,984,015,372	153.90	16.29
	Passenger Truck	1,266,695,810	204.25	17.43
	Light Commercial Truck	326,167,300	59.06	4.55
	Intercity Bus	497,402	0.95	0.04
	Transit Bus	6,857,757	9.02	0.27
	School Bus	2,437,303	2.44	0.09
	Refuse Truck	6,446,272	8.91	0.32
	Single Unit Short-haul Truck	135,132,934	90.39	3.97
	Single Unit Long-haul Truck	7,589,683	5.57	0.23
	Motor Home	4,962,397	5.93	0.29
	Combination Short-haul Truck	55,390,624	76.87	2.57
	Combination Long-haul Truck	173,472,560	403.69	10.07
	Subtotal	*3,994,669,689*	*1,041.43*	*56.81*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**3,994,669,689 (Kg/Year)**	**1,041.43 944,769**	**56.81 51,542**

2035 Annual $PM_{2.5}$ by Emission Process

County	Emission Process	Emissions (Tons/Year)	
		NOx	$PM_{2.5}$
York	Running Exhaust	637.80	18.99
	Start Exhaust	258.50	9.84
	Brakewear	0.00	16.70
	Tirewear	0.00	6.96
	Evap Permeation	0.00	0.00
	Evap Fuel Vapor Venting	0.00	0.00
	Evap Fuel Leaks	0.00	0.00
	Crankcase Running Exhaust	0.02	3.49
	Crankcase Start Exhaust	0.01	0.09
	Crankcase Extended Idle Exhaust	0.00	0.10
	Extended Idle Exhaust	137.19	0.18
	Auxiliary Power Exhaust	7.91	0.46
	Subtotal	*1,041.43*	*56.81*
Off-Model Project Emission Benefits		0.00	0.00
Region Total	**(Kg/Year)**	**1,041.43 944,769**	**56.81 51,542**

2045 Annual $PM_{2.5}$ by Road Type

County	Road Type	Annual VMT	Speed (mph)	Emissions (Tons/Year)	
				NOx	$PM_{2.5}$
York	Off-Network	N/A	N/A	298.08	5.92
	Rural Restricted	118,884,289	64.1	24.25	0.95
	Rural UnRestricted	769,988,742	40.6	87.63	7.02
	Urban Restricted	1,253,065,648	59.1	242.56	10.54
	Urban UnRestricted	2,197,264,046	28.4	236.55	26.43
	Subtotal	*4,339,202,725*		*889.06*	*50.85*
Off-Model Project Emission Benefits				0.00	0.00
Region Total		**4,339,202,725**	**(Kg/Year)**	**889** **806,546**	**51** **46,129**

2045 Annual $PM_{2.5}$ by Source Type

County	Source Type	Annual VMT	Emissions (Tons/Year)	
			NOx	$PM_{2.5}$
York	Motorcycle	27,173,523	22.12	0.77
	Passenger Car	2,156,137,096	137.50	14.78
	Passenger Truck	1,376,586,050	134.18	13.28
	Light Commercial Truck	354,465,485	40.32	3.65
	Intercity Bus	554,464	0.72	0.03
	Transit Bus	7,412,184	9.11	0.28
	School Bus	2,613,971	2.25	0.08
	Refuse Truck	6,975,382	9.60	0.36
	Single Unit Short-haul Truck	146,164,820	96.01	4.33
	Single Unit Long-haul Truck	8,206,764	5.95	0.25
	Motor Home	5,366,760	3.98	0.20
	Combination Short-haul Truck	59,921,350	81.95	2.77
	Combination Long-haul Truck	187,624,877	345.37	10.07
	Subtotal	*4,339,202,725*	*889.06*	*50.85*
Off-Model Project Emission Benefits			0.00	0.00
Region Total		**4,339,202,725** **(Kg/Year)**	**889.06** **806,546**	**50.85** **46,129**

2045 Annual $PM_{2.5}$ by Emission Process

County	Emission Process	Emissions (Tons/Year)	
		NOx	$PM_{2.5}$
York	Running Exhaust	590.98	14.65
	Start Exhaust	217.38	5.46
	Brakewear	0.00	19.03
	Tirewear	0.00	7.62
	Evap Permeation	0.00	0.00
	Evap Fuel Vapor Venting	0.00	0.00
	Evap Fuel Leaks	0.00	0.00
	Crankcase Running Exhaust	0.01	3.62
	Crankcase Start Exhaust	0.01	0.06
	Crankcase Extended Idle Exhaust	0.00	0.05
	Extended Idle Exhaust	76.21	0.09
	Auxiliary Power Exhaust	4.48	0.26
	Subtotal	*889.06*	*50.85*
Off-Model Project Emission Benefits		0.00	0.00
Region Total	**(Kg/Year)**	**889.06** **806,546**	**50.85** **46,129**

ATTACHMENT C

Sample MOVES Data Importer (XML) Input File
and
Run Specification (MRS) Input File

(Sample for 2025 Annual Runs)

MOVES County Data Manager Importer File – Annual Run (MOVESIMPORTER.XML)

```
<moves>
    <importer mode="county" >
        <filters>
    <geographicselections>
        <geographicselection type="COUNTY" key="42133" description="PENNSYLVANIA - YORK County"/>
    </geographicselections>
    <timespan>
        <year key="2025"/>
        <month id="00"/>
        <day id="2"/>
        <day id="5"/>
        <beginhour id="1"/>
        <endhour id="24"/>
        <aggregateBy key="Hour"/>
    </timespan>
    <onroadvehicleselections>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul
Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul
Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="54" sourcetypename="Motor Home"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="11" sourcetypename="Motorcycle"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetypename="Passenger Car"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31" sourcetypename="Passenger Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="51" sourcetypename="Refuse Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="43" sourcetypename="School Bus"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="53" sourcetypename="Single Unit Long-haul
Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetypename="Single Unit Short-haul
Truck"/>
        <onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="42" sourcetypename="Transit Bus"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="62" sourcetypename="Combination Long-haul
Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="61" sourcetypename="Combination Short-haul
Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="41" sourcetypename="Intercity Bus"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="54" sourcetypename="Motor Home"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="11" sourcetypename="Motorcycle"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21" sourcetypename="Passenger Car"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetypename="Passenger Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="51" sourcetypename="Refuse Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="43" sourcetypename="School Bus"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="53" sourcetypename="Single Unit Long-haul Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="52" sourcetypename="Single Unit Short-haul Truck"/>
        <onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="42" sourcetypename="Transit Bus"/>
         <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="62"
sourcetypename="Combination Long-haul Truck"/>
         <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="61"
sourcetypename="Combination Short-haul Truck"/>
         <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="41"
sourcetypename="Intercity Bus"/>
         <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="32" sourcetypename="Light
Commercial Truck"/>
         <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="54" sourcetypename="Motor
Home"/>
         <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="11"
sourcetypename="Motorcycle"/>
         <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="21"
sourcetypename="Passenger Car"/>
```

```
        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="31"
sourcetypename="Passenger Truck"/>
        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="51" sourcetypename="Refuse
Truck"/>
        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="43" sourcetypename="School
Bus"/>
        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="53" sourcetypename="Single
Unit Long-haul Truck"/>
          <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="52" sourcetypename="Single
Unit Short-haul Truck"/>
        <onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="42" sourcetypename="Transit
Bus"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="62" sourcetypename="Combination Long-haul
Truck"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="61" sourcetypename="Combination Short-haul
Truck"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="41" sourcetypename="Intercity Bus"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="32" sourcetypename="Light Commercial
Truck"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="54" sourcetypename="Motor Home"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="11" sourcetypename="Motorcycle"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="21" sourcetypename="Passenger Car"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="31" sourcetypename="Passenger Truck"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="51" sourcetypename="Refuse Truck"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="43" sourcetypename="School Bus"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="53" sourcetypename="Single Unit Long-haul
Truck"/>
        <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="52" sourcetypename="Single Unit Short-haul
Truck"/>
         <onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="42" sourcetypename="Transit Bus"/>
    </onroadvehicleselections>
    <offroadvehicleselections>
    </offroadvehicleselections>
    <offroadvehiclesccs>
    </offroadvehiclesccs>
    <roadtypes>
        <roadtype roadtypeid="1" roadtypename="Off-Network"/>
        <roadtype roadtypeid="2" roadtypename="Rural Restricted Access"/>
        <roadtype roadtypeid="3" roadtypename="Rural Unrestricted Access"/>
        <roadtype roadtypeid="4" roadtypename="Urban Restricted Access"/>
        <roadtype roadtypeid="5" roadtypename="Urban Unrestricted Access"/>
    </roadtypes>
        </filters>
        <databaseselection servername="localhost" databasename="42133_2025_00_25_2025_PM_mi"/>
        <agedistribution>
            <description><![CDATA[]]></description>
            <parts>
                <sourceTypeAgeDistribution>
<filename>C:\SCRM_MOVES\IN_AQ\MOVES\AgeDistribution\MOVES2014a\17Reg_RepCty\2025\42011_2025_SourceTypeAgeDistribution.csv
</filename>
                </sourceTypeAgeDistribution>
            </parts>
        </agedistribution>
        <avgspeeddistribution>
            <description><![CDATA[]]></description>
            <parts>
                <avgSpeedDistribution>
<filename>C:\SCRM_MOVES\RUN25_Ann_PM\\\AQ\ANNUAL\\\\42133_2025_00_25_2025_PM\CDM\avgSpeedDistribution.csv</filename>
                </avgSpeedDistribution>
            </parts>
        </avgspeeddistribution>
        <imcoverage>
            <description><![CDATA[]]></description>
            <parts>
```

```
                <imcoverage>
                    <filename>C:\SCRM_MOVES\IN_AQ\MOVES\IM\MOVES3\42000_2025_IMCoverage.csv</filename>
                </imcoverage>
            </parts>
        </imcoverage>
    <fuel>
        <description><![CDATA[]]></description>
        <parts>
            <FuelSupply>
                <filename>C:\SCRM_MOVES\IN_AQ\MOVES\Fuel\MOVES2014a\42000_fuelsupply_14a_PGH_RVP10.csv</filename>
            </FuelSupply>
            <FuelFormulation>
                <filename>C:\SCRM_MOVES\IN_AQ\MOVES\Fuel\MOVES2014a\42000_FuelFormulation_14a_PGH_RVP10.csv</filename>
            </FuelFormulation>
            <FuelUsageFraction>
                <filename>C:\SCRM_MOVES\IN_AQ\MOVES\Fuel\MOVES2014a\MOVESDefaults\42000_FuelUsageFraction_14a.csv</filename>
            </FuelUsageFraction>
            <AVFT>
                <filename></filename>
            </AVFT>
        </parts>
    </fuel>
        <zonemonthhour>
            <description><![CDATA[]]></description>
            <parts>
                <zoneMonthHour>
                    <filename>C:\SCRM_MOVES\IN_AQ\MOVES\Meteorology\2008\42133_2008_met.csv</filename>
                </zoneMonthHour>
            </parts>
        </zonemonthhour>
        <roadtypedistribution>
            <description><![CDATA[]]></description>
            <parts>
                <roadTypeDistribution>
<filename>C:\SCRM_MOVES\RUN25_Ann_PM\\\AQ\ANNUAL\\\\42133_2025_00_25_2025_PM\CDM\roadTypeDistribution.csv</filename>
                </roadTypeDistribution>
            </parts>
        </roadtypedistribution>
        <sourcetypepopulation>
            <description><![CDATA[]]></description>
            <parts>
                <sourceTypeYear>
<filename>C:\SCRM_MOVES\RUN25_Ann_PM\\\AQ\ANNUAL\\\\42133_2025_00_25_2025_PM\CDM\SourceTypePopulation.csv</filename>
                </sourceTypeYear>
            </parts>
        </sourcetypepopulation>
        <rampfraction>
            <description><![CDATA[]]></description>
            <parts>
                <roadType>
                    <filename>C:\SCRM_MOVES\IN_AQ\MOVES\RampFraction\rampfraction_defaults.csv</filename>
                </roadType>
            </parts>
        </rampfraction>
        <vehicletypevmt>
            <description><![CDATA[]]></description>
            <parts>
                <hpmsVTypeYear>
<filename>C:\SCRM_MOVES\RUN25_Ann_PM\\\AQ\ANNUAL\\\\42133_2025_00_25_2025_PM\CDM\hpmsVTypeYear.csv</filename>
                </hpmsVTypeYear>
                <monthvmtfraction>
<filename>C:\SCRM_MOVES\IN_AQ\MOVES\MonthDayHourFractions\2017_MonthFraction\42133_2017_MonthVMTFraction.csv</filename>
                </monthvmtfraction>
                <dayvmtfraction>
```

```
                    <filename>C:\SCRM_MOVES\IN_AQ\MOVES\MonthDayHourFractions\dayvmtfraction_avgday.csv</filename>
                </dayvmtfraction>
                <hourvmtfraction>
<filename>C:\SCRM_MOVES\RUN25_Ann_PM\\\AQ\ANNUAL\\\\42133_2025_00_25_2025_PM\CDM\hourvmtfraction.csv</filename>
                </hourvmtfraction>
            </parts>
        </vehicletypevmt>
        <starts>
            <description><![CDATA[]]></description>
            <parts>
                <startsPerDay>
<filename></filename>
                </startsPerDay>
                <startsHourFraction>
<filename></filename>
                </startsHourFraction>
                <startsSourceTypeFraction>
<filename></filename>
                </startsSourceTypeFraction>
                <startsMonthAdjust>
<filename></filename>
                </startsMonthAdjust>
                <importStartsOpModeDistribution>
<filename></filename>
                </importStartsOpModeDistribution>
                <Starts>
<filename></filename>
                </Starts>
            </parts>
        </starts>
        <hotelling>
            <description><![CDATA[]]></description>
            <parts>
                <hotellingActivityDistribution>
<filename></filename>
                </hotellingActivityDistribution>
                <hotellingHours>
<filename></filename>
                </hotellingHours>
            </parts>
        </hotelling>
        <onroadretrofit>
            <description><![CDATA[]]></description>
            <parts>
                <onRoadRetrofit>
                    <filename></filename>
                </onRoadRetrofit>
            </parts>
        </onroadretrofit>
        <generic>
            <description><![CDATA[]]></description>
            <parts>
                <anytable>
                    <tablename>regioncounty</tablename>
<filename>C:\SCRM_MOVES\IN_AQ\MOVES\Fuel\MOVES2014a\MOVESDefaults\42000_RegionCounty_MOVES2014aDefaults.csv</filename>
                </anytable>
            </parts>
        </generic>
                                    </importer>
</moves>
```

MOVES Run Specification File – Annual Run (MOVESRUN.MRS)

<runspec version="MOVES2014a-20161117">
<description><![CDATA[MOVES2014A RunSpec Created by CENTRAL4 Scenario: YORK 2025 ANNAVG 2025_PM Emission Inventory with user's data]]></description>
<models>
<model value="ONROAD"/>
</models>
<modelscale value="INV"/>
<modeldomain value="SINGLE"/>
<geographicselections>
<geographicselection type="COUNTY" key="42133" description="PENNSYLVANIA - YORK County"/>
</geographicselections>
<timespan>
<year key="2025"/>
<month id="1"/>
<month id="2"/>
<month id="3"/>
<month id="4"/>
<month id="5"/>
<month id="6"/>
<month id="7"/>
<month id="8"/>
<month id="9"/>
<month id="10"/>
<month id="11"/>
<month id="12"/>
<day id="2"/>
<day id="5"/>
<beginhour id="1"/>
<endhour id="24"/>
<aggregateBy key="Hour"/>
</timespan>
<onroadvehicleselections>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="11" sourcetypename="Motorcycle"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="21" sourcetypename="Passenger Car"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="31" sourcetypename="Passenger Truck"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="11" sourcetypename="Motorcycle"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="21" sourcetypename="Passenger Car"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="31" sourcetypename="Passenger Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="11" sourcetypename="Motorcycle"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="21" sourcetypename="Passenger Car"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="31" sourcetypename="Passenger Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="11" sourcetypename="Motorcycle"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="21" sourcetypename="Passenger Car"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="31" sourcetypename="Passenger Truck"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="32" sourcetypename="Light Commercial Truck"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="41" sourcetypename="Intercity Bus"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="42" sourcetypename="Transit Bus"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="43" sourcetypename="School Bus"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="41" sourcetypename="Intercity Bus"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="42" sourcetypename="Transit Bus"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="43" sourcetypename="School Bus"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="41" sourcetypename="Intercity Bus"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="42" sourcetypename="Transit Bus"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="43" sourcetypename="School Bus"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="41" sourcetypename="Intercity Bus"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="42" sourcetypename="Transit Bus"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="43" sourcetypename="School Bus"/>

<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="51" sourcetypename="Refuse Truck"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="52" sourcetypename="Single Unit Short-haul Truck"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="53" sourcetypename="Single Unit Long-haul Truck"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="54" sourcetypename="Motor Home"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
<onroadvehicleselection fueltypeid="3" fueltypedesc="Compressed Natural Gas (CNG)" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="51" sourcetypename="Refuse Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="52" sourcetypename="Single Unit Short-haul Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="53" sourcetypename="Single Unit Long-haul Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="54" sourcetypename="Motor Home"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
<onroadvehicleselection fueltypeid="2" fueltypedesc="Diesel Fuel" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="51" sourcetypename="Refuse Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="52" sourcetypename="Single Unit Short-haul Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="53" sourcetypename="Single Unit Long-haul Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="54" sourcetypename="Motor Home"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
<onroadvehicleselection fueltypeid="1" fueltypedesc="Gasoline" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="51" sourcetypename="Refuse Truck"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="52" sourcetypename="Single Unit Short-haul Truck"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="53" sourcetypename="Single Unit Long-haul Truck"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="54" sourcetypename="Motor Home"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="61" sourcetypename="Combination Short-haul Truck"/>
<onroadvehicleselection fueltypeid="5" fueltypedesc="Ethanol (E-85)" sourcetypeid="62" sourcetypename="Combination Long-haul Truck"/>
</onroadvehicleselections>
<offroadvehicleselections>
</offroadvehicleselections>
<offroadvehiclesccs>
</offroadvehiclesccs>
<roadtypes separateramps="false">
<roadtype roadtypeid="1" roadtypename="Off-Network" modelCombination="M1"/>
<roadtype roadtypeid="2" roadtypename="Rural Restricted Access" modelCombination="M1"/>
<roadtype roadtypeid="3" roadtypename="Rural Unrestricted Access" modelCombination="M1"/>
<roadtype roadtypeid="4" roadtypename="Urban Restricted Access" modelCombination="M1"/>
<roadtype roadtypeid="5" roadtypename="Urban Unrestricted Access" modelCombination="M1"/>
</roadtypes>
<pollutantprocessassociations>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="15" processname="Crankcase Running Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="16" processname="Crankcase Start Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="17" processname="Crankcase Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="3" pollutantname="Oxides of Nitrogen (NOx)" processkey="91" processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="118" pollutantname="Composite - NonECPM" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="118" pollutantname="Composite - NonECPM" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="118" pollutantname="Composite - NonECPM" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="118" pollutantname="Composite - NonECPM" processkey="91" processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="112" pollutantname="Elemental Carbon" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="112" pollutantname="Elemental Carbon" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="112" pollutantname="Elemental Carbon" processkey="90" processname="Extended Idle

Exhaust"/>
<pollutantprocessassociation pollutantkey="112" pollutantname="Elemental Carbon" processkey="91" processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="119" pollutantname="H2O (aerosol)" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="119" pollutantname="H2O (aerosol)" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="119" pollutantname="H2O (aerosol)" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="119" pollutantname="H2O (aerosol)" processkey="91" processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="15" processname="Crankcase Running Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="16" processname="Crankcase Start Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="17" processname="Crankcase Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="110" pollutantname="Primary Exhaust PM2.5 - Total" processkey="91" processname="Auxiliary Power Exhaust"/>
<pollutantprocessassociation pollutantkey="116" pollutantname="Primary PM2.5 - Brakewear Particulate" processkey="9" processname="Brakewear"/>
<pollutantprocessassociation pollutantkey="117" pollutantname="Primary PM2.5 - Tirewear Particulate" processkey="10" processname="Tirewear"/>
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="1" processname="Running Exhaust"/>
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="2" processname="Start Exhaust"/>
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="90" processname="Extended Idle Exhaust"/>
<pollutantprocessassociation pollutantkey="115" pollutantname="Sulfate Particulate" processkey="91" processname="Auxiliary Power Exhaust"/>
</pollutantprocessassociations>
<databaseselections>
<databaseselection servername="localhost" databasename="MOVES2014_early_NLEV" description=""/>
<databaseselection servername="localhost" databasename="MOVES2014_calevii08" description=""/>
</databaseselections>
<inputdatabase servername="" databasename="" description=""/>
<uncertaintyparameters uncertaintymodeenabled="false" numberofrunspersimulation="0" numberofsimulations="0"/>
<geographicoutputdetail description="COUNTY"/>
<outputemissionsbreakdownselection>
<modelyear selected="false"/>
<fueltype selected="false"/>
<fuelsubtype selected="false"/>
<emissionprocess selected="true"/>
<onroadoffroad selected="true"/>
<roadtype selected="true"/>
<sourceusetype selected="true"/>
<movesvehicletype selected="false"/>
<onroadscc selected="false"/>
<offroadscc selected="false"/>
<estimateuncertainty selected="false" numberOfIterations="2" keepSampledData="false" keepIterations="false"/>
<sector selected="false"/>
<engtechid selected="false"/>
<hpclass selected="false"/>
</outputemissionsbreakdownselection>
<outputdatabase servername="localhost" databasename="42133_2025_00_25_2025_PM_mo" description=""/>>
<outputtimestep value="Hour"/>
<outputtimestep value="Month"/>
<outputvmtdata value="true"/>
<outputsho value="true"/>
<outputsh value="true"/>
<outputshp value="true"/>
<outputshidling value="true"/>
<outputstarts value="true"/>

```
    <outputpopulation value="true"/>
    <scaleinputdatabase servername="localhost" databasename="42133_2025_00_25_2025_PM_mi" description=""/>
    <pmsize value="0"/>
    <outputfactors>
        <timefactors selected="true" units="Hours"/>
        <distancefactors selected="false" units="Miles"/>
        <massfactors selected="false" units="Grams" energyunits="Million BTU"/>
    </outputfactors>
    <savedata>
    </savedata>
    <donotexecute>
    </donotexecute>
    <generatordatabase shouldsave="false" servername="" databasename="" description=""/>
        <donotperformfinalaggregation selected="false"/>
<lookuptableflags scenarioid="" truncateoutput="false" truncateactivity="false"/>
    <internalcontrolstrategies>
<internalcontrolstrategy
classname="gov.epa.otaq.moves.master.implementation.ghg.internalcontrolstrategies.rateofprogress.RateOfProgressStrategy"><![CDATA[
useParameters                                                    No
]]></internalcontrolstrategy>
    </internalcontrolstrategies>
</runspec>
```

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

October 14, 2021

Dear Planning Partners:

Pursuant to the Code of Federal Regulations (23 CFR § 490) regarding National Performance Management Measures for the Highway Safety Improvement Program (HSIP), Pennsylvania has established the 2022 targets for the following Safety Performance Measures:

1) Number of fatalities
2) Rate of fatalities per 100 million Vehicle Miles Travelled (VMT)
3) Number of serious injuries
4) Rate of serious injuries per 100 million VMT
5) Number of non-motorized fatalities and serious injuries.

The Pennsylvania Department of Transportation (PennDOT) is required to establish these targets by August 31st each year. The 2022 targets found in Table 1 of the enclosure are based on a data driven trend analysis of the statewide fatality and suspected serious injury numbers (2 percent annual fatality reduction and maintaining level suspected serious injuries).

Metropolitan Planning Organization (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (by February 28, 2022) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets. For consistency, PennDOT is requesting Rural Planning Organizations (RPOs) follow the same procedure. Table 2 of the enclosure reflects values for your MPO/RPO based on the same methodology that was used at the state level.

MPOs/RPOs wishing to establish their own quantifiable targets are requested to coordinate with PennDOT as early as possible, but no later than December 31, 2021.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. For Pennsylvania's 2020 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2022.

Preliminary data indicate Pennsylvania did not meet our 2020 targets and will be subject to the provisions of 23 United States Code § 148 (i). This will require 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. This plan will be due June 30, 2022. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2023 an amount equal to the FFY 2019 HSIP apportionment.

For more information, please visit the FHWA Safety Performance Management website at https://safety.fhwa.dot.gov/hsip/spm/.

Your response is requested before February 28, 2022.

Please complete the following:

York Area Metropolitan Planning Organization
Planning Organization Name

Select one of the following options for establishing Safety Performance Measures:

☒ The MPO/RPO agrees to plan and program projects so that they contribute toward the accomplishment of the established PennDOT targets. The MPO/RPO will have the option to establish quantifiable targets of their own each year when new PennDOT targets are established. Table 2 of the enclosure reflects corresponding MPO/RPO values.

☐ The MPO/RPO has established quantifiable targets for each performance measure for our planning area. The targets and methodology used to develop them are enclosed with this letter. This option will require PennDOT coordination with the Federal Highway Administration to ensure that the targets established are not just aspirational but achievable based on the projects that are programmed on the MPO/RPO's Transportation Improvement Program. If choosing this option please notify the Center for Program Development and Management (CPDM) by December 31, 2021.

Concurrence: Brian D. Hare Digitally signed by Brian D. Hare Date: 2021.12.06 15:28:34 -05'00'
Authorized MPO/RPO Representative

Date

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, Center for Program Development and Management, at 717.787.1251 or cmarkey@pa.gov.

Sincerely,

Larry S. Shifflet

Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,

Michael C. Keiser, P.E.

Digitally signed by Michael C. Keiser, P.E.
Date: 2021.10.18 08:29:52 -04'00'

Michael C. Keiser, P.E.
Acting Deputy Secretary for Highway Administration

Enclosure

5200/CLM/kah

S:\Planning\MPO-RPO\Statewide Program\HSIP\Safety PM\2022 target setting\2022 Safety Target Setting Letter.docx

bcc: Michael Keiser, P.E., Acting Deputy Secretary for Highway Administration
Larry Shifflet, Deputy Secretary for Planning
T Jay Cunningham, P.E., Acting Director, Bureau of Maintenance and Operations
Brian Thompson, P.E., Director, Bureau of Project Delivery
Brian Hare, P.E., Director, Center for Program Development and Management
Douglas Tomlinson, P.E., Bureau of Maintenance and Operations
Kristin Mulkerin, Center for Program Development and Management
Gavin Gray, P.E., Bureau of Maintenance and Operations
Casey Markey, Center for Program Development and Management
Karen Heath, Center for Program Development and Management
Patrice Grace, Office of the Deputy Secretary for Highway Administration
Madelyn Vergos, Office of the Deputy Secretary for Planning

Recipients:

Adams MPO
Altoona MPO
Centre MPO
DVRPC MPO
Erie MPO
Franklin MPO
HATS MPO
Johnstown MPO
Lancaster MPO
Lebanon MPO
LVTS MPO
NEPA MPO
North Central RPO
Northern Tier RPO
Northwest RPO
Reading MPO
Southern Alleghenies RPO
LLTS MPO
SEDA-COG MPO
SPC MPO
SVTS MPO
Wayne County (District 4-0)
Williamsport MPO
York MPO

cc:

District Executives
Assistant District Executives – Design
Assistant District Executives – Maintenance
District Portfolio Managers
District Planning and Programming Managers
District Planners
CPDM Staff

pennsylvania
DEPARTMENT OF TRANSPORTATION

November 18, 2020

Dear Planning Organizations:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established a series of performance measures to ensure effective use of Federal transportation funds. Title 23 Part 490 of the Code of Federal Regulations (23 CFR 490) establishes measures to assess pavements on the National Highway System (NHS), bridges carrying the NHS, and pavements on the Interstate, which are collectively referred to as the **PM-2** measures. 23 CFR 490.105 establishes measures to assess the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These measures are collectively referred to as the **PM-3** measures. More information on Transportation Performance Management (TPM) is available at *https://www.fhwa.dot.gov/tpm/faq.cfm*.

PM-2 Performance Measures include:

- Percentage of pavements on the Interstate System in Good condition
- Percentage of pavements on the Interstate System in Poor condition
- Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
- Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition
- Percentage of NHS bridge deck area classified as in Good condition
- Percentage of NHS bridge deck area classified as in Poor condition

PM-3 Performance Measures include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent Non-Single Occupant Vehicle (SOV) Travel
- On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

In May 2018, the Pennsylvania Department of Transportation (PennDOT) established 2-year and 4-year targets in coordination with Pennsylvania's Planning Partners. All MPO/RPOs agreed to support the PennDOT statewide and regional PM-2 and PM-3 targets established at that time. In June 2019, PennDOT submitted a Transportation Asset Management Plan (TAMP) that published the PM-2 targets along with its plan to achieve them while progressing towards lowest life cycle cost planning and programming. The TAMP is available at: *https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf*

PennDOT Mid Performance Period Report

PennDOT recently submitted a *Mid Performance Period Progress Report* to the Federal Highway Administration (FHWA) on September 30, 2020. This progress report includes:

- The actual performance derived from the latest data collected through the midpoint of the performance period;
- A discussion of PennDOT's progress toward achieving each established 2-year target;
- A discussion on progress of PennDOT's efforts in addressing congestion at truck freight bottlenecks within the state;
- Adjustments to the 4-year targets for select performance measures with a discussion of the basis for the adjustment and how the revised targets support expectations in the long-range statewide transportation plan and the TAMP;
- MPO CMAQ performance plans for the Southwestern Pennsylvania Commission (SPC), Delaware Valley Regional Planning Commission (DVRPC) and Lancaster Metropolitan Planning Organization (MPO)s.

The FHWA makes a formal determination of significant progress in the achievement of 2- and 4-year targets. If significant progress is not made, states will be required to document actions to achieve targets in future performance periods. **Attachments 1-3** (addressing both the PM-2 and PM-3 measures) provide a summary of the actual 2-year performance and progress toward achieving the established statewide targets. Additional information is provided on individual MPO/RPO performance for select measures.

Adjustments to 4-Year Performance Targets and Coordination

The *Mid Performance Period Progress Report* offers an opportunity for PennDOT and its Planning Partners to review and adjust the 4-year targets for each of the PM-2 and PM-3 performance measures. All bridge, pavement, reliability, freight and CMAQ emission targets were assessed in coordination between PennDOT and Pennsylvania's MPO/RPOs. The CMAQ congestion and Non-SOV measure targets were reviewed by all relevant state DOT and MPO partners for each urbanized area (e.g. Philadelphia and Pittsburgh areas).

PennDOT has not adjusted any of the PM-2 targets. PennDOT has adjusted the PM-3 targets as summarized in **Table 1**. The adjusted statewide targets were provided in PennDOT's *Mid Performance Period Progress Report* to FHWA. PennDOT provided a presentation on the assessment of PM-2 and PM-3 targets at the September 16th Planning Partners call. The call included a discussion on the target setting process and requested comments on the proposed adjustments to the PM-3 target values. No MPO/RPOs indicated concerns regarding adjustments to the reliability, freight or CMAQ emission targets.

Table 1: Adjustments to Statewide PM-3 Targets
(All Other PM-2 and PM-3 Targets Remain Same as Baseline Report)

Measure	Original Target	Adjusted Target	Basis for Adjustment
Interstate Reliability	89.8%	**89.5%**	In the baseline report, PennDOT's target was developed to maintain status quo for operations. Based on a review of the first three years of data, there are yearly variations in the reliability measure. PennDOT has identified impacts of construction projects on reliability while work zone traffic restrictions are in effect. PennDOT's 2021 Statewide Transportation Improvement Program (STIP) has an increased focus on interstate highways, which will result in more construction projects. Major projects which will be underway in 2021 include the I-83 widening in Harrisburg, I-95 reconstruction in Delaware and Philadelphia Counties, the Southern Beltway interchange with I-79 near Pittsburgh, and I-81 reconstruction near Carlisle. Smaller projects like bridge rehabilitations also impact reliability when long-term lane closures are required. The target adjustment reflects a desire to maintain the status quo as planned in the baseline report while taking into account year-to-year variability with a multitude of construction scenarios. Other congestion management techniques to improve reliability will need to be planned and are beyond the timeframe of the 4-year target for this performance period.
Truck Travel Time Index	1.34	**1.40**	The impacts of construction work zones on the freight reliability measure cannot be mitigated prior to the 2021 construction season. PennDOT will continue to monitor data to develop appropriate mitigation strategies to improve freight reliability in future performance periods. The 4-year target is intended to account for anticipated construction projects which will impact 2021 performance and unknown freight impacts due to the COVID-19 pandemic.
CMAQ PM_{10} Emissions	17.47	**0.00**	The original target was set assuming PM10 benefits of CMAQ projects across the entire SPC region. The target should only be for the actual nonattainment/maintenance area which just includes Liberty Clairton. No CMAQ projects are anticipated in this area over the 4-year performance period. The statewide target was adjusted to zero.
CMAQ CO Emissions	1135.40	**250.00**	The DVRPC region is now in attainment for CO and no longer requires a target. As such, the statewide number is adjusted only to reflect the SPC area.

MPO/RPO Target Establishment

Per federal regulations, the MPO/RPOs must establish targets no later than 180 days after PennDOT adjusts their targets. The MPO/RPOs must establish targets by either:

- Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant PennDOT target for that performance measure; or
- Committing to a quantifiable target for that performance measure for their metropolitan planning area.

To ensure compliance with 23 U.S.C. §134, please respond to this letter by selecting an option for the adjusted PM-3 measures below before March 29, 2021. Note this action only applies to the measures for which PennDOT has adjusted targets.

York Area Metropolitan Planning Organization
Planning Organization Name

Please select one of the following options for the relevant PM-3 measures:

☑ The MPO/RPO decision-making body agrees to support the adjusted statewide PM-3 targets by planning and programming projects that contribute to meeting or making significant progress toward the established PennDOT performance targets.

☐ The MPO/RPO decision-making body commits to establishing their own quantifiable targets for these measures and has attached their methodology. MPOs/RPOs that establish their own targets will report the methodology used to develop them and are requested to coordinate with PennDOT as early as possible.

Concurrence: Mike Pritchard, Chair Date: 2.26.21
Authorized MPO/RPO Representative

SUBMIT

Should you have any questions, please contact Casey Markey, Transportation Planning Manager, at 717.787.1251 or cmarkey@pa.gov.

Sincerely,

Larry S. Shifflet

Larry S. Shifflet
Deputy Secretary for Planning

Sincerely,

Melissa J. Batula, P.E.
Deputy Secretary for Highway Administration

Enclosure

Attachment 1: Summary of Performance Measure Targets and 2-Year Performance

		Performance Measures	2017 Baseline	2-Year (2019) Performance	2-Year Target	4-Year Original Target	4-Year Adjusted Target
PM-2	Pavement (Statewide)	Percentage of Pavements of the Interstate System in Good Condition		**71.5%**		60.0%	
		Percentage of Pavements of the Interstate System in Poor Condition		**0.4%**		2.0%	
		Percentage of Pavements of the Non-Interstate NHS in Good Condition	47.8%	**49.0%**			
		Percentage of Pavements of the Non-Interstate NHS in Good Condition		**37.6%**	35.0%	33.0%	
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition	15.9%	**15.2%**			
		Percentage of Pavements of the Non-Interstate NHS in Poor Condition		**2.0%**	4.0%	5.0%	
	Bridge (Statewide)	Percentage of NHS Bridges Classified as in Good Condition	23.7%	**27.0%**	25.8%	26.0%	
		Percentage of NHS Bridges Classified as in Poor Condition	5.1%	**5.1%**	5.6%	6.0%	
PM-3	Reliability (Statewide)	Percent of the Person-Miles Traveled on the Interstate That Are Reliable	89.8%	**89.9%**	89.8%	89.8%	**89.5%**
		Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		**88.5%**		87.4%	
		Truck Travel Time Reliability (TTTR) Index	1.35	**1.36**	1.34	1.34	**1.40**
	CMAQ – Delay and Non-SOV (Urbanized Area)	Annual Hours of Peak Hour Excessive Delay Per Capita: Philadelphia		**14.6%**		17.2%	
		Annual Hours of Peak Hour Excessive Delay Per Capita: Pittsburgh		**10.1%**		11.8%	
		Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Philadelphia	27.9%	**28.2%**	28.0%	28.1%	
		Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Pittsburgh	24.8%	**25.5%**	24.6%	24.4%	
	CMAQ – Emissions (Statewide)	Total Emission Reductions: PM2.5	25.870	**143.210**	10.760	20.490	
		Total Emission Reductions: NOx	971.780	**971.050**	337.700	612.820	
		Total Emission Reductions: VOC	302.380	**231.780**	109.460	201.730	
		Total Emission Reductions: PM10	24.780	**0.000**	9.540		**0.000**
		Total Emission Reductions: CO	1135.400	**2969.640**	567.700	1135.400	**250.000**

(MPO/RPO Performance on PM-2 Measures Provided on PennDOT SharePoint Site)
https://spportal.dot.pa.gov/Planning/ProgramCenter/Performance%20Reports/Forms/AllItems.aspx
https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf

Attachment 2: Summary of MPO/RPO PM-3 Reliability Performance

Area (MPO/RPO)	Interstate Reliability			Non-Interstate Reliability			Truck Travel Time Reliability Index		
	2017 Baseline	2018	2019	*2017 Baseline*	2018	2019	*2017 Baseline*	2018	2019
Statewide Total	**89.8%**	**89.6%**	**89.9%**	**87.4%**	**88.2%**	**88.4%**	**1.34**	**1.39**	**1.36**
Statewide Target	**89.8% -> Adjusted to 89.5%** *2 & 4-Year Target*			**87.4%** *4-Year Target*			**1.34 -> Adjusted to 1.40** *2 & 4-Year Target*		
Adams	*Not Applicable*			86.2%	89.8%	93.4%	*Not Applicable*		
Altoona	100.0%	100.0%	100.0%	82.7%	83.9%	84.4%	1.21	1.25	1.18
Centre	100.0%	100.0%	100.0%	91.3%	93.2%	94.9%	1.13	1.33	1.15
DVRPC	65.5%	66.0%	66.6%	81.2%	82.6%	83.2%	2.01	2.04	1.99
Erie	100.0%	100.0%	100.0%	83.8%	86.7%	88.2%	1.25	1.23	1.29
Franklin	100.0%	100.0%	100.0%	93.8%	96.5%	94.6%	1.08	1.11	1.09
Harrisburg	91.3%	92.7%	92.4%	91.0%	92.4%	90.3%	1.32	1.33	1.31
Johnstown	*Not Applicable*			93.0%	94.5%	95.6%	*Not Applicable*		
Lancaster	100.0%	100.0%	100.0%	95.2%	95.3%	92.1%	1.09	1.12	1.17
Lebanon	100.0%	100.0%	100.0%	97.5%	97.7%	95.4%	1.12	1.14	1.15
Lehigh Valley	100.0%	100.0%	99.5%	86.4%	84.6%	85.4%	1.32	1.34	1.35
NEPA	100.0%	100.0%	99.9%	91.9%	90.9%	93.1%	1.26	1.25	1.28
North Central	100.0%	100.0%	100.0%	93.0%	95.7%	95.6%	1.10	1.11	1.50
Northern Tier	100.0%	100.0%	100.0%	98.8%	99.1%	94.7%	1.24	1.17	1.18
Northwest	100.0%	100.0%	100.0%	87.5%	91.5%	91.8%	1.18	1.32	1.17
Reading	100.0%	100.0%	100.0%	93.2%	94.2%	95.0%	1.12	1.38	1.19
S. Alleghenies	100.0%	100.0%	100.0%	95.9%	96.7%	94.2%	1.11	1.13	1.16
Scranton	98.3%	98.3%	98.2%	87.4%	90.3%	90.1%	1.39	1.28	1.35
SEDA-COG	100.0%	100.0%	100.0%	95.7%	96.4%	96.2%	1.11	1.11	1.12
SPC	92.9%	91.6%	92.1%	87.0%	87.7%	88.9%	1.42	1.49	1.46
SVTS	99.3%	99.2%	100.0%	95.1%	96.7%	95.9%	1.18	1.59	1.14
Wayne	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	1.11	1.12	1.17
Williamsport	100.0%	100.0%	100.0%	98.4%	98.3%	97.4%	1.16	1.18	1.19
York	100.0%	97.5%	94.9%	90.0%	89.6%	90.7%	1.22	1.32	1.28

Table Notes:

- The 2- and 4-year reliability targets only apply statewide. MPO/RPO values are provided for informational purposes only.
- At the mid-performance period (2019), Pennsylvania met the established 2-year target for interstate reliability. The state did not meet the 2-year truck travel time reliability index target. Although a 2-year target is not applicable to the non-interstate reliability measure, the mid-performance period data exceeds the 4-year target.
- PennDOT reliability targets were originally developed based on 2017 baseline values. The goal was to maintain baseline reliability throughout the four-year performance period. MPO/RPO values indicate areas that maintained their regional baseline value (green) or worsened over the baseline (red).

Attachment 3: Summary of MPO/RPO Emission Benefits from CMAQ-Funded Projects

(Listed MPO Targets are Only Included in Relevant MPO CMAQ Performance Plans – PennDOT does not report these targets as part of the Baseline and Mid-Performance Period Reports)

Measure	MPO	Emissions (kg/day)			
		2019	2021	2021	2018-2019
		2-year Target	Original 4-year Target	Adjusted 4-year Target	Actual 2-year Benefits
VOC Emissions	Statewide	**109.46**	**201.73**		**231.03**
	DVRPC (PA only)	**37.61**	**69.31**		**142.79**
	SPC	**58.06**	**107.00**		**66.76**
	Lehigh Valley	*N/A*	*N/A*		*20.19*
	Lancaster	*N/A*	**3.60**	***0.40***	*0.25*
	Reading	*N/A*	*N/A*		*0.32*
	NEPA	*N/A*	*N/A*		*0.72*
NOx Emissions	Statewide	**337.70**	**612.82**		**936.29**
	DVRPC (PA only)	**23.42**	**42.50**		**652.4**
	SPC	**256.11**	**464.77**	**250.00**	**152.55**
	Lehigh Valley	*N/A*	*N/A*		*126.64*
	Lancaster	*N/A*	**1.03**		*1.16*
	Reading	*N/A*	*N/A*		*3.08*
	NEPA	*N/A*	*N/A*		*0.46*
$PM_{2.5}$ Emissions	Statewide	**10.76**	**20.49**		**37.87**
	DVRPC (PA only)	**1.08**	**2.06**		**24.21**
	SPC	**7.01**	**13.35**	**10.00**	**6.21**
	Lehigh Valley	*N/A*	*N/A*		*5.48*
	York	*N/A*	*N/A*		*1.41*
	Harrisburg	*N/A*	*N/A*		*0.41*
	Lancaster	*N/A*	**0.04**		*0.06*
	Lebanon	*N/A*	*N/A*		*0.06*
	Johnstown	*N/A*	*N/A*		*0.03*
PM_{10} Emissions	Statewide	**9.54**	**17.47**	**0.00**	**0.00**
	SPC	**9.54**	**17.47**	**0.00**	**0.00**
CO Emissions	Statewide	**567.70**	**1135.40**	**250.00**	**133.37**
	DVRPC (PA only)	**282.74**	**565.47**	*Removed Target*	*N/A*
	SPC	**284.97**	**569.93**	**250.00**	**133.37**

Table Notes:

- Pollutant Definitions include VOC = Volatile Organic Compounds; NOx = Nitrogen Oxides; PM = Particulate Matter for specified size particles; and CO = Carbon Monoxide
- Emission benefits are estimated based on the total CMAQ-funded project emission benefits as reported in FHWA's CMAQ annual database. Project benefits are calculated by PennDOT and Planning Partners using available tools.
- DVRPC is now in attainment for CO and a CO target is no longer required for that region

MEMORANDUM OF UNDERSTANDING

Draft Procedures for 2023-2026 York Area Metropolitan Planning Organization Transportation Improvement Program and Transportation Improvement Program Revisions

Purpose

This Memorandum of Understanding (MOU) between the York Area Metropolitan Planning Organization (YAMPO), the York County Transit Authority (YCTA), and Pennsylvania Department of Transportation (PennDOT) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2023-2026 York Transportation Improvement Program (TIP).

What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP is the official transportation improvement program document mandated by federal statute 23 CFR 450.218 and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute. The STIP includes regional TIPs developed by the MPOs, RPOs and PennDOT developed Interstate Management (IM) Program and other Statewide Programs. Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's Twelve-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

TIP Administration

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only authorize projects and approve grants for projects that are programmed in the current approved TIP. If YAMPO, York County Transit Authority, 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 STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, 23 CFR 450.328 permits the use of

alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs, RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

TIP revisions must be consistent with PennDOT's Performance Management (TPM) requirements, Pennsylvania's Long Range Transportation Plan (LRTP), and YAMPO's 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 used a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

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

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the YAMPO TIP shall also be developed and approved by the YAMPO. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with the YAMPO's PPP.

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

York TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR § 450], revisions to the YAMPO TIP will be handled as an ***Amendment*** or an ***Administrative Modification*** based on agreed upon procedures detailed below.

An ***Amendment*** is a revision that adds a new project, deletes an existing project, or involves a major change to an existing project included in a YAMPO TIP that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project, deletes a project that utilizes federal funds, 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 YAMPO TIP, and does not have previous obligations from a prior TIP. Federally-funded Statewide Program projects are excluded from this provision;
- Adds a new phase(s) to an existing project, deletes a project phase(s), increases or decreases a project phase(s) that utilizes federal funds where the revision exceeds the following thresholds:
- $3 million (Federally-funded Statewide Program projects are excluded from this provision)
- Involves a change in the scope of work to a project(s) that would:
    - Result in an air quality conformity re-evaluation;
    - Result in a revised total project estimate that exceeds 50%; or
    - Results in a change in the scope of work on any federally funded project that is significant enough to constitute a new project.

During a Planning Partner LRTP lapse, all TIP revisions within that planning region will be treated as amendments and the below administrative modifications will not be utilized (or be in effect).

Approval by the YAMPO is required for ***Amendments***. The YAMPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before, requested adjustments, after changes, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the YAMPO Coordinating Committee meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available.

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

The initial submission and approval process of the Interstate Program and other federally-funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of

these individual projects or line items on respective YAMPO 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, CPTA and YAMPO, and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

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

- Shifts federally-funded projects, a federally-funded project phase(s), or federal funds to existing federally-funded projects or a federally-funded project phase(s) in the approved TIP and must maintain year-to-year TIP fiscal constraint requirements;
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding; or regional TIP placement of the federally-funded Statewide Program;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes;
- Draws down or returns funding from an existing YAMPO TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the Planning Partner. 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 but does not exceed the above thresholds.
- Moves funding from a line item to a project or projects that have been previously approved through an MPO competitive process, like the YAMPO TASP process.
- Any changes to the federally funded Statewide Program, including any funding increases/decreases to project phases will be considered an administrative modification on the YAMPO TIP. 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.
- Splits a project into two or more separate projects to facilitate project delivery;
- Advances a project phase from the 2nd or 3rd four years of the TYP for a project that has another phase included in the TIP using federal funds;
- Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution.

Administrative Modifications do not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not add a new federally-funded project or delete a federally-funded project; does not exceed the threshold established by this MOU (as detailed in the Amendment Section); and does not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications do not require federal approval. PennDOT and YAMPO 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 action that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

All revisions, amendments, and administrative modifications shall be identified, numbered, and grouped as one action on a FCC demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire revision 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, YAMPO will demonstrate, through an FCC, fiscal balance of the subject project phase on the second period of YAMPO's LRTP.

Transit Statewide Managed Funds

Projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS). All revisions must maintain year-to-year fiscal constraint, per 23 CFR 450.218(l) and 23 CFR 450.326(g)(j)&(k), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

TIP Financial Reporting

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

MEMORANDUM OF UNDERSTANDING

TIP Transportation Performance Management

In accordance with 23 CFR § 450.326 (c), PennDOT and YAMPO will ensure TIP revisions promote progress toward achievement of performance targets.

This Memorandum of Understanding will begin October 1, 2022, and remain in effect until September 30, 2024, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned hereby agree to the above procedures and principles.

_____ _____

Mr. Brian Hare, Chair — Date
York Area Metropolitan Planning Organization
Director,
Center for Program Development and Management
Pennsylvania Department of Transportation

_____ _____

Ms. Felicia Dell, Secretary — Date
York Area Metropolitan Planning Organization

_____ _____

Mr. Richard Farr, Executive Director — Date
Central Pennsylvania Transportation Authority

2023-2026 Draft YAMPO TIP Environmental Justice Analysis

What is Environmental Justice?

Presidential Executive Order 12898 states that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Within the transportation field, environmental justice is guided by three core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

Because YAMPO utilizes federal funds to plan and implement transportation projects the MPO is responsible for undertaking analysis of federally funded projects listed within the GOYORK 2045 Metropolitan Transportation Plan. In order to show that our plan meets these objectives, an Equity Analysis—a.k.a., "Benefits and Burdens Analysis"—was prepared.

In accordance with FHWA and FTA joint guidance issued to the MPOs and RPOs of Pennsylvania, equity analysis should perform the following four "core elements":

1. Identify environmental justice populations
2. Assess conditions and identify needs
3. Evaluate burdens and benefits
4. Identify and address disproportionate and adverse impacts and inform future planning efforts

Is Environmental Justice a New Requirement?

No. The recipients of Federal-aid have been required to certify and the U.S. DOT must ensure nondiscrimination under Title VI of the Civil Rights Act of 1964 and many other laws, regulations, and policies. In 1997, the Department issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations,* and updated this order in 2012. The order summarizes and expands upon the requirements of Executive Order 12898 on Environmental Justice.

Categories on Race:

Based on the Office of Management and Budget (OMB) Policy Directive 15, Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity, issued in 1997, five minimum categories were established to address data on race. They are:

- *Black and African American* -- a person having origins in any of the black racial groups of Africa.
- *Hispanic and Latino* -- a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- *Asian* -- a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- *American Indian and Alaskan Native* -- a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- *Native Hawaiian or Other Pacific Islander* -- a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

In addition, low-income persons are defined as follows:

- *Low-Income* -- a person whose household income (or whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.

YAMPO's Process for EJ Analysis of the Draft TIP

York Area Metropolitan Planning Organization (YAMPO) analyzes demographic data from the American Communities Survey produced by the US Census Bureau. A method was developed to identify and locate Environmental Justice (EJ) communities within the YAMPO region. The method identifies census block groups where minority and low-income populations are above the regional average. A Census Block Group is a geographical unit between a Census Tract and a Census Block in size. It is the smallest geographical unit for which the Census Bureau publishes sample data, or data more detailed than a simple count. Furthermore, the size of Census Block Groups is based on population, with each block group having population between 600 and 3,000. The borders of Census Block Groups are coincident with governmental borders. In other words, a Census Block Group will not overlap two or more municipalities or counties.

Demographic Analysis of the 2023-2026 Draft TIP

Table 1 displays the Population by Race in York County including the County Percentage in York County. Furthermore, while also demonstrating the Low-Income population and Low-Income Households, it identifies Other Potentially Disadvantaged Populations including Limited English Proficiency (LEP); Persons with a Disability; Female Head of Household with Child; Elderly (65 years or older); and Carless Households. Furthermore, these Other Potentially Disadvantaged Populations account for 2.8%; 13.4%; 4.7%; 17.1%; and 5.7% respectively.

Table 1

Demographic Indicator	York County, Pennsylvania	
	County Population	County Percentage
Total	445,565	--
White, Non-Hispanic	393,960	88.40%
Minority		
Black or African American	26,395	5.90%
American Indian and Alaska Native	938	0.20%
Asian alone, non-Hispanic	6,831	1.50%
Native Hawaiian and Other Pacific Islander, Non-Hispanic	238	0.10%
Some other race, Non-Hispanic	6,188	1.40%
Two or more races, Non-Hispanic	11,015	2.50%
Hispanic	33,221	7.50%
Low-Income Households	**15,286**	**8.86%**
Low-Income Population	**41,925**	**9.60%**

Other Potentially Disadvantaged Populations		
Limited English Proficiency (LEP)	11,608	2.80%
Persons with a Disability	59,139	13.40%
Female Head of Household with Child	8,081	4.70%
Elderly (65 years or older)	76,024	17.10%
Carless Households	9,790	5.70%

Source: American Community Survey, U.S. Census Bureau, 2019, 5-Year Estimates

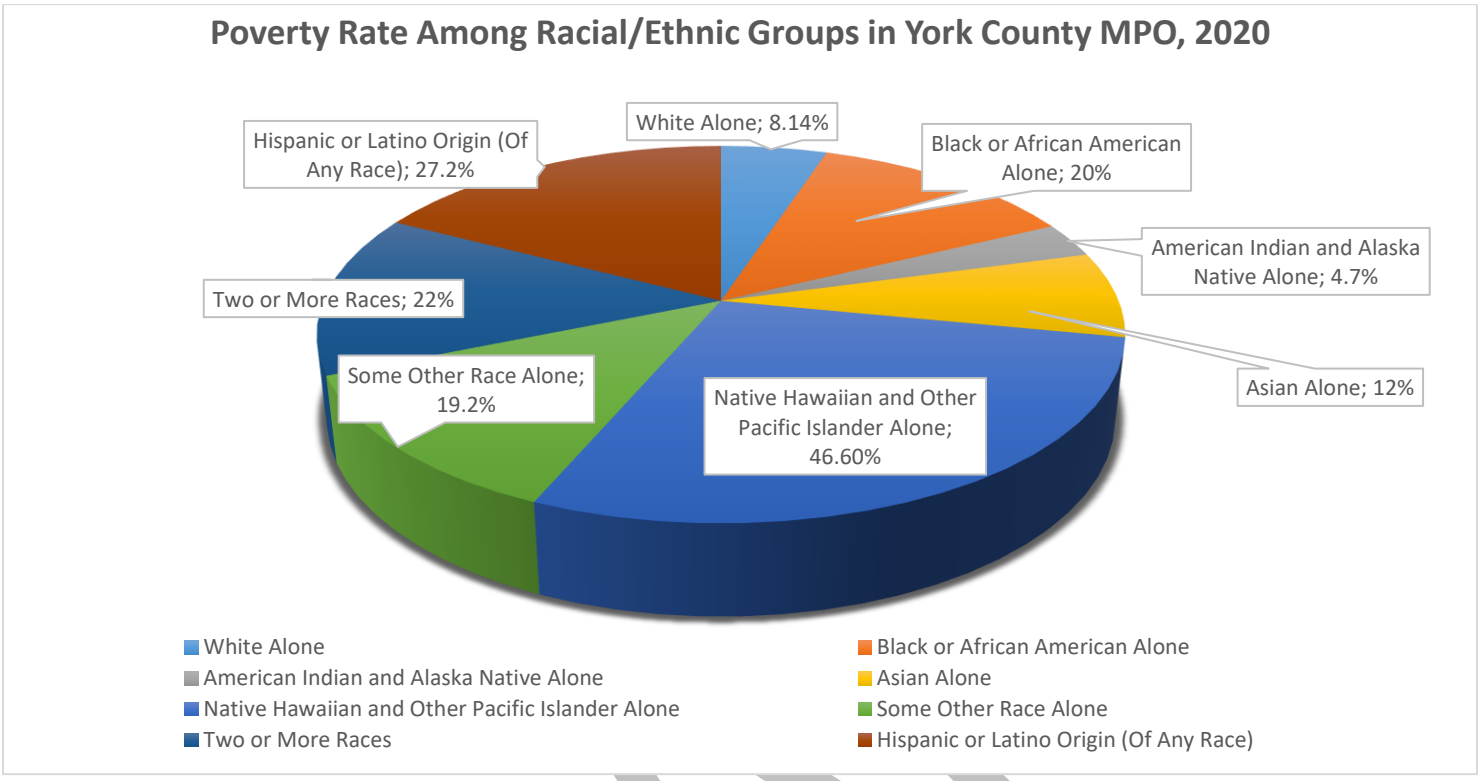
While the White, Non-Hispanic totals approximately 84% of the population, Hispanic and Black or African American, Non-Hispanic total almost 7% and 5% respectively. Inclusion of these populations is of importance to investigating the broader transportation and social needs of disadvantaged populations and the topic of transportation equity.

Table 2 identifies the total population by race and the amount of population that is Low-Income. Using the percentages found in ***Figure 1***, while the Native Hawaiian has the highest poverty percentage, they also however have the lowest total population. The White population has the highest population and most individuals that are Low-Income, however, the overall poverty percentage only accounts for 8.14%, which is lower than the county average. Meanwhile, the Black population accounts for 20% of their population as Low-Income, while Hispanic accounts for 27.2% within their population.

Table 2

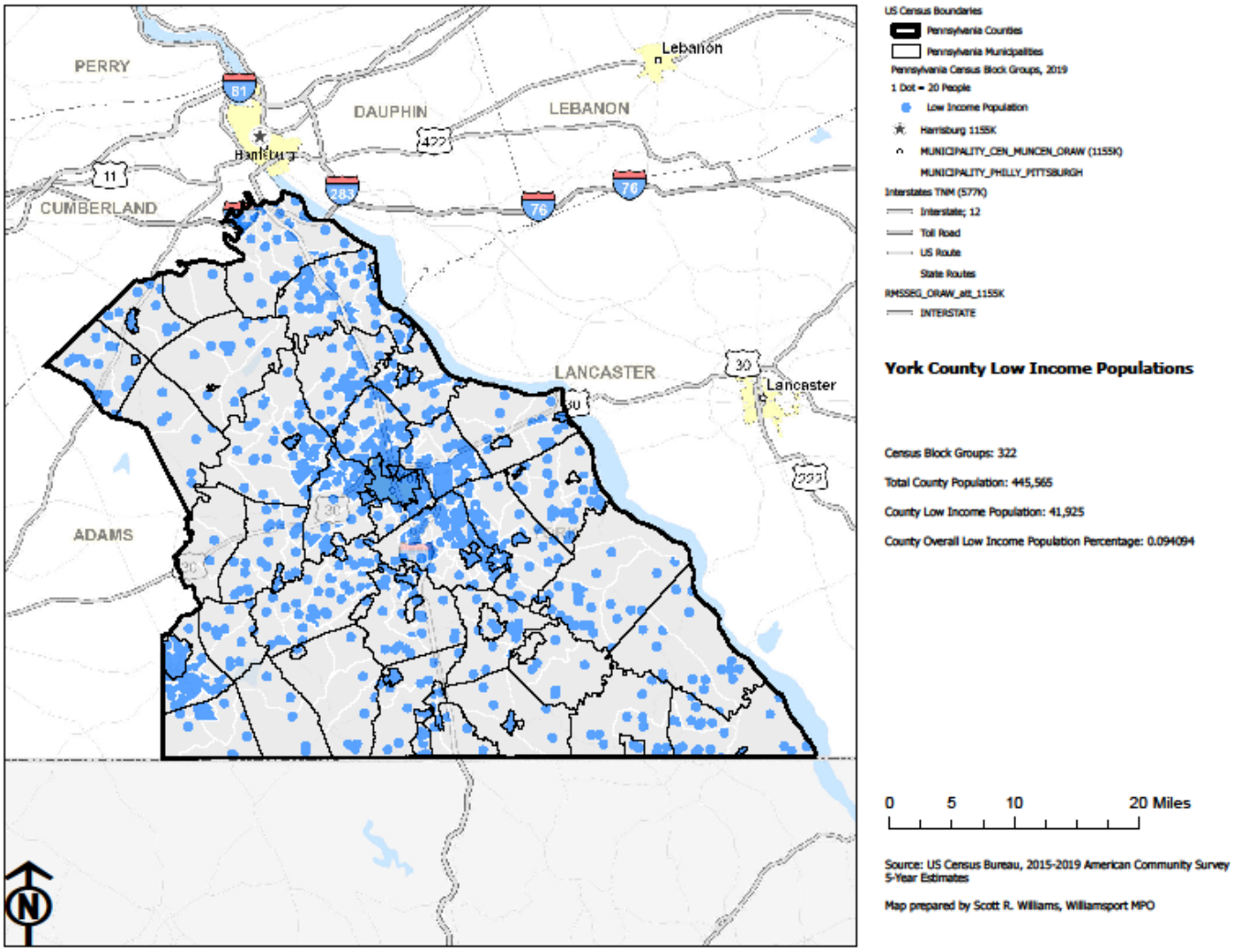
		York County, Pennsylvania
White	Total	393,960
	Low-Income	32,050 (8.14%)
Black/African American	Total	26,395
	Low-Income	5,288 (20%)
American Indian	Total	938
	Low-Income	44 (4.7%)
Asian	Total	6,831
	Low-Income	811 (12%)
Native Hawaiian	Total	238
	Low-Income	111 (46.6%)
Some Other race	Total	6,188
	Low-Income	1,190 (19.2%)
Two or More	Total	11,015
	Low-Income	2,431 (22%)
Hispanic	Total	33,221
	Low-Income	9,041 (27.2%)
Total Population		445,565
Total Low-Income Population		41,925 (9.4%)

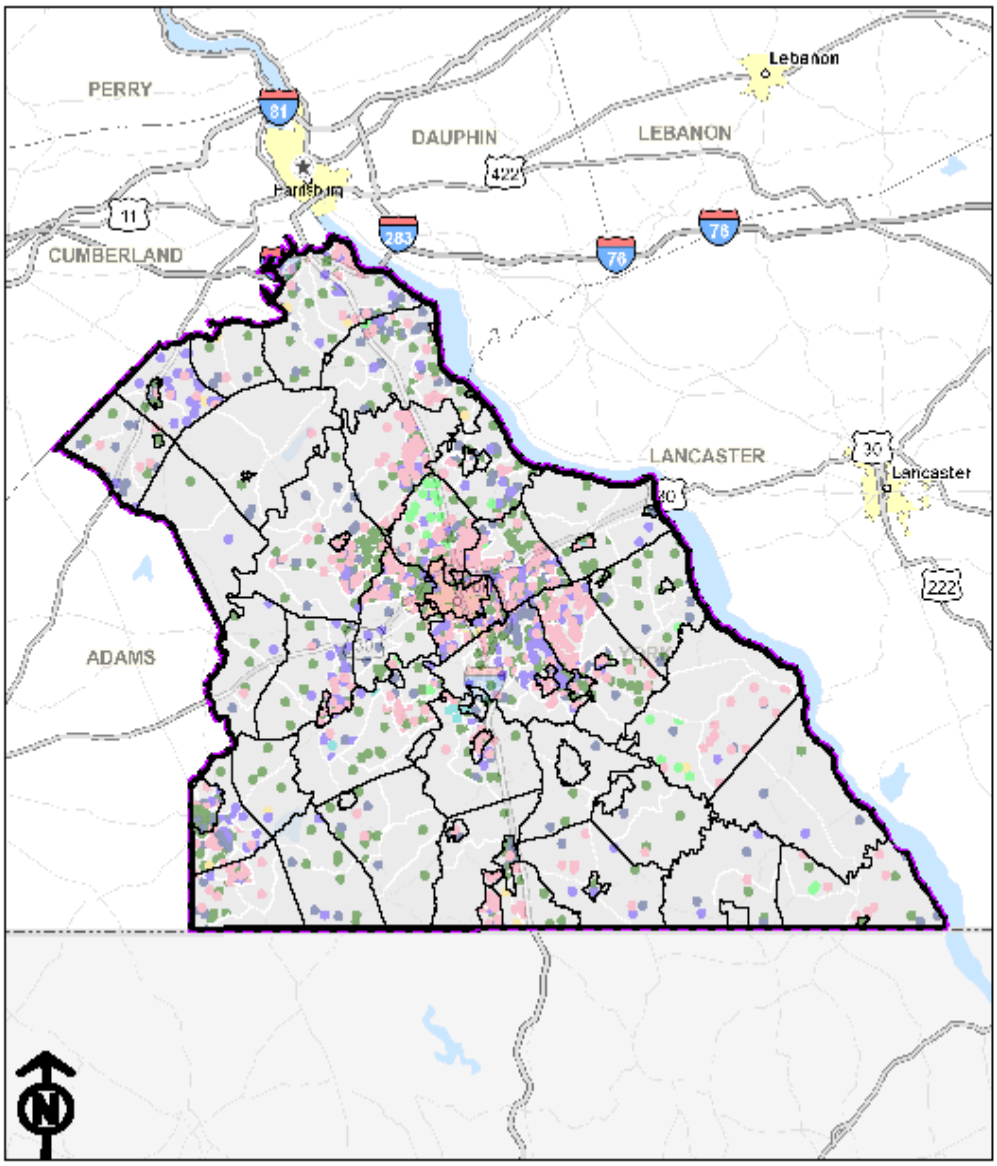
Figure 1



Map 1-4 identifies locations of block groups by concentrations of minority populations, as well as Draft TIP projects, while ***Map 5-6*** identifies locations of block groups by concentrations of low-income populations and Draft TIP projects.

Map 1: Low-Income Populations of York County





York Minority Populations

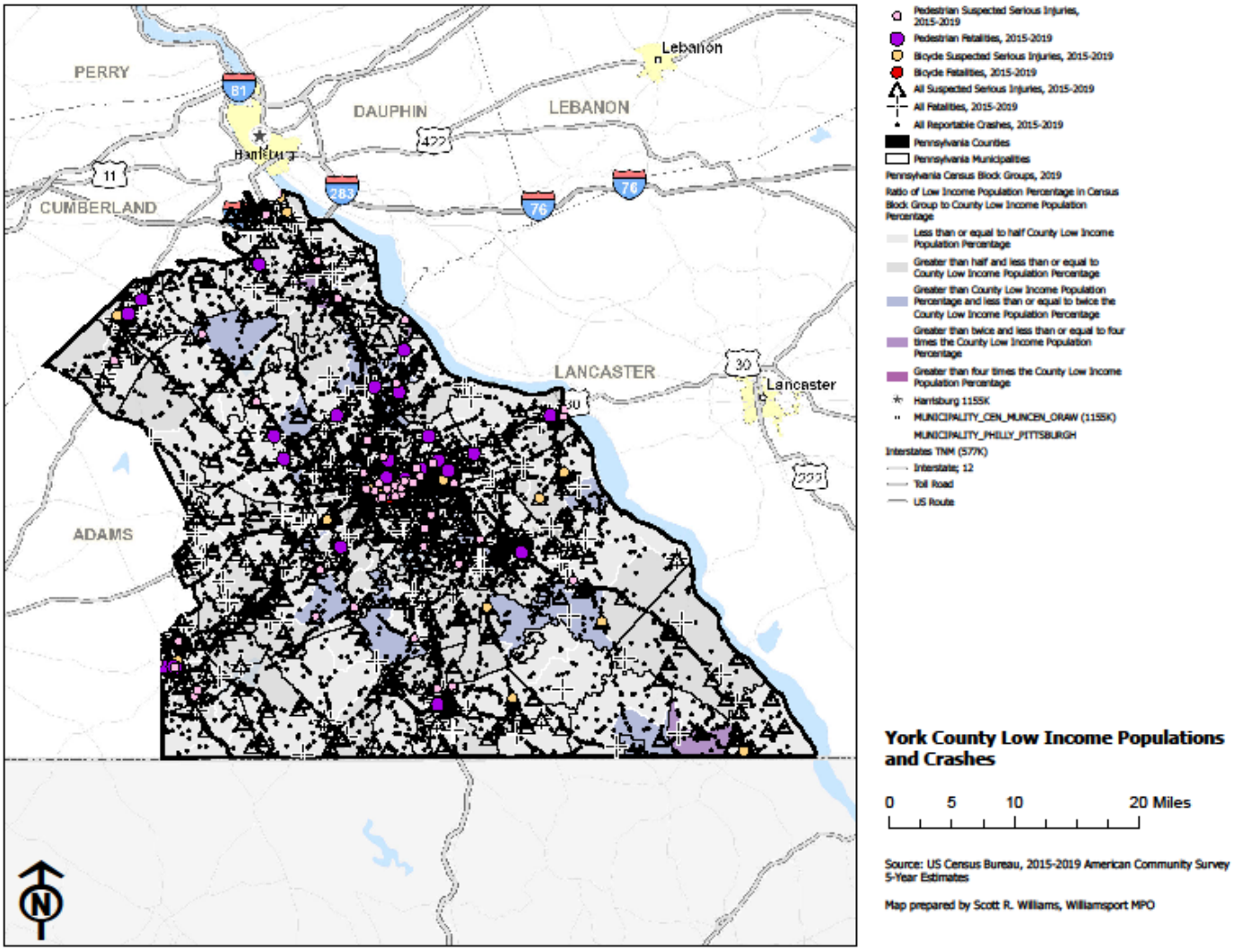
Pennsylvania Counties
Pennsylvania Municipalities
Pennsylvania Census Block Groups, 2019
1 Dot = 20 People
Black or African-American, Not Hispanic or Latino
American Indian or Alaskan Native, Not Hispanic or Latino
Asian, Not Hispanic or Latino
Native Hawaiian or Pacific Islander, Not Hispanic or Latino
Other Race, Not Hispanic or Latino
Two or More Races, Not Hispanic or Latino
Hispanic or Latino
Harrisburg 1155K
MUNICIPALITY_CEN_MUNCEN_ORAW (1155K)
MUNICIPALITY_PHILLY_PITTSBURGH

Interstates TNM (577K)
Interstate; 12
Toll Road
US Route

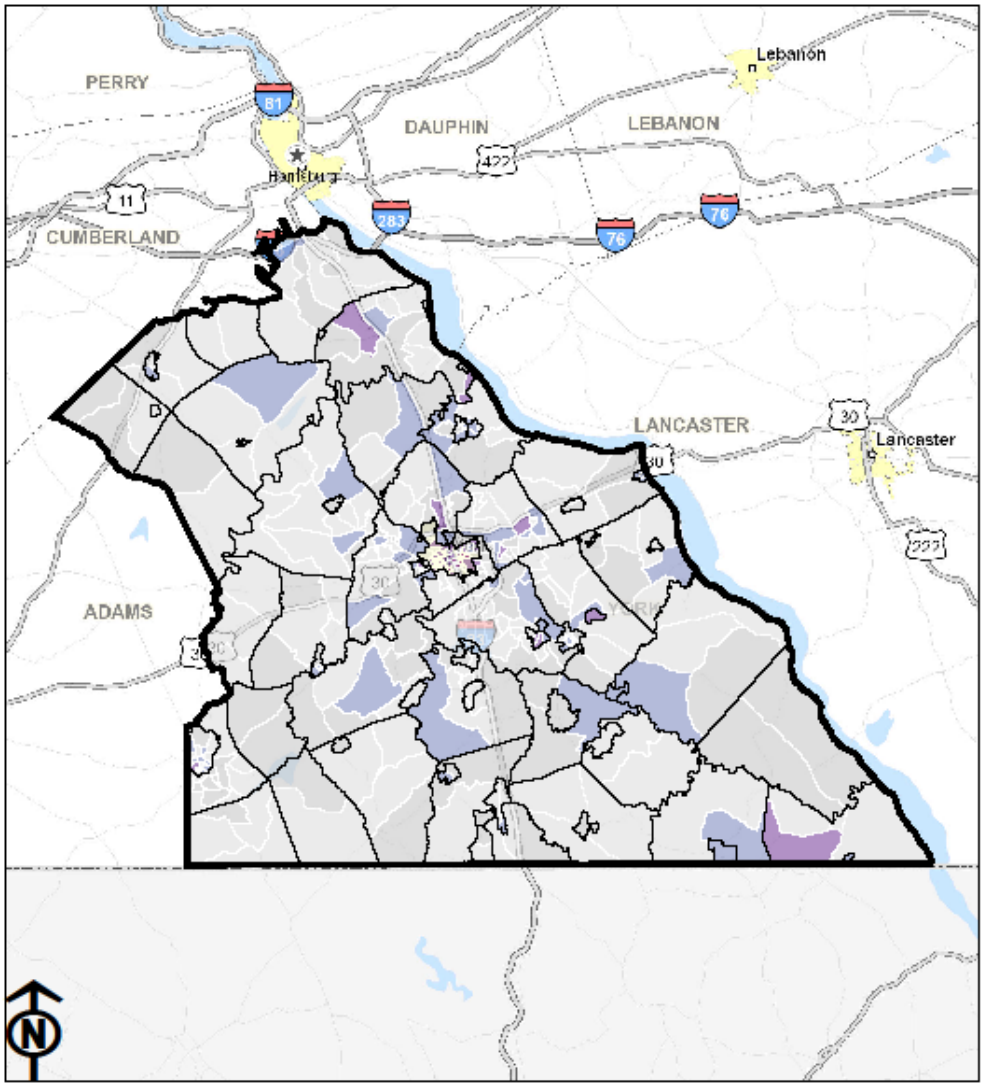
0 5 10 20 Miles

Source: US Census Bureau, 2105-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO



YORK COUNTY LOW INCOME POPULATIONS AND CRASHES



US Census Boundaries

Pennsylvania Counties

Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2019

Ratio of Low Income Population Percentage in Census Block Group to County Low Income Population Percentage

Less than or equal to half County Low Income Population Percentage

Greater than half and less than or equal to County Low Income Population Percentage

Greater than 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

Harrisburg 115SK

York County Concentrations of Low Income Population

County Block Groups: 322

County Total Population: 445,565

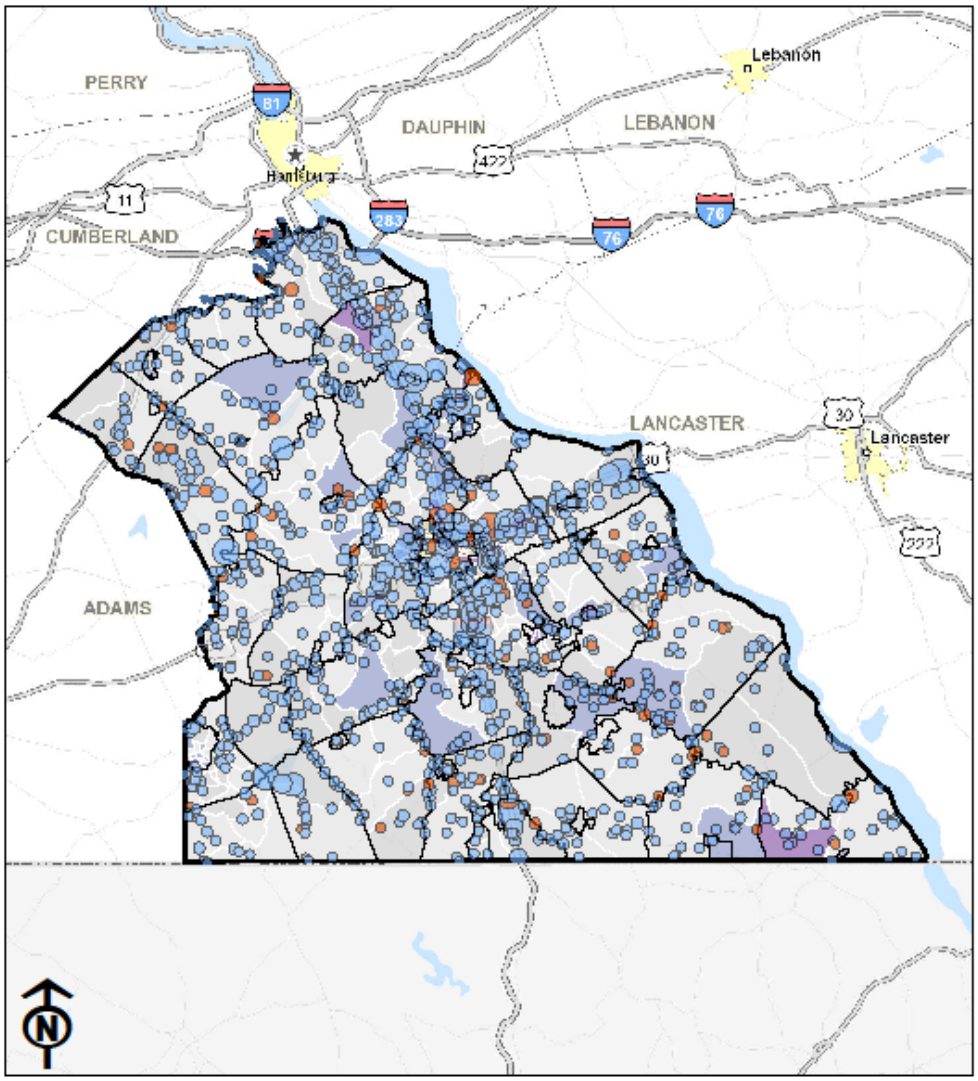
County Low Income Population: 41,925

County Overall Low Income Population Percentage: 9.4%

0 5 10 20 Miles

Source: US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO



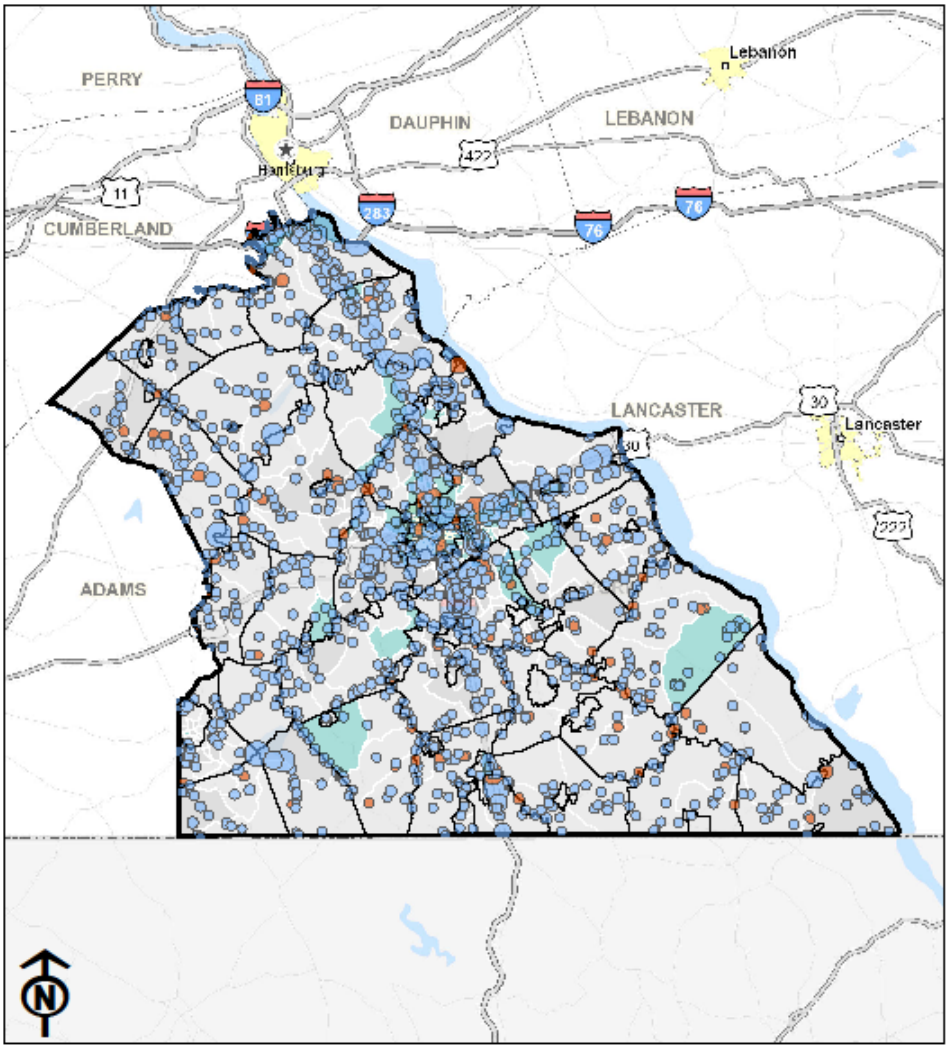
Bridges
Bridge Condition
Poor Condition or Worse
Fair Condition or Better
Deck Area (Square Feet)
0
5,333.33
10,666.7
16,000
Pennsylvania Counties
Pennsylvania Municipalities
Pennsylvania Census Block Groups, 2019
Ratio of Low Income Population Percentage in Census Block Group to County Low Income Population Percentage
Less than or equal to half County Low Income Population Percentage
Greater than half and less than or equal to County Low Income Population Percentage
Greater than 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
Harrisburg 115SK
MUNICIPALITY_CEN_MUNCEN_ORAW (115SK)
MUNICIPALITY_PHILLY_PITTSBURGH
Interstates TNM (577K)
Interstate; 12
Toll Road
US Route

York County Low Income Populations and Bridges

0 5 10 20 Miles

Source: US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO



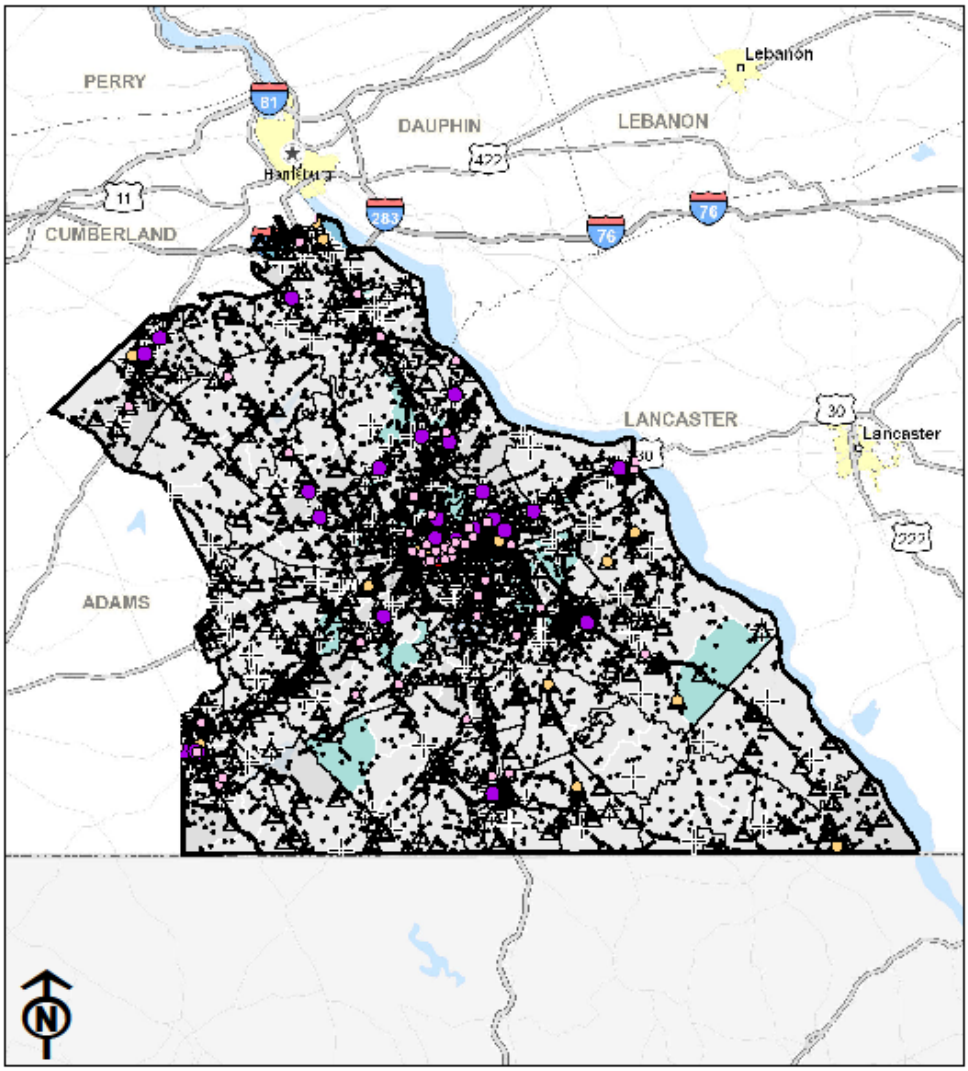
Bridges
Bridge Condition
Poor Condition or Worse
Fair Condition or Better
Deck Area (Square Feet)
0
5,333.33
10,666.7
16,000
Pennsylvania Counties
Pennsylvania Municipalities
Pennsylvania Census Block Groups, 2019
Ratio of Minority Population Percentage in Census Block Group to County Minority Population Percentage
Less than or equal to half County Minority Population Percentage
Greater than half and less than or equal to County Minority Population Percentage
Greater than 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
Harrisburg 1155K
MUNICIPALITY_CEN_MUNCEN_ORAW (1155K)
MUNICIPALITY_PHILLY_PITTSBURGH
Interstates TNM (577K)
Interstate; 12
Toll Road
US Route

York County Minority Populations and Bridges

0 5 10 20 Miles

Source: US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO



Pedestrian Suspected Serious Injuries, 2015-2019
Pedestrian Fatalities, 2015-2019
Bicycle Suspected Serious Injuries, 2015-2019
Bicycle Fatalities, 2015-2019
All Suspected Serious Injuries, 2015-2019
All Fatalities, 2015-2019
All Reportable Crashes, 2015-2019
Pennsylvania Counties
Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2019

Ratio of Minority Population Percentage in Census Block Group to County Minority Population Percentage

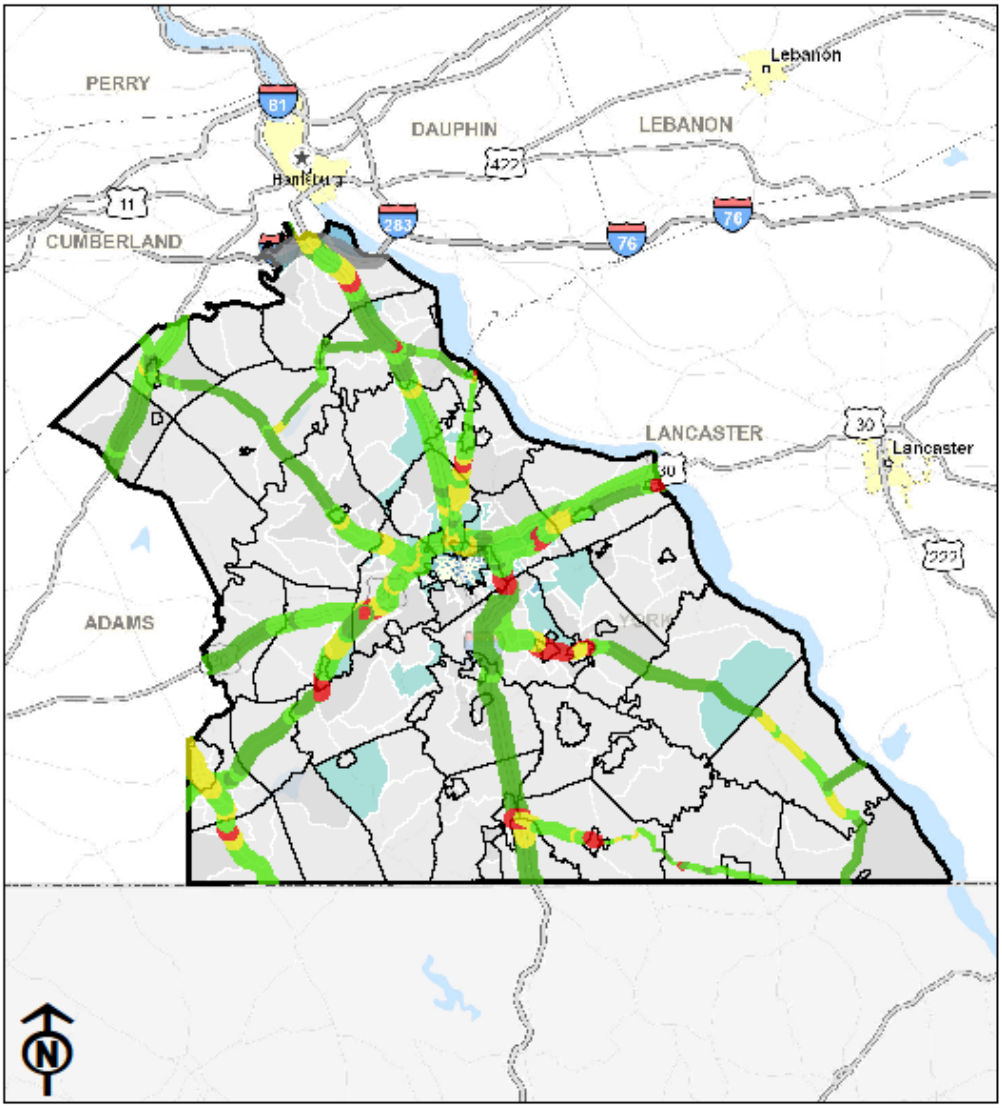
Less than or equal to half County Minority Population Percentage
Greater than half and less than or equal to County Minority Population Percentage
Greater than County Minority Population Percentage and less than or equal to twice the County Minority Population Percentage
Greater than twice and less than or equal to four times the County Minority Population Percentage
Greater than four times the County Minority Population Percentage
Harrisburg 115SK
MUNICIPALITY_CEN_MUNCEN_ORAW (115SK)
MUNICIPALITY_PHILLY_PITTSBURGH
Interstates TNM (577K)
Interstate; 12
Toll Road
US Route

York County Minority Populations and Crashes

0 5 10 20 Miles

Source: US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO



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, 2019
Ratio of Minority Population Percentage in Census Block Group to County Minority Population Percentage
Less than or equal to half County Minority Population Percentage
Greater than half and less than or equal to County Minority Population Percentage
Greater than 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
Harrisburg 1155K
MUNICIPALITY_CEN_MUNCEN_O (1155K)
MUNICIPALITY_PHILLY_PITTSBU

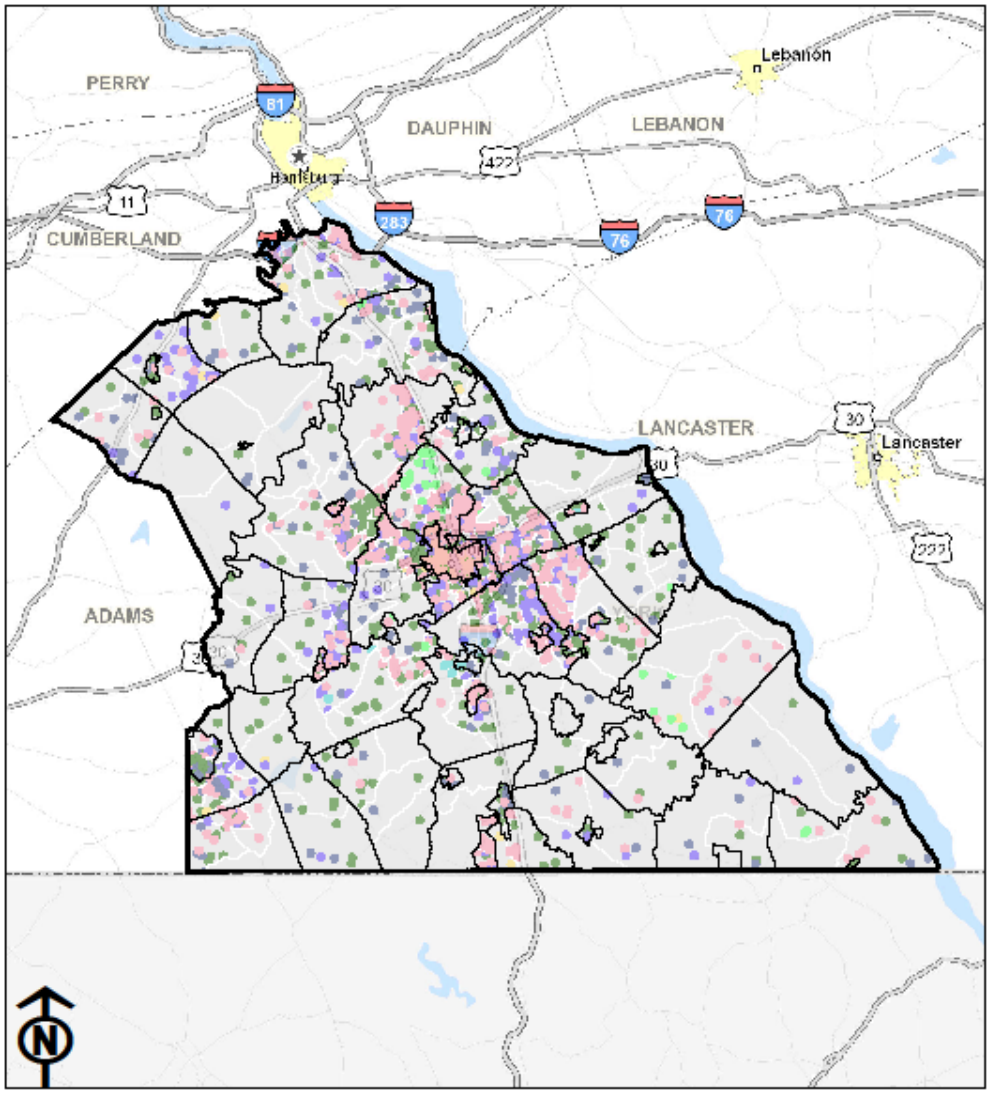
Interstates TNM (577K)
Interstate; 12
Toll Road
US Route
State Routes
RMSSEG_ORAW_att_1155K
INTERSTATE
INTERSTATE - BUSINESS
TURNPIKE-OTHER
US ROUTE
TRAFFIC ROUTE
TURNPIKE - PA
Rivers -Regional -T10 (577K)
Stream
Intermittent Stream
Canal
Dam
States (All) 1155K
Other States
Pennsylvania
State Bnds T10
Counties Labels (577K)
Counties lines (577K)
PA Cities -Muni Bnd Polygon (577K)
BORO
CITY
TOWN
Major Lakes_TC04
Water Area (577K)
V_MetroAreas_join
Philly_Pitt
PA State Mask
PA_STATE_BOUNDARY
US Background
Ocean_backdrop

York County Minority Populations and Federal Aid Road Segments

0 5 10 20 Miles

Source: US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO



US Census Boundaries
- Pennsylvania Counties
- Pennsylvania Municipalities

Pennsylvania Census Block Groups, 2019
1 Dot = 20 People
- Black or African-American, Not Hispanic or Latino
- American Indian or Alaskan Native, Not Hispanic or Latino
- Asian, Not Hispanic or Latino
- Native Hawaiian or Pacific Islander, Not Hispanic or Latino
- Other Race, Not Hispanic or Latino
- Two or More Races, Not Hispanic or Latino
- Hispanic or Latino
- Harrisburg 1155K
- MUNICIPALITY_CEN_MUNCEN_ORAW (1155K)

York County Minority Populations

Number of US Census Block Groups in County: 322

Minority Population:73,874

Black or African-American, Not Hispanic or Latino: 23,921

American Indian or Alaskan Native: 661

Asian, Not Hispanic or Latino: 6,650

Native Hawaiian or Other Pacific Islander, Not Hispanic or Latino: 160

Some Other Race, Not Hispanic or Latino: 670

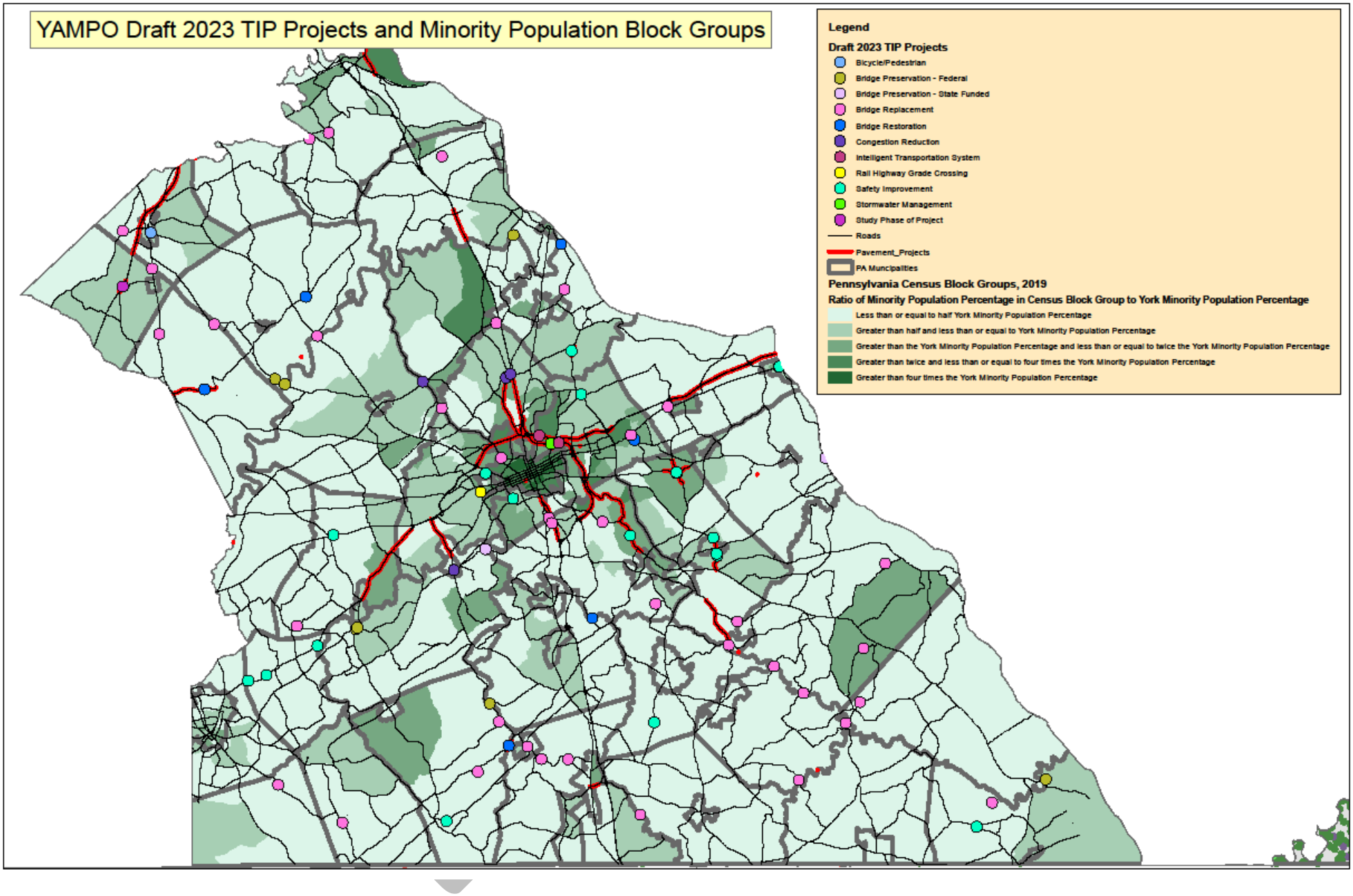
Two or More Races, Not Hispanic or Latino: 8,591

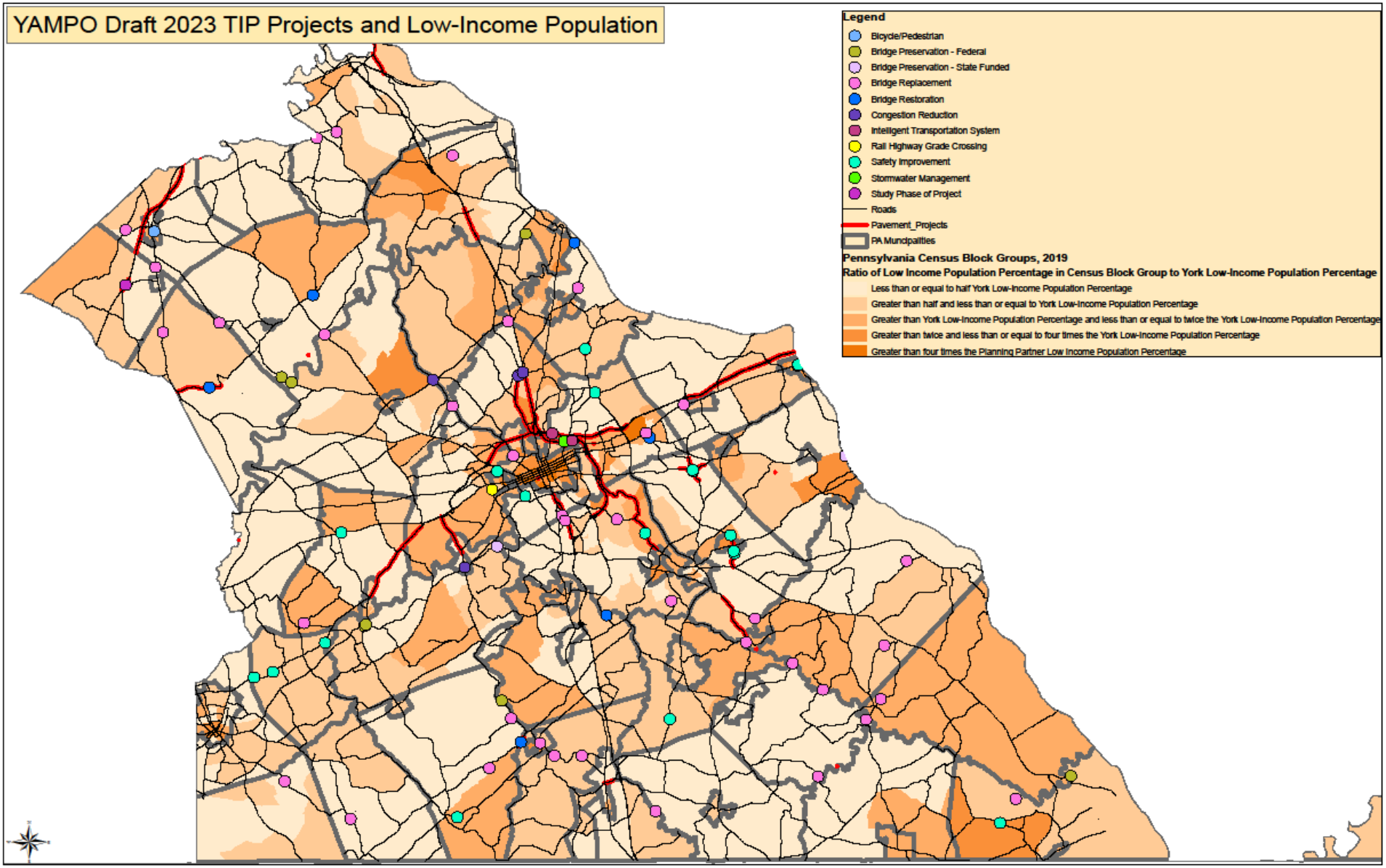
Hispanic or Latino: 33,221

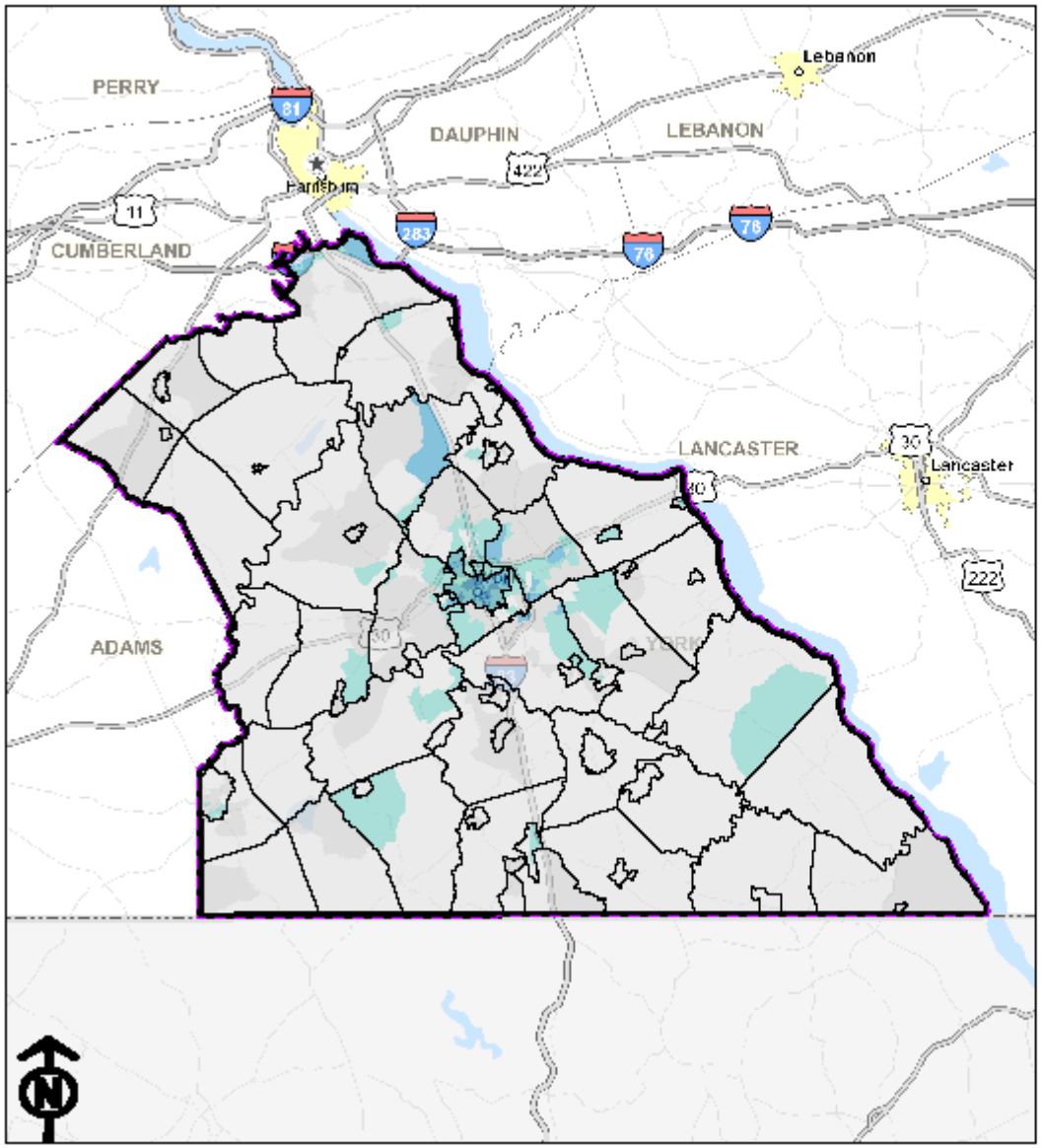
0 5 10 20 Miles

Source: US Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO


YAMPO Draft 2023 TIP Projects and Minority Population Block Groups
Legend
Draft 2023 TIP Projects
Bicycle/Pedestrian
Bridge Preservation - Federal
Bridge Preservation - State Funded
Bridge Replacement
Bridge Restoration
Congestion Reduction
Intelligent Transportation System
Rail Highway Grade Crossing
Safety Improvement
Stormwater Management
Study Phase of Project
Roads
Pavement_Projects
PA Municipalities
Pennsylvania Census Block Groups, 2019
Ratio of Minority Population Percentage in Census Block Group to York Minority Population Percentage
Less than or equal to half York Minority Population Percentage
Greater than half and less than or equal to York Minority Population Percentage
Greater than the York Minority Population Percentage and less than or equal to twice the York Minority Population Percentage
Greater than twice and less than or equal to four times the York Minority Population Percentage
Greater than four times the York Minority Population Percentage


YAMPO Draft 2023 TIP Projects and Low-Income Population
Legend
Bicycle/Pedestrian
Bridge Preservation - Federal
Bridge Preservation - State Funded
Bridge Replacement
Bridge Restoration
Congestion Reduction
Intelligent Transportation System
Rail Highway Grade Crossing
Safety Improvement
Stormwater Management
Study Phase of Project
Roads
Pavement_Projects
PA Municipalities
Pennsylvania Census Block Groups, 2019
Ratio of Low Income Population Percentage in Census Block Group to York Low-Income Population Percentage
Less than or equal to half York Low-Income Population Percentage
Greater than half and less than or equal to York Low-Income Population Percentage
Greater than York Low-Income Population Percentage and less than or equal to twice the York Low-Income Population Percentage
Greater than twice and less than or equal to four times the York Low-Income Population Percentage
Greater than four times the Planning Partner Low Income Population Percentage



York Minority Populations

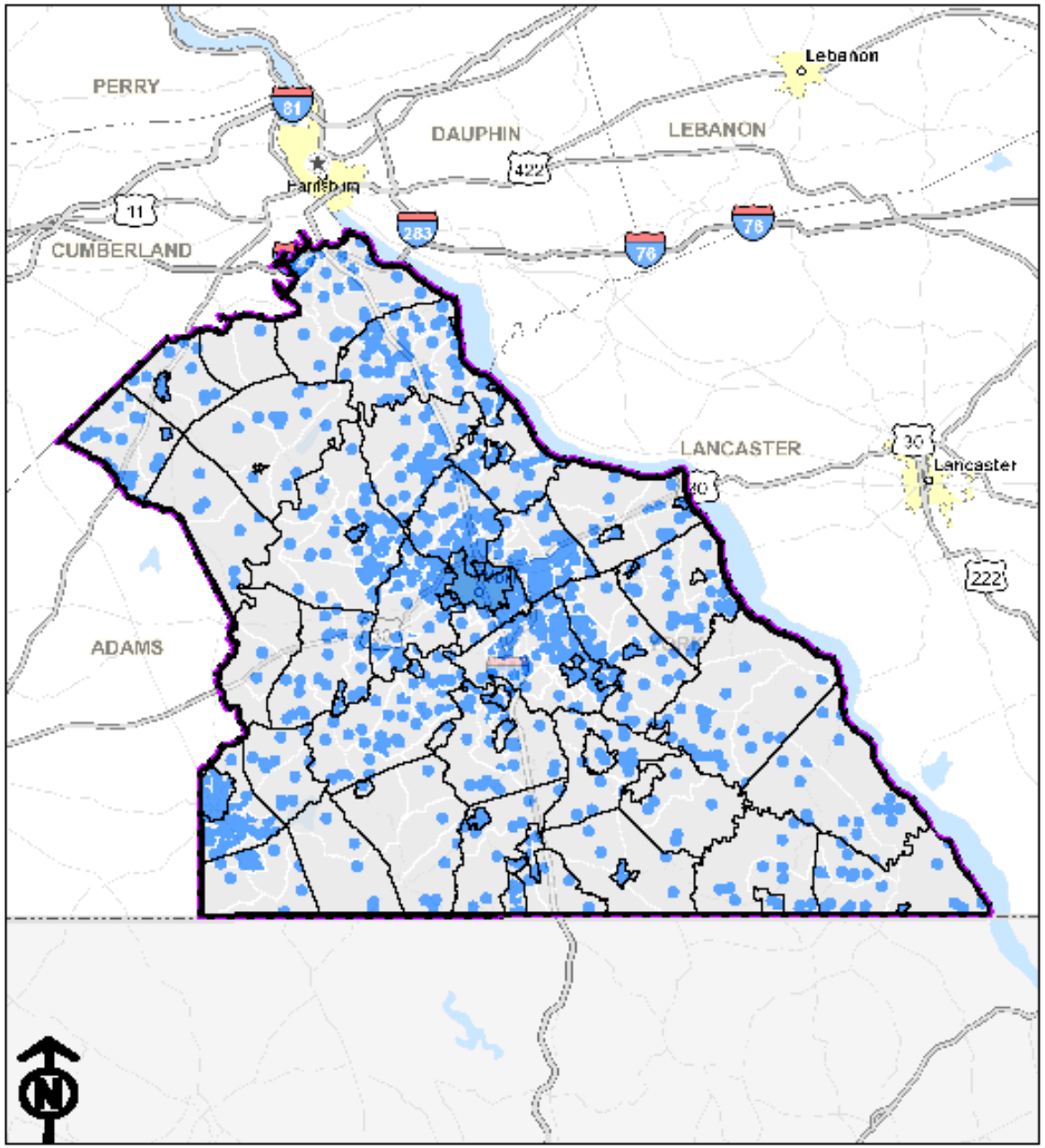
Pennsylvania Counties
Pennsylvania Municipalities
Pennsylvania Census Block Groups, 2019
Ratio of Minority Population Percentage in Census Block Group to Planning Partner Minority Population Percentage
Less than or equal to half Planning Partner Minority Population Percentage
Greater than half and less than or equal to Planning Partner Minority Population Percentage
Greater than County Minority Population Percentage and less than or equal to twice the Planning Partner Minority Population Percentage
Greater than twice and less than or equal to four times the Planning Partner Minority Population Percentage
Greater than four times the Planning Partner Minority Population Percentage
Harrisburg 1155K
MUNICIPALITY_CEN_MUNCEN_ORAW (1155K)
MUNICIPALITY_PHILLY_PITTSBURGH

Interstates TNM (577K)
Interstate; 12
Toll Road
US Route
State Routes

0 5 10 20 Miles

Source: US Census Bureau, 2105-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO



York Minority Populations

Pennsylvania Counties
Pennsylvania Municipalities
Pennsylvania Census Block Groups, 2019
1 Dot = 20 People
Low Income Population
Harrisburg 1155K
MUNICIPALITY_CEN_MUNCEN_ORAW (1155K)
MUNICIPALITY_PHILLY_PITTSBURGH

Interstates TNM (577K)
Interstate; 12
Toll Road
US Route
State Routes

RMSSEG_ORAW_att_1155K
INTERSTATE
INTERSTATE - BUSINESS
TURNPIKE-OTHER
US ROUTE
TRAFFIC ROUTE
TURNPIKE - PA

0 5 10 20 Miles

Source: US Census Bureau, 2105-2019 American Community Survey 5-Year Estimates

Map prepared by Scott R. Williams, Williamsport MPO

Definition of Minority Population and Low income Population Concentration Intervals

Minority Intervals

Ratio of Minority Population Percentage in Census Block Group to County or Planning Partner Minority Population Percentage

1

Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage <= 0.5 (Census block group minority population percentage less than or equal to half of countywide or regional minority population percentage);

2

Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 0.5 and <= 1 (Census block group minority population percentage greater than half and less than or equal to countywide or regional minority population percentage);

3

Census Block Minority Population Percentage / County or Planning Partner 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 or regional minority population percentage);

4

Census Block Minority Population Percentage / County or Planning Partner 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 or regional minority population percentage);

5

Census Block Minority Population Percentage / County or Planning Partner Minority Population Percentage > 4 (Census block group minority population percentage greater than four times the countywide minority population percentage).

Low-Income Population Intervals

Ratio of Low Income Population Percentage in Census Block Group to County or Planning Partner Low Income Population Percentage

1

Census Block Low Income Population Percentage / County Low Income Population Percentage <= 0.5 (Census block group Low Income population percentage less than or equal to half of countywide or regional Low Income population percentage);

2

Census Block Low Income Population Percentage / County Low Income Population Percentage >0.5 and <= 1 (Census block group Low Income population percentage greater than half and less than or equal to countywide or regional Low Income population percentage);

3

Census Block Low Income Population Percentage / County Low Income Population Percentage >1 and <= 2 (Census block group Low Income population percentage greater than County Low-Income Population Percentage and less than or equal to twice the countywide or regional Low-Income population percentage);

4

Census Block Low Income Population Percentage / County or Planning Partner Low Income Population Percentage > 2 and <= 4 (Census block group Low Income population percentage greater than twice and less than or equal to four times the countywide or regional Low Income 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).

EJ Population Analyses of the 2023-2026 Draft TIP

Benefits and Burdens

As part of the Transportation Improvement Program (TIP) adoption process, the York Area Metropolitan Planning Organization (YAMPO) is required to analyze the impact that TIP projects have on the surrounding environments. One aspect of this analysis is evaluating the benefits and burdens a project may have on the socio-economic population surrounding a project area. The benefits that the regional transportation program can bring are access, mobility, safety and environmental quality. The burdens of the program can be a reduction in any of those areas to a community. Many transportation projects require a trade-off between those aspects of the transportation system and the distribution of the benefits and burdens. For example, a project that will decrease congestion in one community may result in a decrease in the environmental quality of another as additional vehicles begin utilizing the improved route. Increased safety may require a trade off in access or mobility, and increased access may bring mobility concerns. Benefits and burdens analysis in respect to environmental justice is done to ensure that the benefits of transportation investment are being shared equally and that the burdens created by new projects are not being allowed by one part of the public over another.

Projects on the 2023 TIP are broken down into several categories including Maintenance, Bridges, Capacity, Safety, Bicycle and Pedestrian, and Intermodal. 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.

For the YAMPO 2023-2026 TIP, the majority of projects will not require right of way acquisition, displace residents or cause burdens on the mobility, access or environmental health of any community, EJ Sensitive or not. This is due to the majority of candidate projects found within the YAMPO Highway TIP are programmed to maintain or enhance the existing transportation system.

Bridge and Pavement Conditions Analysis of the 2023-2026 Draft TIP

The following tables identify the number and percentage of bridges amongst concentrations of Minority and Low-Income populations while the maps display the locations of all Poor Condition Bridges, both State-Owned and Locally Owned. For example, within the two highest concentrations of both Minority and Low-Income populations, there are a total of five (5) bridges in these block groups, out of those five, only one (1) is identified as in poor condition. Based on the data, a majority of all the bridges within York County are located within block groups, which are lower than the County Average per each concentration of Low-Income and Minority population.

There is not a disproportionate amount of poor-conditioned bridges in areas with higher concentrations of Minority or Low-Income populations. While 44 bridges are located in the block groups with the least concentrations of Minority or Low-Income populations, they account for only 14% of the total number of bridges (299) within those block groups. Opposite of that, even though one bridge is currently poor condition, it accounts for 20% out of the five (5) bridges located within these areas. Essentially, there is not a disproportionate amount of bridges being programmed in areas where there are low concentrations of Minority or Low-Income populations because there are a higher number of bridges located in lower concentrated areas

Low-Income Population Analysis

Low Income Population Interval	Group 1	Group 2	Group 3	Group 4	Group 5
Low Income Population	4,332	8,810	10,143	11,442	7,198
Total Population	175633	127184	76052	42674	14408
Percent Low Income	2%	7%	13%	27%	50%
Percent of low Income to total Low Income Population by interval	10%	21%	24%	27%	17%

Low-Income Population and Bridges	Group 1	Group 2	Group 3	Group 4	Group 5
Percent of Poor Bridges by interval to all Poor Bridges	41%	30%	22%	5%	1%
Percent of Bridges by Interval to Total Bridges	43%	30%	20%	5%	1%
Percent of Bridge Deck Area in Poor Condition by interval to total Poor Bridge Deck Area	25%	30%	20%	17%	7%
Percent Deck Area by interval to Total County Deck Area (Square feet)	39%	34%	18%	6%	3%

Low Income Population and Federal Aid Road Miles	Group1	Group 2	Group 3	Group 4	Group 5
Percent Federal Aid Segment Miles (Excellent and Good) to County Total (Excellent and Good)	35%	33%	25%	7%	1%
Percent Federal Aid Segment Miles (POOR) by interval to County Total (Poor)	30%	30%	25%	12%	3%
Percent Federal Aid Segment Miles by interval to County Total	35%	32%	26%	7%	1%

Low-Income Interval and Crashes	Group 1	Group 2	Group 3	Group 4	Group 5
Percent of Total Reportable Crashes (2015-2019) by interval to Total Reportable crashes in County	34%	29%	23%	11%	4%
Percent of Crashes within each interval to Total Crash Fatalities (2015-2019)	42%	25%	20%	11%	2%
Percent of Crashes within each interval to total Crash Suspected Serious Injuries (2015-2019)	32%	30%	21%	12%	5%
Percent of Pedestrians Involved in Crashes (2015-2019) by interval to the total Ped Crashes	15%	16%	18%	31%	20%
Percent of Pedestrians Involved in Crashes (Fatalities and SSI) (2015-2019) by interval to the total Ped Crashes (Fatalities and SSI)	19%	20%	20%	27%	15%
Percent of Bicyclists Involved in Crashes (2015-2019) by interval to the total Bike Crashes	21%	20%	22%	27%	9%
Percent of Bicyclists Involved in Crashes (Fatalities and SSI) (2015-2019) by interval to the total Bike Crashes (Fatalities and SSI)	22%	30%	26%	17%	9%

Minority Population Analysis

Minority Population Interval	Group 1	Group 2	Group 3	Group 4	Group 5
Minority Population	7,604	14,490	15,143	22,518	14,119
Total Population	195,840	120,371	67,794	43,903	17,657
Percent Minority	3.88%	12.04%	22.34%	51.29%	79.96%
Percent of Minority to Total Minority Population by Interval	10.3%	19.6%	20.5%	30.5%	19.1%

Minority Population and Crash Data	Group 1	Group 2	Group 3	Group 4	Group 5
Percent of Total Reportable Crashes (2015-2019) by interval to Total Reportable crashes in County	41.00%	24.83%	20.19%	10.31%	3.67%
Percent of Crashes within each interval to Total Crash Fatalities (2015-2019)	52.05%	24.18%	13.11%	6.15%	4.51%
Percent of Crashes within each interval to total Crash Suspected Serious Injuries (2015-2019)	45.90%	23.01%	15.49%	11.05%	4.56%
Percent of Pedestrians Involved in Crashes (2015-2019) by interval to the total Ped Crashes	19.12%	13.40%	16.67%	32.19%	18.63%
Percent of Pedestrians Involved in Crashes (Fatalities and SSI) (2015-2019) by interval to the total Ped Crashes (Fatalities and SSI)	27.93%	19.82%	19.82%	23.42%	9.01%
Percent of Bicyclists Involved in Crashes (2015-2019) by interval to the total Bike Crashes	24.9%	19.8%	22.6%	22.6%	10.2%
Percent of Bicyclists Involved in Crashes (Fatalities and SSI) (2015-2019) by interval to the total Bike Crashes (Fatalities and SSI)	27.3%	13.6%	22.7%	27.3%	9.1%

Minority Population Interval and Bridges	Group 1	Group 2	Group 3	Group 4	Group 5
Percent of Poor Bridges by interval to all Poor Bridges	65.47%	19.42%	10.79%	3.60%	0.72%
Percent of Bridges by Interval to Total Bridges	59.12%	23.10%	13.45%	3.61%	0.71%
Percent of Bridge Deck Area in Poor Condition by interval to total Poor Bridge Deck Area	37.17%	18.05%	27.54%	10.67%	6.58%
Percent Deck Area by interval to Total County Deck Area (Square feet)	43.90%	20.44%	16.28%	17.19%	2.19%

Minority Population Interval and Federal Aid Miles	Group 1	Group 2	Group 3	Group 4	Group 5
Percent Federal Aid Segment Miles (Excellent and Good) to County Total (Excellent and Good)	51.68%	28.85%	14.61%	4.86%	0.00%
Percent Federal Aid Segment Miles (POOR) by interval to County Total (Poor)	31.51%	35.97%	21.24%	11.29%	0.00%
Percent Federal Aid Segment Miles by interval to County Total	50.24%	27.85%	16.23%	5.68%	0.00%

Within the 2023-2026 TIP, there are a few locations where bicycle and pedestrian safety improvements are taken into consideration within higher concentrated areas of low-income and minority populations such as the intersection of Adams Street and Bannister Street in West York. Over the next year and a half through the development of the 2025 Draft TIP, more emphasis will be made to reduce the amount of bicycle and pedestrian accidents and fatalities through identifying areas where bike and pedestrian safety improvements can be made in areas of higher concentrations of low-income and minority populations.

Based on the information found in ***Table 4***, Number and Percentage of Injury and Fatal-Related Crashes in York County from 2013-2017, within the minority populations block group intervals, the majority of injury and fatality crashes (63%) occurred in block groups with less than the County average of Minority population. Similarly, 71% of injury and fatality crashes occurred in Low-Income block groups less than the County Average. This information denotes that there is not a disproportionate amount of injury and fatal crashes occurring in block groups with a higher population of low-income and minority populations.

Types of Projects and Distribution

The draft 2023-2026 Highway and Bridge TIP totals $185,566,765, while the Interstate TIP totals $297,615,475. The candidate projects include roadway and bridge candidates, studies, bike and pedestrian candidates, intermodal candidates, as well as interstate candidates. Transit projects totaling $50,115,997 are also proposed and are dedicated to maintaining the current operating system, as well as improving the local rabbittransit bus fleet through the CPTA Replacement Buses Candidate Project. The following chart gives a breakdown of the total cost of each project mode and how the funding is spent based on the total population, as well as the per capita cost of the population that identifies as either Minority or Low-Income.

The Interstate TIP involves seven projects associated with the North York Widening project which touch on several EJ block Groups, as well as one resurfacing project and one bridge rehabilitation project. .Roadway project candidates include not only restoration and reconstruction projects, but also intersection improvements, safety improvements, highway reserve line item, and shoulder upgrades.

Transit and Environmental Justice

While the draft 2023-2026 TIP looks to equitably manage where and how funds are spent relative to the population, one factor often overlooked is the impact of the amount of transit stops within a geographic area for people to access. The following figures and maps identify the proximity of residents to local transit stops, especially concerning access for Low-Income and Minority populations. ***Figures 2 and 3*** display the number of rabbittransit bus stops by Minority and Low-Income Status. For ***Figure 2***, while 33% of the minority population is within the proximity of zero bus stops, 67% of the minority population is within the proximity of at least one transit location. Furthermore, around a third of the 67% is found within the proximity of greater than five (5) transit stops.

Figure 2. Number of rabbittransit Bus Stops by Minority Status, York County, PA, August 2019

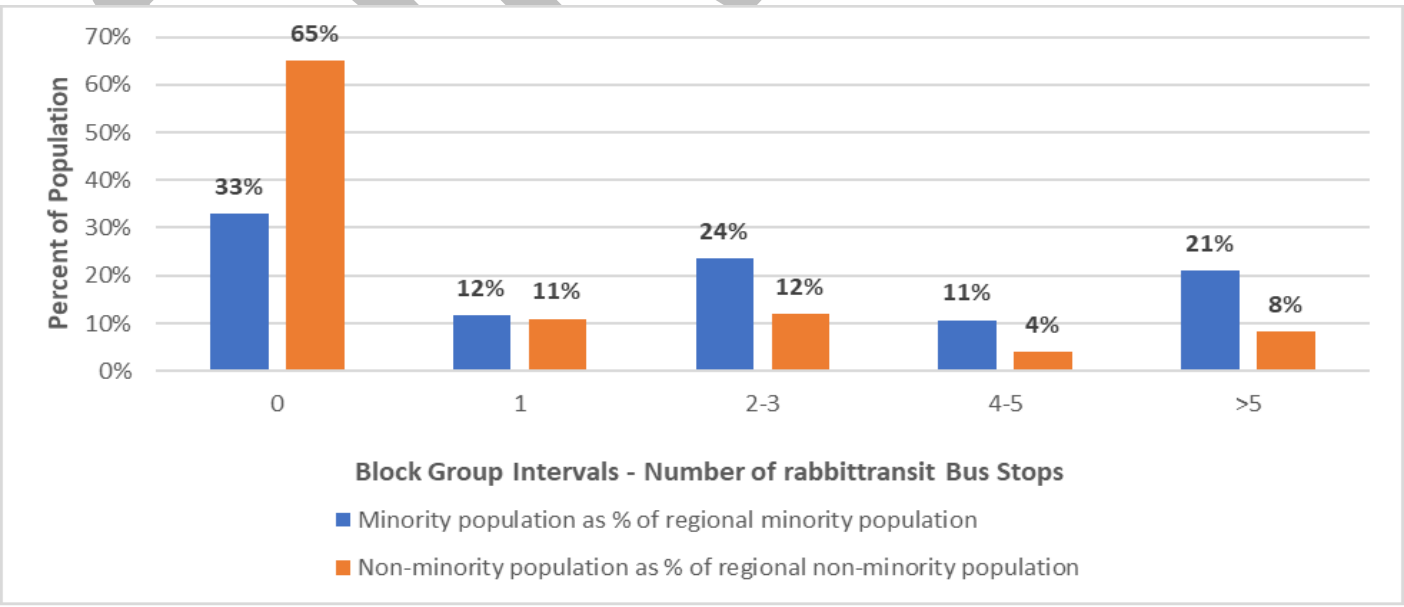
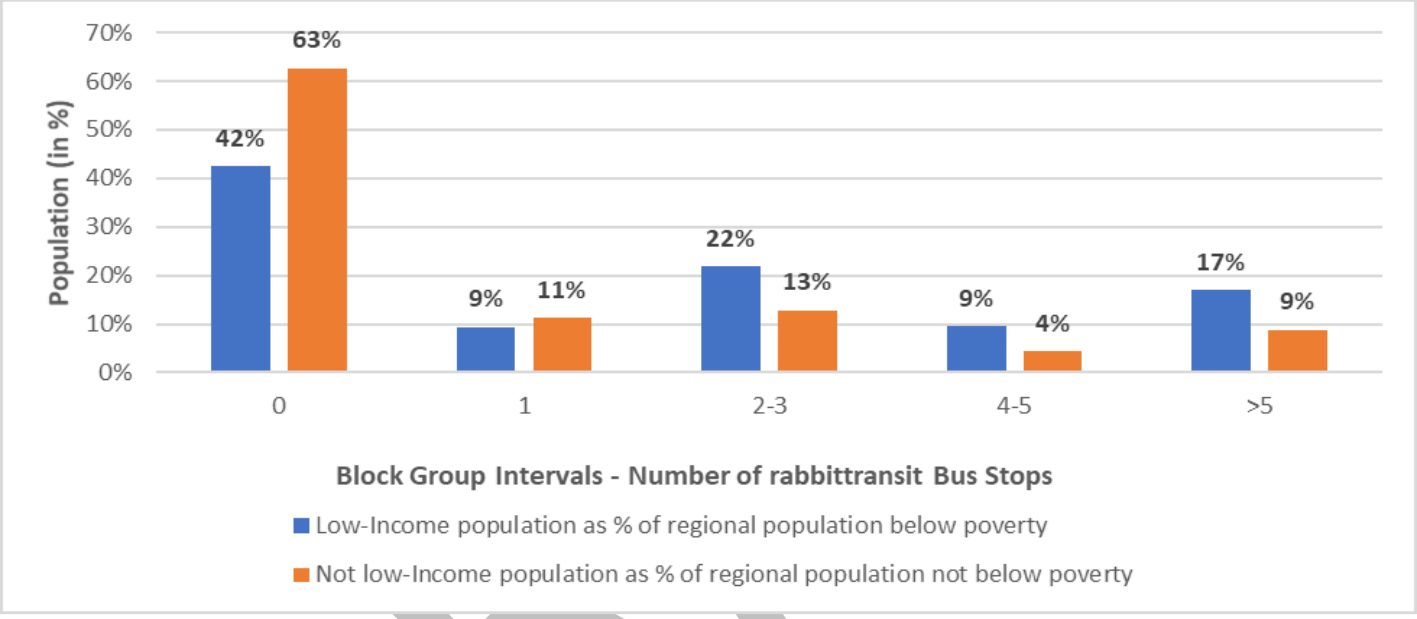
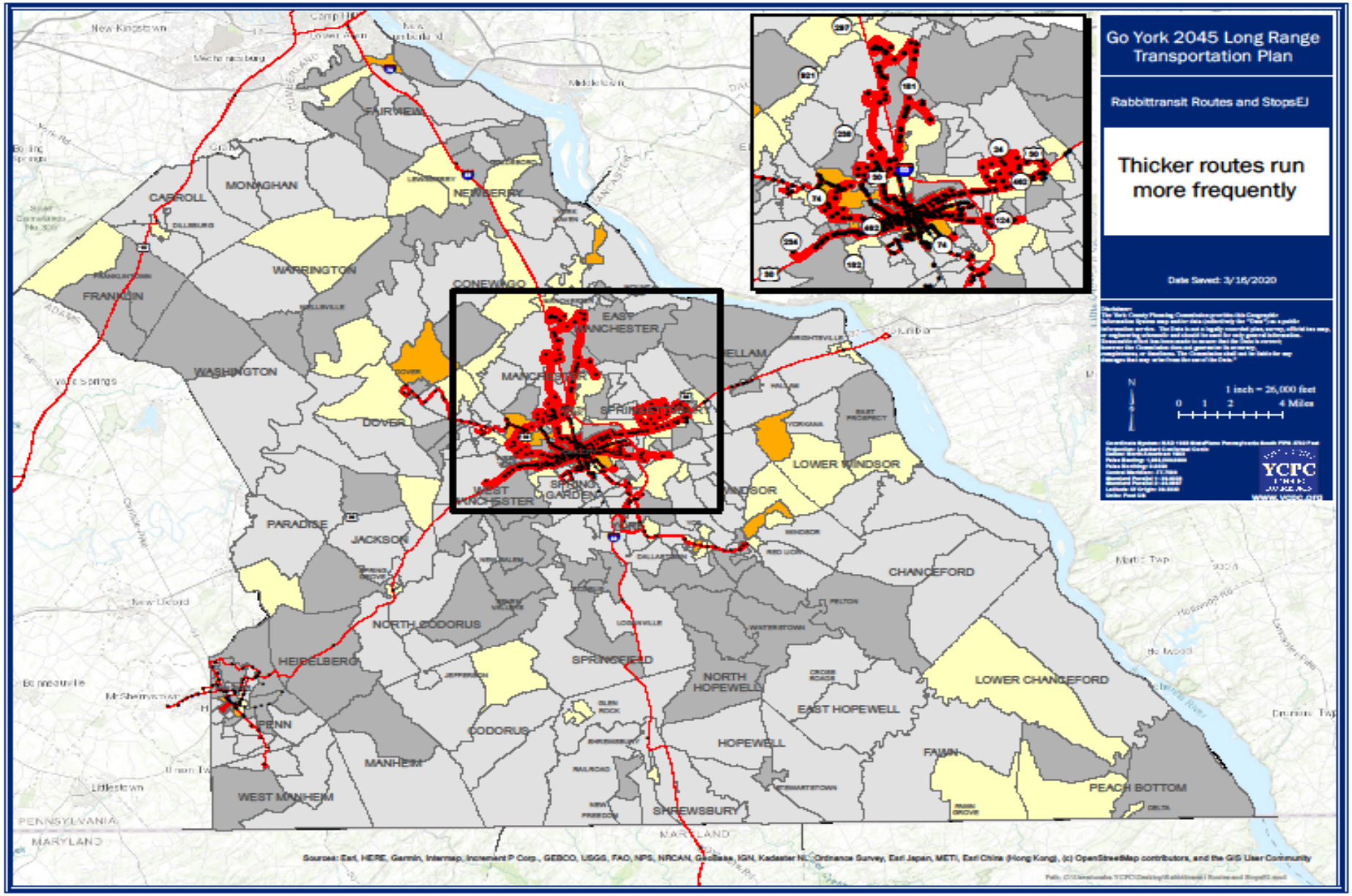


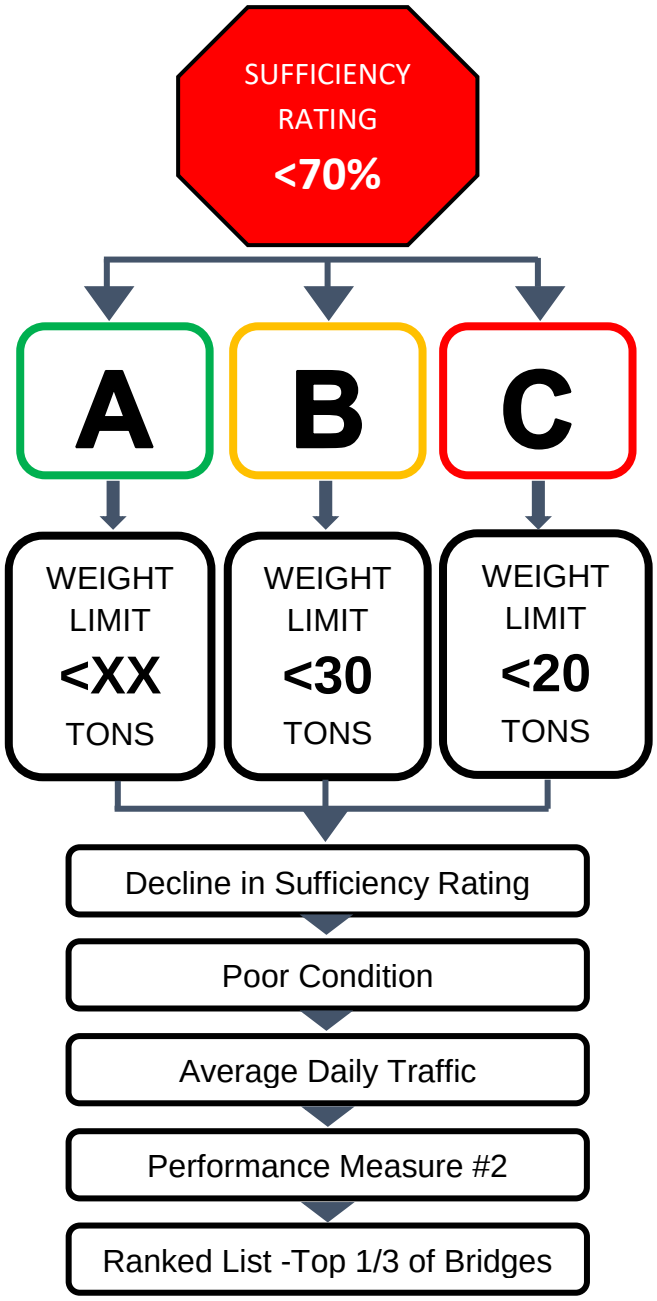
Figure 3 shows the number of rabbittransit bus stops by poverty status. This figure differentiates itself from the Minority Status because almost half of all persons (42%) identified as low-income are within zero transit stops. This totals approximately 18,624 residents. Meanwhile, 17% of all Minority Populations or 7,538 residents have greater than five (5) transit stops around their block group. In comparison, a majority of Not Low-Income populations, approximately 63% of residents within this group live outside an area that has zero rabbittransit stops, while only 37% can access at least one bus stops. Based on the data there is a disproportionate amount of people that are not within a block that has any transit stops amongst low-income individuals. In order to best facilitate the needs of all residents to access the public transportation system via rabbittransit, regardless of type of bus including fixed route service, paratransit service, or express route service, coordination should continue to occur between the MPO and rabbittransit to make sure all avenues are being explored to improve accessibility.

Figure 3. Number of rabbittransit Bus Stops by Poverty Status, York County, PA, August 2019



Frequency of rabbitranit Routes





Bridge Criteria

York County Bridges (State, County, Municipal)

Absolute

Bridges must have a sufficiency rating below 70%

Bridge Prioritization Groups

Bridges in Group A are given **10 points**
Bridges in Group B are given **5 points**
Bridges in Group C are given **3 points**

Bridge Prioritization Groups & Weight Restrictions

Bridges in **Group A** that are posted for any weight restriction are given **100 Points.** This automatically makes posted A bridges the top priority.
Bridges in **Group B** that are posted for less than 30 tons are given **10 points**.
Bridges in **Group C** that are posted for less than 20 tons are given **3 points**.

Decline in Sufficiency Rating

If bridge's sufficiency rating **decreased from 2017-2019 and from 2019-2021**, the bridge is given **10 points**.
Bridges that only decreased from 2017-2019 are given **5 points**.

Poor Condition

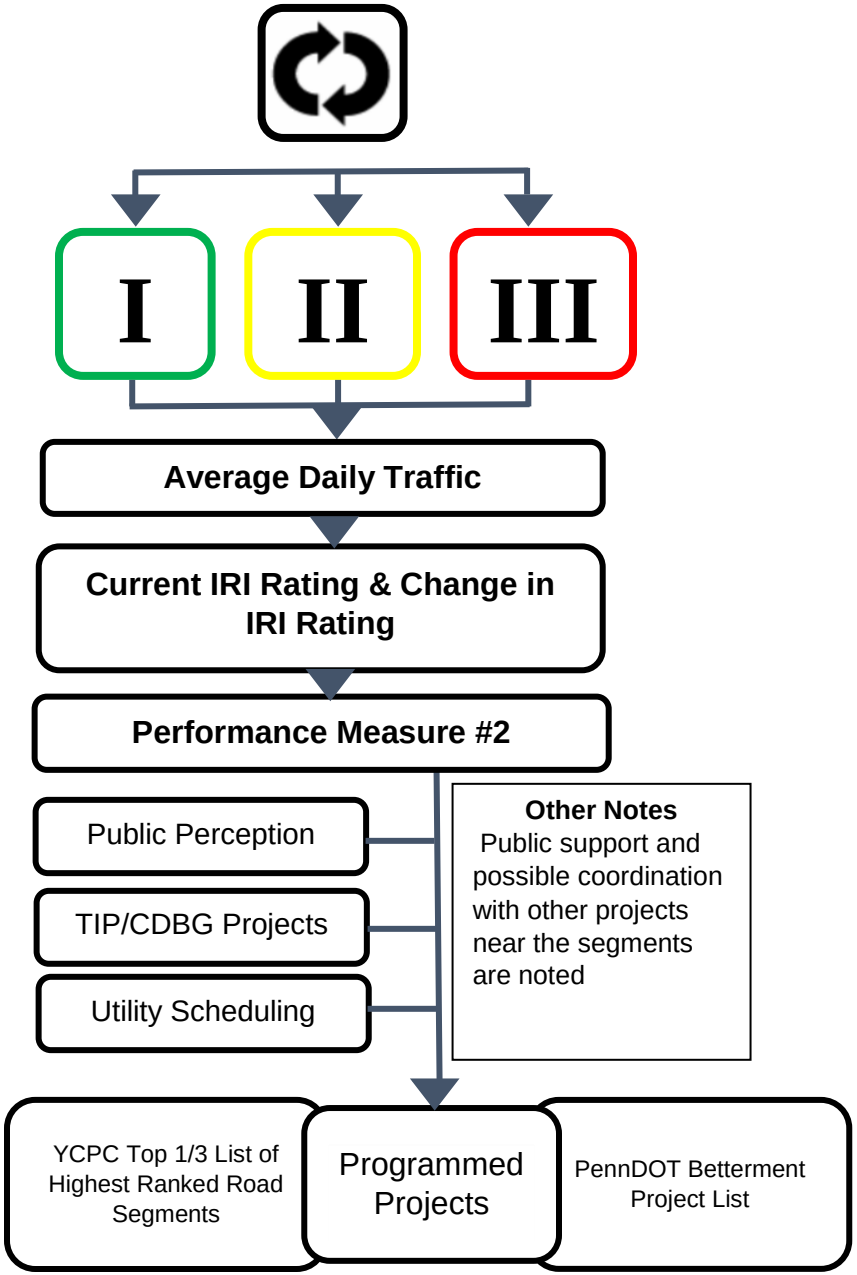
Poor Condition bridges are given **5 points**.

Average Daily Traffic (ADT)

The bridges are given a number of **points between 0 and 5** based on the ratio of the **bridge's ADT** to the highest ADT in the county.

FHWA Performance Measure #2

The targets set for PM #2 will be reviewed each TIP cycle; point totals may be modified for PM #2 by the Technical Committee to support targets that are currently not being met or focus areas.



Maintenance Criteria

~ 3500 Road Segments

Out of Maintenance Cycle

Road segments that are out of maintenance cycle are given a number of points **between 0 and 10** based on the number of years out-of-cycle, *compared to the most out-of-cycle segment.*

Maintenance Groups

Road segments in **Group I** are given **6 points**. Road segments in **Group II** are given **4 points**. Road segments in **Group III** are given **2 points**.

Average Daily Traffic (ADT)

Road segments are given a number of points **between 0 and 10** based on their **ADT**, *compared to the segment with the highest ADT.*

International Roughness Index (IRI) & Change in IRI

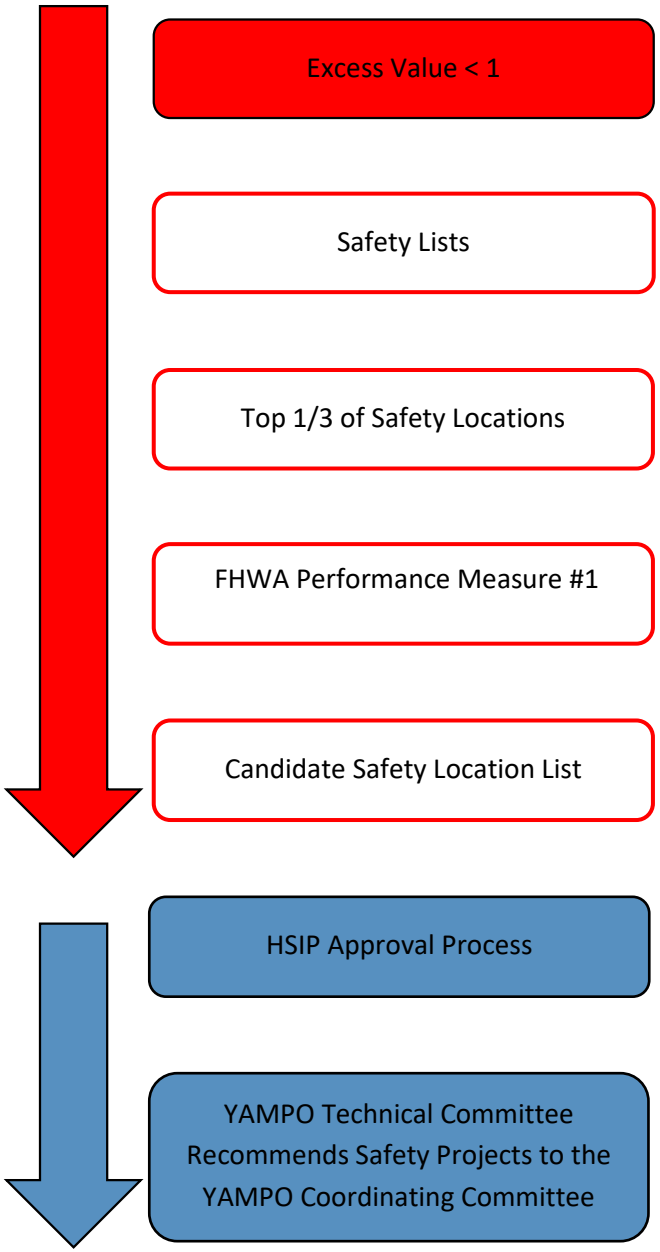
Road segments are given a number of points **between 0 and 5** based on their **current IRI** *compared to the segment with the highest IRI.*
Road segments are given a number of points **between 0 and 10** based on their **change in IRI** from the previous year's measurement, *compared to the segment with the most change.*

FHWA Performance Measure #2

The targets set for PM #2 will be reviewed each TIP cycle; point totals may be modified for PM #2 by the Technical Committee to support targets that are currently not being met or focus areas.

Coordination with PennDOT

During TIP development, PennDOT provides a list of betterment prospects. The prospective projects that are on the YCPC list are approved and funded.



Safety Criteria

Absolute

Excess Value - Highway Safety Network Screening (HSNS) greater than 1.0

Represents the Potential for Safety Improvement. This value is the difference between the Expected Number of Crashes and the Predicted Number of Crashes. Locations with a value greater than 4 are considered to have a high potential for safety improvement and values between 1 and 4 are considered to have a moderate to high potential for safety improvement. While values that are less than 0 represent fewer Expected Crashes than Predicted Crashes, therefore, the potential for safety improvement is low.

Current Crash **Safety List**

If a location is on the current safety list (HSNS), it will receive the points that correspond to the excess value (normally 1-4 points) **points**.

Historic **Safety List**

If this location appeared on the previous safety list (TOP 25) it will receive **5 points**.

Top 1/3 of Safety Locations

Due to time to collect crash data for each location, only the top 1/3 are advanced to review the impact a location could have on PM #1 by evaluating the type of crash.
After applying the Absolute and points for Safety Lists, we will use the Top 1/3 of these locations to move onto the next step. FHWA Performance Measure #1.

FHWA Performance Measure #1

The targets set for PM #1 will be reviewed each TIP cycle; point totals may be modified for PM #1 by the Technical Committee to support targets that are currently not being met or focus areas.

Candidate Safety Location List

The YCPC will use this list of candidate locations to proceed with the HSIP Approval Process.

HSIP (Highway Safety Improvement Program) Approval Process

YAMPO will follow the District 8-0 Process for Candidate Selection and Application (Flow Chart in shown in Appendix I – Air Quality Conformity). This process will produce candidate safety projects/ alternatives/ concepts with associated cost and anticipated benefits for each location. YAMPO Technical Committee will evaluate and agree to the benefit to the cost for the location based on the crashes.

CMAQ Selection Criteria

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created under ISTEA (1991) and reauthorized under TEA-21 (1998), SAFETEA-LU (2005), MAP-21 (2012), and FAST Act (2015).

The purpose of the CMAQ Program is to fund transportation projects/programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM_{10} and $PM_{2.5}$). The CMAQ program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion – in other words, reducing pollution and adverse environmental effects of transportation projects and transportation system inefficiencies. The CMAQ program provides funding for a broad array of tools to accomplish these goals while ensuring compliance with the transportation conformity provisions of the Clean Air Act (amended 1990).

Below is the prioritization of project types to utilize CMAQ funding. Generally, all projects in Priority 1 have the highest benefit cost ratio and so forth down the priorities. All projects eligible for CMAQ funding in Priority 1 will be funded prior to moving to Priority 2.

If YAMPO has an approved on-going project, the MPO can commit to the project for a maximum of 6 years. The 6-year commitment is evaluated each Transportation Improvement Program (TIP) cycle and can be extended to a total of 6 years each TIP, essentially adding 2 years (year 5 and 6 of the MTP).

Priority 1- **Vehicle Miles Traveled (VMT) Reduction:** Susquehanna Regional Transportation Partnership (SRTP) and the Commuter Services of Pennsylvania program – advocating for non-SOV transportation alternatives for commuters

Priority 2- **Cleaner Engines:** rabbittransit Fleet Replacement – in the 2013 TIP, the 2015 TIP and in the CIP, YAMPO approved approximately $3 million every two years toward the purchase of newer vehicles in the rabbittransit fleet through 2035

Priority 3- **Traffic Operations/ Congestion Mitigation:** CMP Signal Timing – to address traffic signal inefficiencies of corridors and/or intersections identified through the Congestion Management Process (CMP)

Priority 4- **Recurring Congestion**: Improvements to address recurring congestion identified in the Report on Congestion that would increase capacity

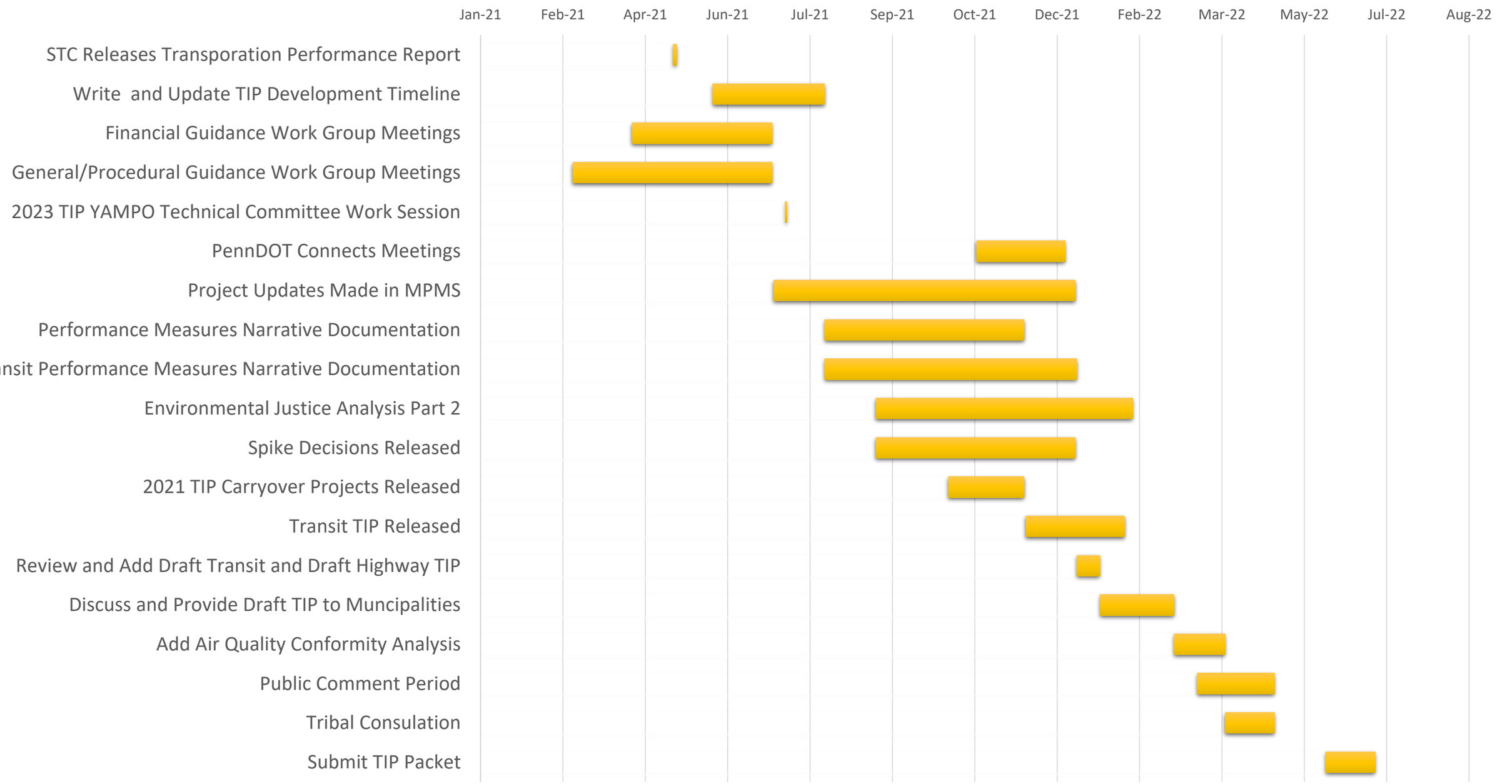
Priority 5- **Non-Recurring Congestion:** Improvements to address non-recurring congestion

If a tie exists between projects in the same priority level, the following evaluation criteria will be used to provide a ranking to the MPO prior to the final selection.

Evaluation Criteria

1	25%	Peak Hour Volume Delay (identified in the most recent Report on Congestion)
2	20%	Average Daily Truck Traffic over 1,000
3	15%	Is the project on the National Highway System?
4	10%	Is the location on a transit route?
5	10%	Located inside the County growth area
6	15%	Does the location have a crash rate higher than expected?
7	5%	Is the future (2040) Volume to Capacity of the location expected to be over .75?

YAMPO Tentative 2023 TIP Timeline



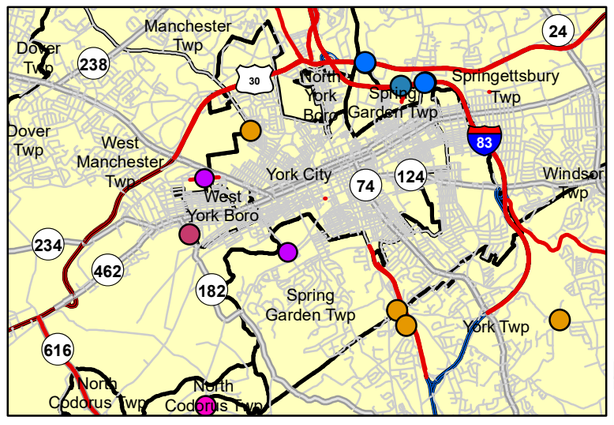
2023 TIP State and Local Bridge and Road Project Candidates by Municipality

Legend

PROJECT__1

- Bicycle/Pedestrian
- Bridge Preservation - Federal
- Bridge Preservation - State Funded
- Bridge Replacement
- Bridge Restoration
- Congestion Reduction
- Intelligent Transportation System
- Rail Highway Grade Crossing
- Safety Improvement
- Stormwater Management
- Study Phase of Project
- 2023 Draft TIP Pavement Projects
- 2023 Local Road Candidate- Pleasant View Rd.
- York.GIS.Municipal_Boundary

The City of York and North York Borough



Map Created on 5/5/2022 by TLW

YORK COUNTY PLANNING COMMISSION