



# Lancaster County Metropolitan Planning Organization (MPO)

## Public Meeting

**Tuesday, February 24, 2026, at 1:30 p.m.**

**In person:** Lancaster County Government Center  
150 North Queen Street  
Lancaster, Pennsylvania  
Rooms 102/104

**Online:** <https://lancastercountypa.gov.zoom.us/j/85293683577?pwd=DfHH6ni2WdtAbLGzgr4abRYRoCpnMB.1>

Passcode 781779

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Complaint that a program, service, or activity of the Lancaster County MPO is not accessible to persons with disabilities should also be directed to Will Clark.



Translation & Interpretation Services



LANCASTER COUNTY  
MPO

February 24, 2026	
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B.	Chair & Vice-Chair Appointment
Call to Order & Call to Audience	
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<i>For Action</i>	
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A3	TYP Project Review
A4	2025 TIP Administrative Action
a.	Highway & Bridge
A5	2026 Committee Assignments
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B4	Norman Wood Bridge
B5	Capital Bridge Bill
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B7	Listing of Federally Obligated Reports
B8	TMA Cert Review Scheduled
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# February 24, 2026

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# Organizational Meeting



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# Introduction of New MPO Members

Will Clark  
 Lancaster County Planning Department



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# MPO Chair and Vice-Chair Appointment

Will Clark  
Lancaster County Planning Department



**I move that [Name] be nominated to serve as Lancaster County Metropolitan Planning Organization (MPO) Chair from February 24, 2026, until December 31, 2027.**

**Recommended Motion**



LANCASTER COUNTY  
MPO

**I move that [Name] be nominated to serve as Lancaster County Metropolitan Planning Organization (MPO) Vice Chair from February 24, 2026, until December 31, 2027.**

**Recommended Motion**



LANCASTER COUNTY  
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# Call to Order

MPO Chair

# Call to Audience

Note: Anyone wishing to speak to the Committee about any item not on the agenda should notify the Chair at this time.

If you are attending virtually, please use the Q & A section.



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# Approval of Minutes

October 28, 2025, Lancaster County Metropolitan Planning Organization (MPO) Public Meeting

**Draft Minutes**



LANCASTER COUNTY  
MPO

**I move that the Lancaster County  
Metropolitan Planning Organization  
approve the October 28, 2025, meeting  
minutes as presented.**

**Recommended Motion**



LANCASTER COUNTY  
MPO

February 24, 2026

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a. Highway & Bridge

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# Presentations



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# Microtransit Feasibility Study Final Report

Lauri Ahlskog  
 South Central Transit Authority

Memo

Attachments



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# Shared Ride Facility Update

## South Central Transit Authority

[Memo](#) [Attachments](#)



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# Performance Measure 1 (PM-1) Safety Targets

Mary Siu  
Lancaster County Planning Department

Memo

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**I move that the MPO approve to plan and program projects so that they contribute toward the accomplishment of established 2026 PennDOT safety targets.**

**Recommended Motion**



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# Draft 2027 Transportation Improvement Program (TIP) Air Quality Significant Projects

Gary Jones  
 Lancaster County Planning Department

[Memo](#) [Attachments](#)



**I move that the MPO approve the projects identified in the table “Lancaster AQ significant projects for Conformity Analysis 2027 TIP” for conformity analysis and inclusion on the 2027-2030 Transportation Improvement Program (TIP).**



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# 12-Year Program (TYP) Project Review

Will Clark  
 Lancaster County Planning Department

Memo

Attachments



**I move that the MPO request PennDOT remove the following projects from the 12-Year Program:**

- MPMS 110507: PA 324/US 222/Fairview Ave,**
- MPMS 94912: PA 23/PA 741 Intersection Improvement,**
- MPMS 80930: US 30/Harrisburg Pike Interchange,**
- MPMS 97251: US 222/Improvement Colonel Howard Boulevard (Turnpike), and**
- MPMS 101132: Mount Joy Road (PA 772)/PA 283.**



*For Action*

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# 2025 Transportation Improvement Program (TIP) Administrative Action

	Item	Presenter	Affiliation
	<b>a. Highway &amp; Bridge</b>		
	1. MPMS 120872 Marshall Avenue Multimodal Corridor Special Endorsement Administrative Action	Kristiana Barr	Lancaster County Planning Department

Memo

Attachments



**I move that the MPO approve an increase of \$1,955,981 for the construction phase of Marshall Avenue Multimodal Corridor (MPMS 120872) in FFY 2027/2030 to reflect the most recent cost estimate.**



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# MPO Committee Assignments for 2026

Kristiana Barr  
Lancaster County Planning Department

Memo



**I move that the MPO approves the MPO committee assignments for 2026 as presented.**

**Recommended Motion**



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# 2025 Transportation Improvement Program (TIP) Administrative Modifications

Emily Osilka  
 PennDOT, District 8-0  
 Ted Shehee  
 PennDOT, Central Office

	Item
a.	Highway & Bridge
b.	Transit



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# PennDOT Projects in Design

Emily Osilka  
 PennDOT, District 8-0

Memo

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# PennDOT Active Construction Projects Update

Emily Osilka  
 PennDOT, District 8-0

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# Norman Wood Bridge

Will Clark  
 Lancaster County Planning Department

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# Capital Bridge Bill

Will Clark  
 Lancaster County Planning Department

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# SCTA Public Transportation Agency Safety Plan 2026

Keith Boatman  
South Central Transit Authority

Memo

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# Annual Listing of Federally Obligated Projects

Mary Siu  
 Lancaster County Planning Department  
 Lauri Ahlskog  
 South Central Transit Authority

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# Transportation Management Area (TMA) Certification Review Scheduled

Kristiana Barr  
 Lancaster County Planning Department

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# Written Reports

**A. Lancaster County Planning Department (LCPD)**

**B. PennDOT**

**C. South Central Transit Authority (SCTA)**

**D. Commute PA**



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<i>For Action</i>	
A1	PM-1 Safety Targets
A2	Draft 2027 TIP Air Quality Significant Projects
A3	TYP Project Review
A4	2025 TIP Administrative Action
	a. Highway & Bridge
A5	2026 Committee Assignments
<i>For Information</i>	
B1	2025 TIP Modifications
B2	Projects in Design
B3	Active Construction Projects
B4	Norman Wood Bridge
B5	Capital Bridge Bill
B6	SCTA Public Safety Plan 2026
B7	Listing of Federally Obligated Reports
B8	TMA Cert Review Scheduled
Other Business, Written Report, Public Comment, and Adjournment	

# Public Comment

If you notified the Chair that you would like to speak about an item not on the agenda, please present your comments at this time.



February 24, 2026	
Organizational Meeting	
A.	Intro of New MPO Members
B.	Chair & Vice-Chair Appointment
Call to Order & Call to Audience	
Approval of Minutes	
Presentations	
<i>For Action</i>	
A1	PM-1 Safety Targets
A2	Draft 2027 TIP Air Quality Significant Projects
A3	TYP Project Review
A4	2025 TIP Administrative Action
a.	Highway & Bridge
A5	2026 Committee Assignments
<i>For Information</i>	
B1	2025 TIP Modifications
B2	Projects in Design
B3	Active Construction Projects
B4	Norman Wood Bridge
B5	Capital Bridge Bill
B6	SCTA Public Safety Plan 2026
B7	Listing of Federally Obligated Reports
B8	TMA Cert Review Scheduled
Other Business, Written Report, Public Comment, and Adjournment	

# Adjournment

Next Scheduled Meeting:  
**Tuesday, April 28, 2026, at 1:30 p.m.**

**In person:** Lancaster County Government Center  
 150 North Queen Street  
 Lancaster, Pennsylvania  
 Rooms 102/104

**Online:** <https://lancastercountypa.gov.zoom.us/j/85293683577?pwd=DfHH6ni2WdtAbLGzgr4abRYRoCpnMB.1>

Passcode 781779





# Language Access Taglines

<p><b>English</b></p> <p>Hello! We provide translation and interpretation services. If you would like an interpreter for this meeting, please leave a request by calling our inbox at 717-299-8333 and pressing "7," or send us an email at <a href="mailto:planning@lanastercountypa.gov">planning@lanastercountypa.gov</a></p> <p>To request interpretation services, you must include:</p> <ul style="list-style-type: none"> <li>the meeting title, date, and time,</li> <li>and the requested language for interpretation.</li> </ul> <p>If you would like to receive confirmation of your request, please include your email address. We provide interpretation services for any requests received at least five business days before the intended meeting date.</p>	<p><b>Español (Spanish)</b></p> <p>¡Hola! Ofrecemos servicios de traducción e interpretación. Si desea un intérprete para esta reunión, deje su solicitud llamando a nuestro buzón de entrada al 717-299-8333 y pulsando "7", o enviándonos un correo electrónico a <a href="mailto:planning@lanastercountypa.gov">planning@lanastercountypa.gov</a></p> <p>Para solicitar los servicios de interpretación, debe incluir:</p> <ul style="list-style-type: none"> <li>el título, fecha y hora de la reunión, y</li> <li>el idioma solicitado para la interpretación.</li> </ul> <p>Si desea recibir confirmación de su solicitud, incluya su dirección de correo electrónico. Proporcionamos los servicios de interpretación para las solicitudes recibidas al menos cinco días hábiles antes de la fecha prevista de la reunión.</p>	<p><b>tiếng Việt (Vietnamese)</b></p> <p>Xin chào quý vị! Chúng tôi cung cấp các dịch vụ biên dịch và phiên dịch. Nếu quý vị muốn có thông dịch viên cho cuộc họp này, vui lòng để lại yêu cầu bằng cách gọi đến hộp thư của chúng tôi theo số 717-299-8333 và nhấn phím "7" hoặc gửi email cho chúng tôi theo địa chỉ <a href="mailto:planning@lanastercountypa.gov">planning@lanastercountypa.gov</a></p> <p>Để yêu cầu dịch vụ thông dịch, quý vị phải bao gồm:</p> <ul style="list-style-type: none"> <li>tên cuộc họp, ngày và giờ,</li> <li>ngôn ngữ được yêu cầu để thông dịch.</li> </ul> <p>Nếu quý vị muốn nhận xác nhận về yêu cầu của mình, vui lòng bao gồm địa chỉ email. Chúng tôi cung cấp dịch vụ thông dịch cho bất kỳ yêu cầu nào nhận được trong tối thiểu 5 ngày làm việc trước ngày họp dự kiến.</p>
<p><b>Deutsch (German)</b></p> <p>Hallo! Wir bieten Übersetzungs- und Dolmetscherdienste an. Wenn Sie einen Dolmetscher für diese Sitzung wünschen, rufen Sie bitte unter der Nummer 717-299-8333 an und drücken Sie die "7", oder senden Sie uns eine E-Mail an <a href="mailto:planning@lanastercountypa.gov">planning@lanastercountypa.gov</a></p> <p>Um Dolmetscherdienste anzufordern, müssen Sie Folgendes angeben:</p> <ul style="list-style-type: none"> <li>den Namen, das Datum und die Uhrzeit des Treffens,</li> <li>und die gewünschte Sprache für die Übersetzung.</li> </ul> <p>Wenn Sie eine Bestätigung Ihrer Anfrage erhalten möchten, geben Sie bitte Ihre E-Mail Adresse an. Wir stellen Dolmetscherdienste zur Verfügung, wenn ein entsprechender Antrag mindestens fünf Arbeitstage vor dem geplanten Sitzungstermin eingeht.</p>	<p><b>Français (French)</b></p> <p>Bonjour ! Nous fournissons des services de traduction et d'interprétation. Si vous souhaitez un interprète pour cette réunion, veuillez déposer une demande en appelant notre boîte de réception au 717-299-8333 et en appuyant sur « 7 », ou envoyez-nous un e-mail à <a href="mailto:planning@lanastercountypa.gov">planning@lanastercountypa.gov</a>.</p> <p>Pour demander des services d'interprétation, vous devez inclure :</p> <ul style="list-style-type: none"> <li>le titre, la date et l'heure de la réunion,</li> <li>et la langue demandée pour l'interprétation.</li> </ul> <p>Si vous souhaitez recevoir une confirmation de votre demande, veuillez inclure votre adresse e-mail. Nous fournissons des services d'interprétation pour toute demande reçue au moins cinq jours ouvrables avant la date prévue de la réunion.</p>	<p><b>اللغة العربية (Arabic)</b></p> <p>إذا كنت ترغب في حضور مترجم. نحن نقدم خدمات الترجمة التحريرية والفورية! مرحبًا فوري هذا الاجتماع، يُرجى تقديم طلب بذلك من خلال الاتصال بصندوق بريدنا الصوتي على الرقم 8333-299-717 واختيار الرقم "7" وإرسال رسالة إلكترونية إلى البريد الإلكتروني <a href="mailto:planning@lanastercountypa.gov">planning@lanastercountypa.gov</a>.</p> <p>يجب عليك ذكر ما يلي عند طلب خدمة الترجمة الفورية:</p> <ul style="list-style-type: none"> <li>عنوان الاجتماع وتاريخه ووقته</li> <li>واسم اللغة المطلوب الترجمة الفورية إليها.</li> </ul> <p>إذا كنت ترغب في تلقي رسالة تؤكد استلام طلبك، يُرجى كتابة عنوان البريد الإلكتروني نحن نوافق على جميع طلبات توفير خدمة الترجمة الفورية التي نتلقاها قبل تاريخ الاجتماع بخمسة أيام عمل على الأقل.</p>



# Language Access Taglines

<p><b>မြန်မာ (Burmese)</b> မင်္ဂလာပါ။ ကျွန်ုပ်တို့သည် ဘာသာပြန်ခြင်းနှင့် စကားပြန်ခြင်းဝန်ဆောင်မှုများကို ဆောင်ရွက်ပေးပါသည်။ အကယ်၍ သင်သည် ဤအစည်းအဝေးအတွက် စကားပြန်တစ်ဦး လိုအပ်ပါက ကျွန်ုပ်တို့၏ 717-299-8333 သို့ခေါ်ဆိုပြီး “7” ကိုနှိပ်ခြင်းဖြင့် သို့မဟုတ် <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a> သို့ အီးမေးလ်တစ်စောင်ပေးပို့ခြင်းဖြင့် တောင်းဆိုမှုတစ်ခုခုနည်းတူပင်ပါသည်။ စကားပြန်ဝန်ဆောင်မှုများကို တောင်းဆိုရန် အောက်ပါအချက်အလက်များ ပါဝင်ရမည်။</p> <ul style="list-style-type: none"> <li>• အစည်းအဝေးခေါင်းစဉ်၊ ရက်စွဲနှင့် အချိန်</li> <li>• စကားပြန်ပေးရန် တောင်းဆိုထားသော ဘာသာစကား သင်၏ တောင်းဆိုမှုကို အတည်ပြုချက် ရရှိလိုပါက သင်၏ အီးမေးလ်လိပ်စာကို ထည့်သွင်းပါ။ ကျွန်ုပ်တို့သည် စီစဉ်ထားသည့် အစည်းအဝေးရက်မတိုင်မီ အနည်းဆုံး ရုံးဖွင့်ရက် ငါးရက်အတွင်း လက်ခံရရှိသည့် တောင်းဆိုချက်များအတွက် စကားပြန် ဝန်ဆောင်မှုများကို ပေးပါသည်။</li> </ul>	<p><b>Українська мова (Ukrainian)</b> Доброго дня! Ми надаємо послуги письмового та усного перекладу. Якщо ви хотіли б, щоб на цій зустрічі був присутній усний перекладач, залиште запит, зателефонувавши на наш номер для вхідних дзвінків 717-299-8333 та натиснувши «7», або надішліть нам електронного листа на адресу <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>Щоб направити запит на послуги усного перекладу, ви повинні вказати:</p> <ul style="list-style-type: none"> <li>• Назву, дату та час зустрічі.</li> <li>• Потрібну мову усного перекладу.</li> </ul> <p>Якщо ви хотіли б отримати підтвердження свого запиту, зазначте свою електронну адресу. Ми надаємо послуги усного перекладу за будь-якими запитами, отриманими щонайменше за п'ять робочих днів до цільової дати зустрічі.</p>	<p><b>Kinyarwanda (Kinyarwanda)</b> Muraho! Dutanga serivisi zo guhindura indimi no gusemura. Niba ushaka umusemuzi w'iyi nama, nyamuneka tugezeho icyifuzo cyawe unyuze kuri 717-299-8333 hanyuma ukande "7," cyangwa utwoherereze imeri kuri <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>Igihe usaba umusemuzi, ugomba gushyiramo:</p> <ul style="list-style-type: none"> <li>• Umutwe winama, itariki, n'igihe,</li> <li>• Ururimi ushaka.</li> </ul> <p>Niba ushaka kwakira ubutumwa bwemeza icyifuzo cyawe, ntiwibagirwe gushyiramo aderesi imeri yawe. Dutanga serivisi zo gusemura ku byifuzo byose byakiriwe byibura iminsi itanu yakazi mbere y'itariki inama izaberaho.</p>
<p><b>नेपाली (Nepali)</b> नमस्कार! हामी दोभासे तथा अनुवादन सेवा प्रदान गर्छौं । तपाईं यो बैठकका लागि दोभासे चाहनुहुन्छ भने, कृपया हाम्रो फोन नम्बर 717-299-8333 मा फोन गर्नुहोस् र “7” थिच्नुहोस् वा हामीलाई <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a> मा इमेल पठाउनुहोस् ।</p> <p>दोभासे सेवा अनुरोध गर्न, तपाईंले अनिवार्य रूपमा निम्न जानकारी समावेश गर्नु पर्दछः</p> <ul style="list-style-type: none"> <li>• बैठकको शीर्षक, मिति, र समय,</li> <li>• दोभासे सेवा अनुरोध गरिएको भाषा ।</li> </ul> <p>तपाईं आफ्नो अनुरोध पुष्टि गर्ने इमेल प्राप्त गर्न चाहनुहुन्छ भने, कृपया आफ्नो इमेल ठेगाना समावेश गर्नुहोस् । हामी अपेक्षित बैठक मितिभन्दा कम्तीमा पाँच कारोबार दिनअघि प्राप्त कुनै पनि अनुरोधका लागि दोभासे सेवा प्रदान गर्दछौं ।</p>	<p><b>한국인 (Korean)</b> 안녕하세요! 현재 다양한 언어로 번역 및 통역 서비스를 제공하고 있습니다. 이 회의에 통역사가 필요하시거나, 717-299-8333 번으로 전화 후 "7"을 눌러 요청을 남기시거나, <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>로 이메일을 보내주세요.</p> <p>통역 서비스를 요청하는 경우, 다음 내용을 포함해야 합니다:</p> <ul style="list-style-type: none"> <li>• 회의명, 날짜 및 시간,</li> <li>• 통역이 필요한 언어.</li> </ul> <p>통역 서비스 요청에 대한 확인을 받으시려면 이메일 주소를 기재해 주십시오. 예정된 회의 날짜로부터 근무일 기준 최소 5일 전에 접수된 모든 요청에 대해 통역 서비스를 제공합니다.</p>	<p><b>Kiswahili (Swahili)</b> Hujambo! Tunatoa huduma za tafsiri na ukalimani. Iwapo ungependa mkalimani katika mkutano huu, tafadhali wasilisha ombi kwa kupigia kisanduku pokezi chetu simu katika 717-299-8333 na kubonyeza "7," au ututumie barua pepe katika <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>Kuomba huduma za ukalimani, ni lazima ujumishe:</p> <ul style="list-style-type: none"> <li>• jina, tarehe na saa za mkutano;</li> <li>• na lugha iliyooombwa kufasiwiwa.</li> </ul> <p>Iwapo ungependa kupokea uthibitisho wa ombi lako, tafadhali jumuisha anwani yako ya barua pepe. Tunatoa huduma za ukalimani kwa maombi yoyote yanayopokelewa angalau siku tano za kazi kabla ya tarehe iliyokusudiwa ya mkutano.</p>





## Meeting Agenda

**Tuesday, February 24, 2026, at 1:30 p.m.**

In person: Lancaster County Government Center  
150 North Queen Street, Lancaster, Pennsylvania  
Rooms 102/104

Online: <https://lancastercountypa-gov.zoom.us/j/85293683577?pwd=DfHH6ni2WdtAbLGzgr4abRYRoCpnMB.1>  
Passcode 781779

### Organizational Meeting

Will Clark, Lancaster County Planning Department

- A. **Introduction of New MPO Members**  
Will Clark, Lancaster County Planning Department
- B. **MPO Chair and Vice-Chair Appointment**  
Will Clark, Lancaster County Planning Department

### Call to Order

MPO Chair

### Call to Audience

*If you would like to speak about an item not on the agenda, please notify the Chair at this time. Comments will be heard during Public Comment.*

### Approval of Minutes

October 28, 2025, Metropolitan Planning Organization meeting

## Presentations

- A. **Microtransit Feasibility Study Final Report**  
Lauri Ahlskog, South Central Transit Authority
- B. **Shared Ride Facility Update**  
South Central Transit Authority

## New Business

### A. For Action

- 1. **Performance Measure 1 (PM-1) Safety Targets**  
Mary Siu, Lancaster County Planning Department
- 2. **Draft 2027 Transportation Improvement Program (TIP) Air Quality Significant Projects**  
Gary Jones, Lancaster County Planning Department
- 3. **12-Year Program (TYP) Project Review**  
Will Clark, Lancaster County Planning Department
- 4. **2025 Transportation Improvement Program (TIP) Administrative Action**
  - a. **Highway & Bridge**
    - 1. **MPMS 120872 Marshall Avenue Multimodal Corridor Special Endorsement Administrative Action**  
Kristiana Barr, Lancaster County Planning Department
- 5. **MPO Committee Assignments for 2026**  
Kristiana Barr, Lancaster County Planning Department

### B. For Information

- 1. **2025 Transportation Improvement Program (TIP) Administrative Modifications**
  - a. **Highway & Bridge**  
Emily Osilka, PennDOT District 8-0
  - b. **Transit**  
Ted Sheehe, PennDOT Central Office
- 2. **PennDOT Projects in Design**  
Emily Osilka, PennDOT District 8-0
- 3. **PennDOT Active Construction Projects**  
Emily Osilka, PennDOT District 8-0

4. **Norman Wood Bridge**  
Will Clark, Lancaster County Planning Department
5. **Capital Bridge Bill**  
Will Clark, Lancaster County Planning Department
6. **SCTA Public Transportation Agency Safety Plan 2026**  
Keith Boatman, South Central Transit Authority
7. **Annual Listing of Federally Obligated Projects**  
Mary Siu, Lancaster County Planning Department  
Lauri Ahlskog, South Central Transit Authority
8. **Transportation Management Area (TMA) Certification Review Scheduled**  
Kristiana Barr, Lancaster County Planning Department

### **Written Reports**

- A. Lancaster County Planning Department
- B. PennDOT
- C. South Central Transit Authority (SCTA)
- D. Commute PA

### **Public Comment**

*If you notified the Chair that you would like to speak about an item not on the agenda, please present your comments at this time.*

## Adjournment

### Upcoming Meetings and Events

Lancaster County Planning Commission (LCPC)	March 9, 2026	2:30 p.m.
Active Transportation Advisory Committee (ATAC)	March 12, 2026	6:00 p.m.
Transportation Technical Advisory Committee (TTAC)	March 24, 2026	1:30 p.m.
Federal Certification Review Public Meeting	April 21, 2026	5:00 p.m.
Metropolitan Planning Organization (MPO)	April 28, 2026	1:30 p.m.

*The Lancaster County Metropolitan Planning Organization (MPO) is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Lancaster MPO, should contact Will Clark at 717-299-8333, or by email to [wclark@lancastercountypa.gov](mailto:wclark@lancastercountypa.gov) as soon as possible, but no later than 2 business days prior to the scheduled meeting. Language translation and interpretation services are available upon request.*

*Complaint that a program, service, or activity of the Lancaster County MPO is not accessible to persons with disabilities should also be directed to Will Clark.*

## Language Access Taglines

<p><b>English</b> Hello! We provide translation and interpretation services. If you would like an interpreter for this meeting, please leave a request by calling our inbox at 717-299-8333 and pressing "7," or send us an email at <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>To request interpretation services, you must include:</p> <ul style="list-style-type: none"> <li>the meeting title, date, and time,</li> <li>and the requested language for interpretation.</li> </ul> <p>If you would like to receive confirmation of your request, please include your email address. We provide interpretation services for any requests received at least five business days before the intended meeting date.</p>	<p><b>Español (Spanish)</b> ¡Hola! Ofrecemos servicios de traducción e interpretación. Si desea un intérprete para esta reunión, deje su solicitud llamando a nuestro buzón de entrada al 717-299-8333 y pulsando "7", o enviándonos un correo electrónico a <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>Para solicitar los servicios de interpretación, debe incluir:</p> <ul style="list-style-type: none"> <li>el título, fecha y hora de la reunión, y</li> <li>el idioma solicitado para la interpretación.</li> </ul> <p>Si desea recibir confirmación de su solicitud, incluya su dirección de correo electrónico. Proporcionamos los servicios de interpretación para las solicitudes recibidas al menos cinco días hábiles antes de la fecha prevista de la reunión.</p>	<p><b>tiếng Việt (Vietnamese)</b> Xin chào quý vị! Chúng tôi cung cấp các dịch vụ biên dịch và phiên dịch. Nếu quý vị muốn có thông dịch viên cho cuộc họp này, vui lòng để lại yêu cầu bằng cách gọi đến hộp thư của chúng tôi theo số 717-299-8333 và nhấn phím "7" hoặc gửi email cho chúng tôi theo địa chỉ <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>Để yêu cầu dịch vụ thông dịch, quý vị phải bao gồm:</p> <ul style="list-style-type: none"> <li>tên cuộc họp, ngày và giờ,</li> <li>ngôn ngữ được yêu cầu để thông dịch.</li> </ul> <p>Nếu quý vị muốn nhận xác nhận về yêu cầu của mình, vui lòng bao gồm địa chỉ email. Chúng tôi cung cấp dịch vụ thông dịch cho bất kỳ yêu cầu nào nhận được trong tối thiểu 5 ngày làm việc trước ngày họp dự kiến.</p>
<p><b>Deutsch (German)</b> Hallo! Wir bieten Übersetzungs- und Dolmetscherdienste an. Wenn Sie einen Dolmetscher für diese Sitzung wünschen, rufen Sie bitte unter der Nummer 717-299-8333 an und drücken Sie die "7", oder senden Sie uns eine E-Mail an <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>Um Dolmetscherdienste anzufordern, müssen Sie Folgendes angeben:</p> <ul style="list-style-type: none"> <li>den Namen, das Datum und die Uhrzeit des Treffens,</li> <li>und die gewünschte Sprache für die Übersetzung.</li> </ul> <p>Wenn Sie eine Bestätigung Ihrer Anfrage erhalten möchten, geben Sie bitte Ihre E-Mail Adresse an. Wir stellen Dolmetscherdienste zur Verfügung, wenn ein entsprechender Antrag mindestens fünf Arbeitstage vor dem geplanten Sitzungstermin eingeht.</p>	<p><b>Français (French)</b> Bonjour ! Nous fournissons des services de traduction et d'interprétation. Si vous souhaitez un interprète pour cette réunion, veuillez déposer une demande en appelant notre boîte de réception au 717-299-8333 et en appuyant sur « 7 », ou envoyez-nous un e-mail à <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>.</p> <p>Pour demander des services d'interprétation, vous devez inclure :</p> <ul style="list-style-type: none"> <li>le titre, la date et l'heure de la réunion,</li> <li>et la langue demandée pour l'interprétation.</li> </ul> <p>Si vous souhaitez recevoir une confirmation de votre demande, veuillez inclure votre adresse e-mail. Nous fournissons des services d'interprétation pour toute demande reçue au moins cinq jours ouvrables avant la date prévue de la réunion.</p>	<p><b>اللغة العربية (Arabic)</b> مرحبًا! نحن نقدم خدمات الترجمة التحريرية والفرعية. إذا كنت ترغب في حضور مترجم فوري لهذا الاجتماع، يُرجى تقديم طلب بذلك من خلال الاتصال بصندوق بريدنا الصوتي على الرقم 717-299-8333 أو من خلال "7" أو من خلال 717-299-8333 إرسال رسالة إلكترونية إلى البريد الإلكتروني <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>.</p> <p>يجب عليك ذكر ما يلي عند طلب خدمة الترجمة الفورية:</p> <ul style="list-style-type: none"> <li>عنوان الاجتماع وتاريخه ووقته</li> <li>واسم اللغة المطلوب الترجمة الفورية إليها.</li> </ul> <p>إذا كنت ترغب في تلقي رسالة تؤكد استلام طلبك، يُرجى كتابة عنوان البريد الإلكتروني. نحن نوافق على جميع طلبات توفير خدمة الترجمة الفورية التي نتلقاها قبل تاريخ الاجتماع بخمسة أيام عمل على الأقل.</p>

## Language Access Taglines

<p><b>မြန်မာ (Burmese)</b></p> <p>မင်္ဂလာပါ။ ကျွန်ုပ်တို့သည် ဘာသာပြန်ခြင်းနှင့် စကားပြန်ခြင်းဝန်ဆောင်မှုများကို ဆောင်ရွက်ပေးပါသည်။ အကယ်၍ သင်သည် ဤအစည်းအဝေးအတွက် စကားပြန်တစ်ဦး လိုအပ်ပါက ကျွန်ုပ်တို့၏ 717-299-8333 သို့ခေါ်ဆိုပြီး “7” ကိုနှိပ်ခြင်းဖြင့် သို့မဟုတ် <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a> သို့ အီးမေးလ်တစ်စောင်ပေးပို့ခြင်းဖြင့် တောင်းဆိုမှုတစ်ခုချင်းခံနိုင်ပါသည်။ စကားပြန်ဝန်ဆောင်မှုများကို တောင်းဆိုရန် အောက်ပါအချက်အလက်များ ပါဝင်ရမည်။</p> <ul style="list-style-type: none"> <li>• အစည်းအဝေးခေါင်းစဉ်၊ ရက်စွဲနှင့် အချိန်</li> <li>• စကားပြန်ပေးရန် တောင်းဆိုထားသော ဘာသာစကား</li> </ul> <p>သင်၏တောင်းဆိုမှုကို အတည်ပြုချက် ရရှိလိုပါက သင်၏ အီးမေးလ်လိပ်စာကို ထည့်သွင်းပါ။ ကျွန်ုပ်တို့သည် စီစဉ်ထားသည့် အစည်းအဝေးရက်မတိုင်မီ အနည်းဆုံး ရုံးဖွင့်ရက် ငါးရက်အတွင်း လက်ခံရရှိသည့် တောင်းဆိုချက်များအတွက် စကားပြန် ဝန်ဆောင်မှုများကို ပေးပါသည်။</p>	<p><b>Українська мова (Ukrainian)</b></p> <p>Доброго дня! Ми надаємо послуги письмового та усного перекладу. Якщо ви хотіли б, щоб на цій зустрічі був присутній усний перекладач, залиште запит, зателефонувавши на наш номер для вхідних дзвінків 717-299-8333 та натиснувши «7», або надішліть нам електронного листа на адресу <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>Щоб направити запит на послуги усного перекладу, ви повинні вказати:</p> <ul style="list-style-type: none"> <li>• Назву, дату та час зустрічі.</li> <li>• Потрібну мову усного перекладу.</li> </ul> <p>Якщо ви хотіли б отримати підтвердження свого запиту, зазначте свою електронну адресу. Ми надаємо послуги усного перекладу за будь-якими запитами, отриманими щонайменше за п'ять робочих днів до цільової дати зустрічі.</p>	<p><b>Kinyarwanda (Kinyarwanda)</b></p> <p>Muraho! Dutanga serivisi zo guhindura indimi no gusemura. Niba ushaka umusemuzi w'iyi nama, nyamuneka tugezeho icyifuzo cyawe unyuze kuri 717-299-8333 hanyuma ukande "7," cyangwa utwoherereze imeri kuri <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>Igihe usaba umusemuzi, ugomba gushyiramo:</p> <ul style="list-style-type: none"> <li>• Umutwe winama, itariki, n'igihe,</li> <li>• Ururimi ushaka.</li> </ul> <p>Niba ushaka kwakira ubutumwa bwemeza icyifuzo cyawe, ntiwibagirwe gushyiramo aderesi imeri yawe. Dutanga serivisi zo gusemura ku byifuzo byose byakiriwe byibura iminsi itanu yakazi mbere y'itariki inama izaberaho.</p>
<p><b>नेपाली (Nepali)</b></p> <p>नमस्कार! हामी दोभासे तथा अनुवादन सेवा प्रदान गर्छौं । तपाईं यो बैठकका लागि दोभासे चाहनुहुन्छ भने, कृपया हाम्रो फोन नम्बर 717-299-8333 मा फोन गर्नुहोस् र “7” थिच्नुहोस् वा हामीलाई <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a> मा इमेल पठाउनुहोस् ।</p> <p>दोभासे सेवा अनुरोध गर्न, तपाईंले अनिवार्य रूपमा निम्न जानकारी समावेश गर्नु पर्दछ:</p> <ul style="list-style-type: none"> <li>• बैठकको शीर्षक, मिति, र समय,</li> <li>• दोभासे सेवा अनुरोध गरिएको भाषा ।</li> </ul> <p>तपाईं आफ्नो अनुरोध पुष्टि गर्ने इमेल प्राप्त गर्न चाहनुहुन्छ भने, कृपया आफ्नो इमेल ठेगाना समावेश गर्नुहोस् । हामी अपेक्षित बैठक मितिभन्दा कम्तीमा पाँच कारोबार दिनअघि प्राप्त कुनै पनि अनुरोधका लागि दोभासे सेवा प्रदान गर्दछौं ।</p>	<p><b>한국인 (Korean)</b></p> <p>안녕하세요! 현재 다양한 언어로 번역 및 통역 서비스를 제공하고 있습니다. 이 회의에 통역사가 필요하신 경우, 717-299-8333번으로 전화 후 "7"을 눌러 요청을 남기시거나 <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>로 이메일을 보내주세요.</p> <p>통역 서비스를 요청하는 경우, 다음 내용을 포함해야 합니다:</p> <ul style="list-style-type: none"> <li>• 회의명, 날짜 및 시간,</li> <li>• 통역이 필요한 언어.</li> </ul> <p>통역 서비스 요청에 대한 확인을 받으시려면 이메일 주소를 기재해 주십시오. 예정된 회의 날짜로부터 근무일 기준 최소 5일 전에 접수된 모든 요청에 대해 통역 서비스를 제공합니다.</p>	<p><b>Kiswahili (Swahili)</b></p> <p>Hujambo! Tunatoa huduma za tafsiri na ukalimani. Iwapo ungependa mkalimani katika mkutano huu, tafadhali wasilisha ombi kwa kupigia kisanduku pokezi chetu simu katika 717-299-8333 na kubonyeza "7," au ututumie barua pepe katika <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a></p> <p>Kuomba huduma za ukalimani, ni lazima ujumishe:</p> <ul style="list-style-type: none"> <li>• jina, tarehe na saa za mkutano;</li> <li>• na lugha iliyoombwa kufasiriwa.</li> </ul> <p>Iwapo ungependa kupokea uthibitisho wa ombi lako, tafadhali jumuisha anwani yako ya barua pepe. Tunatoa huduma za ukalimani kwa maombi yoyote yanayopokelewa angalau siku tano za kazi kabla ya tarehe iliyokusudiwa ya mkutano.</p>

**END OF ITEM**



## Meeting Minutes

**Tuesday, October 28, 2025, at 1:30 p.m.**

Lancaster County Government Center  
150 North Queen Street, Lancaster, Pennsylvania  
Rooms 102/104

### Call to Order

Commissioner D'Agostino called the meeting to order at 1:30 p.m.

### Voting Committee Members

Lancaster County Board of Commissioners	City of Lancaster	South Central Transit Authority
X Ray D'Agostino, Chair	X Mayor Danene Sorace	X Greg Downing
	X Steven Campbell	X <i>Keith Boatman</i>
	X Karl Graybill	
	<i>Emma Hamme</i>	
Lancaster County Planning Commission	<i>Cindy McCormick</i>	State Senate
Ben Bamford	<i>Constantine Mandros</i>	Sen. Scott Martin
Ed Fisher		V <i>Terry Trego</i>
V Jeb Musser	PennDOT District 8-0	<i>Angie Eichelberger</i>
Gretchen Raad	Kevin Keefe	<i>Chad Weaver</i>
John O. Yoder III	<i>Richard Reisinger</i>	
X Heather Zink	V <i>Benjamin Singer</i>	State House of Representatives
<i>Terry Martin</i>	V <i>Carey Mullins</i>	Rep. David Zimmerman
<i>Ray Marvin</i>	<i>Kyle Snyder</i>	<i>Tom Jones</i>
	PennDOT Central Office	V <i>Priscilla Eberly</i>
	V James Mosca	
	V <i>Ted Sheehe</i>	
	V <i>Humaira Yusuf Nabeela</i>	

X Present    V Virtual attendee    *Alternate*

### Department Staff

Will Clark, Kristiana Barr, Gary Jones, Mary Siu, Nicole Deely, Faith Kelleher, Kip Van Blarcom, Sam McMinn, Trevor West, and Nick Shenk were present.

### Other

Tom Kifolo, Randy Waltermeyer, Carl Albright, Lauri Ahlskog, Carol Moulds, Rebecca Denlinger, Emily Osilka, and Zack Germak were present.

## Call to Audience

No one from the audience addressed the committee regarding an item not on the agenda.

## Approval of Minutes

The committee reviewed the minutes from its Tuesday, August 26, 2025, meeting.

**Mayor Sorace made a motion to approve the minutes as submitted. Mr. Campbell seconded the motion. The motion passed unanimously.**

## New Business

### A. For Action

1. **Traffic Safety Action Plan Adoption** [0:01:45](#)  
Kristiana Barr, Lancaster County Planning Department

Ms. Barr informed the committee that the Traffic Safety Action Plan public comment review period ended on August 31, and Lancaster County Planning Department staff have reviewed and addressed all 44 public comments. She provided an overview of the minor changes. She noted a new introduction was created that is less technical and emphasized safety; the outreach and engagement chapter was condensed to highlight key findings; and the plan recommendations in the project selection chapter were numbered.

**Mr. Graybill made a motion for the Lancaster MPO to adopt the Traffic Safety Action plan. Mr. Boatman seconded the motion. The motion passed unanimously.**

2. **Transit Asset Management Plan Update 2025** [0:12:20](#)  
Keith Boatman, South Central Transit Authority

Mr. Boatman informed the committee that the South Central Transit Authority (SCTA) Transit Asset Management (TAM) plan requires updating every four years. He stated the TAM plan is used to assist transit agencies in reporting annually to the National Transit Database of asset inventory and condition data. Mr. Boatman provided an overview of the TAM plan.

**Mr. Campbell made a motion for the Lancaster MPO to approve the 2025 SCTA Transit Asset Management Plan Update. Ms. Zink seconded the motion. The motion passed unanimously.**

3. **Transit Asset Management Plan Performance Measure Targets 2026** [0:16:20](#)

Keith Boatman, South Central Transit Authority

Mr. Boatman provided an overview of the 2026 TAM Performance Measure Targets. He noted there were three asset classes: rolling stock, facilities, and equipment.

Mr. Campbell asked if they track when key equipment needs to be replaced over the next seven years. Mr. Boatman stated the facilities department manages the equipment and monitors for quality on a regular basis.

**Ms. Zink made a motion for the Lancaster MPO to approve the SCTA Transit asset Management Plan FY 2026 Performance Measure Targets. Ms. Campbell seconded the motion. The motion passed unanimously.**

4. **Federal Functional Classification Updates** [0:20:40](#)

Gary Jones, Lancaster County Planning Department

Mr. Jones provided an overview of Federal Functional Classifications. He stated that 17 roads were found to no longer match their functional classifications.

Mr. Graybill asked what the difference was between a major collector and a minor collector. Mr. Jones stated that the average daily traffic of the surrounding roads is looked at. Mr. Graybill asked if there is a benefit to having a road go from a major collector to a minor collector. Mr. Jones stated there is no difference in funding chances between major and minor collector roads.

**Mayor Sorace made a motion for the Lancaster MPO to approve the submission of the packet of recommended changes to Federal Functional Class of Lancaster County roads to PennDOT Bureau of Planning and Research. Mr. Mosca seconded the motion. The motion passed unanimously.**

5. **2025 Transportation Improvement Program (TIP) Amendments** [0:28:20](#)

Emily Osilka, PennDOT District 8-0

a. **Highway & Bridge**

1. **MPMS 121061 – Lititz Pike and Oregon Pike Lancaster Transportation Systems Management & Operations (TSMO) 2025-2026**

Ms. Osilka explained that the traffic signals in the project area had already been upgraded as part of different project and asked for the project to be removed from the TIP as it was no longer needed.

**Ms. Zink made a motion for the Lancaster MPO to remove MPMS 121061 Lititz Pike and Oregon Pike Lancaster Transportation Systems Management & Operations (TSMO) 2025-2026 from the Lancaster 2025 TIP:**

- **Removing the final design phase in FFY 2025 - \$24,219**
- **Removing the construction phase in FFY 2026 - \$137,795**

**Mr. Boatman seconded the motion. The motion passed unanimously.**

6. **2026 TTAC Appointment** [0:30:35](#)  
Kristiana Barr, Lancaster County Planning Department  
John O. Yoder III, Lancaster County Planning Commission

Ms. Barr informed the committee that the Transportation Technical Advisory Committee (TTAC) Community-wide Interest and Active Transportation Advisory Committee (ATAC) membership appointment terms are ending on December 31, 2025. She provided an overview of the 2026 TTAC Appointment. Ms. Barr stated Eric Bickleman declined to renew his membership. She informed the committee that the Nominating Committee recommended Tom Kifolo for appointment.

**Mayor Sorace made a motion for the Lancaster MPO to appoint Tom Kifolo as a member of the Technical Transportational Advisory Committee (TTAC) as a Community-wide Appointment. The Term of appointment will be effective January 1, 2026, until December 31, 2029. Mr. Mullins seconded the motion. The motion passed unanimously.**

7. **2026 ATAC Appointments** [0:34:50](#)  
Kristiana Barr, Lancaster County Planning Department  
John O. Yoder III, Lancaster County Planning Commission

Ms. Barr informed the committee that Adam Smith and Steve Mohr, Jr. would not be renewing their membership. She provided an overview of the 2026 ATAC Appointments. She stated the Nominating Committee recommended Lindsay Pringle and Sean Otto for appointment.

**Mayor Sorace made a motion for the Lancaster MPO to appoint Lindsay Pringle and Sean Otto as members of the Active Transportation Advisory Committee (ATAC). The Term of appointment will be effective January 1, 2026, until December 31, 2029. Mr. Campbell seconded the motion. The motion passed unanimously.**

8. **2026 ATAC and TTAC Reappointments**

[0:38:50](#)

Kristiana Barr, Lancaster County Planning Department

Ms. Barr stated the current members of ATAC and TTAC Community-wide members were asked if they wanted to continue their membership.

**Ms. Zink made a motion for the Lancaster MPO to reappoint the following Lancaster County Transportation Technical Advisory Committee (TTAC) Community-wide Interest members for a new term effective January 1, 2026, until December 31, 2029:**

- Heather Valudes
- Kate Gonick
- Ezra Rothman
- Melissa Ressler
- Zack Germak

**Mayor Sorace seconded the motion. The motion passed unanimously.**

**Mr. Graybill made a motion for the Lancaster MPO to reappoint the following Lancaster County Active Transportation Advisory Committee (ATAC) members for a new term effective January 1, 2026, until December 31, 2029:**

- Bill Swiernik
- Adriana Hursh
- Bill Hoffman
- George Tobler
- Emily Wilson
- Nate McCulloch

**Mayor Sorace seconded the motion. The motion passed unanimously.**

9. **Lancaster MPO Nominating Committee Renewal**

[0:41:57](#)

Kristiana Barr, Lancaster County Planning Department

Ms. Barr provided an overview of the Lancaster MPO Nominating Committee functions, noting the committee has met three times and recommended one TTAC Community-wide member and two ATAC members this year.

**Mayor Sorace made a motion for the Lancaster MPO to extend the Nominating Committee through December 31, 2026. The Nominating Committee will review candidates for all open positions on the Transportation Technical Advisory Committee (TTAC) and Active Transportation Advisory Committee (ATAC) and make recommendations to the Lancaster County MPO for approval. Mr. Campbell seconded the motion.**

Mayor Sorace left the meeting at 2:15 p.m.

## B. For Information

### 1. **2025 Transportation Improvement Program (TIP) Administrative Modifications**

#### a. **Highway & Bridge** [0:45:00](#) Emily Osilka, PennDOT District 8-0

Ms. Osilka provided a brief overview of the Highway and Bridge 2025 TIP Administrative Modifications.

#### b. **Transit** [0:45:32](#) Lauri Ahlskog, South Central Transit Authority

Ms. Ahlskog provided a brief overview of the Transit 2025 TIP Administrative Modifications.

### 2. **PennDOT Projects in Design Phase** [0:45:55](#) Emily Osilka, PennDOT District 8-0

Ms. Osilka provided an overview of the PennDOT Projects in Design Phase.

### 3. **PennDOT Active Construction Projects** [0:48:20](#) Emily Osilka, PennDOT District 8-0

Ms. Osilka provided an overview of the PennDOT Active Construction Projects. Commissioner D'Agostino requested Ms. Osilka send the press releases to the committee.

Mr. Germak asked why the US 222 project requires the road surface to be lowered. Mr. Clark stated he believed it was due to the clearance under the Eden Road bridge.

### 4. **Places2040 Addendum** [0:53:37](#) Will Clark, Lancaster County Planning Department

Mr. Clark informed the committee that the *places2040* Future Land Use and Transportation Map is being revised to reevaluate the growth boundary in Lancaster County, noting the changes are limited. He stated that 30 municipalities have land being either moved in or removed from the boundary. Mr. Clark added that a 45-day public comment period will begin mid-November.

Mr. Germak asked what constitutes adding or removing acreage from the plan. Mr. Clark stated it could have to do with some of the land being preserved farms, more environmental information being known, or sewer and water infrastructure not coming to pass. Mr. Germak asked if the landowner had any say in how the growth area is made. Mr. Clark stated it is up to the municipality to discuss it with the landowners.

Commissioner D'Agostino noted the *places2040* Comprehensive plan is strategic in nature and has no legal weight.

5. **Lancaster County Local Technical Assistance Program (LTAP) Annual Report FY 2024-2025** [0:58:45](#)  
Faith Kelleher, Lancaster County Planning Department

Ms. Kelleher provided an overview of the Lancaster County Local Technical Assistance Program (LTAP) Annual Report FY 2024-2025.

**Written Reports** [1:03:27](#)

- A. Lancaster County Planning Department
- B. Commute PA

**Public Comment** [1:04:20](#)

Ms. Ahlskog informed the committee that the SCTA Micro Transit Feasibility Study steering committee met on October 23, noting that the 13 priority zones were reduced to three. She stated a pilot study would be 18 to 24 months long, and the service delivery model would be a contracted service for the operators and software, and the SCTA would provide vehicles and customer service. Ms. Ahlskog added that the proposed fare would be \$3.70 for standard, free for seniors, half fare for persons with disabilities, and \$2 for students. She stated public outreach is being finalized in the three priority zones starting from mid-November to mid-December. She added the pilot study is anticipated to begin in 2027.

Mr. Germak asked what Micro Transit is. Commissioner D'Agostino stated Micro Transit is like Uber or Lyft but as a public service. Mr. Germak asked why the pilot study will take so long to get started. Ms. Ahlskog stated the SCTA Board needs to approve the plan, bring the plan back to TTAC and MPO for approval, find what technology to use and put it out for solicitation, and secure contractors.

**Adjournment**

**Mr. Graybill made a motion to adjourn. Mr. Boatman seconded the motion. The motion carried, and the meeting adjourned at 2:44 p.m.**

Link to recorded meeting: [2025-10-28 LCPC MPO on Vimeo](#)

*Please note: This meeting was recorded to capture the full discussion of the items above. For brevity, minutes have been simplified to focus on action items and key points in the discussion.*



**END OF ITEM**

## Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Lauri Ahlskog, South Central Transit Authority (SCTA)  
Date: February 10, 2026  
Re: Microtransit Feasibility Study and Shared Ride Facility presentations in relation to the Draft 2027-2030 Transit TIP  
Attachments: A. Microtransit slides  
B. SR slides MPO packet  
C. 27 TIPLanc11x17 2.9.26  
D. Draft 2027 Transit TIP Public Narrative 2.10.26  
Links: [Microtransit Feasibility Study](#) Final Report

### Recommended Action:

This item is for information. No action is needed.

### Summary:

This memo covers agenda items A. and B. under Presentations.

At the meeting, SCTA's consultant for the Microtransit Feasibility Study will give a brief presentation on the final study and recommendations – see attached slides and link to the final report. SCTA will provide an update on the Shared Ride Facility –see attachments. The DRAFT FFY 2027–2030 Transit TIP will also be discussed since Microtransit implementation and the shared ride facility construction are proposed as new projects – see attachments. TIP background information is provided below.

SCTA's 20-year Long-Range Capital Improvement Program, guided by its Transit Asset Management Plan (TAMP), informs project selection for the DRAFT FFY 2027–2030 Transit TIP. Project prioritization considers financial guidance, performance targets, asset condition, and safety impact.

The DRAFT FFY 2027–2030 Transit TIP includes funding for a new Shared Ride Facility and implementation of a new microtransit service. SCTA confirms that these projects can be advanced while maintaining Rolling Stock, Facilities, and Equipment in a state of good repair.

Additional funding is allocated for facilities improvements, IT upgrades, and maintenance equipment to support safe, efficient operations and system reliability. Overall, the DRAFT FFY 2027–2030 TIP supports SCTA's goals of asset preservation, performance improvement, and long-term capital planning.

The total funding allocation from the Financial Guidance for the DRAFT FFY 2027-2030 Transit TIP is \$87,121,353. This is an increase of \$11,622,924 or 15.4% from the previous TIP. The draft TIP attached to this memo shows a total TIP of \$115,415,180, which is a much greater amount than the base

allocation. This is due to two new projects with new, additional funding that are proposed to be added to the TIP:

MPMS 121143 Shared Ride Facility Construction \$14,598,629 – funding source is RRTA Operating Reserves

MPMS 123824 Shared Ride Facility Construction \$4,800,000 – funding source is Federal 5307 with additional state and local funds

MPMS 121363 Microtransit Implementation \$9,996,800 - funding source is CMAQ flexed from the Highway & Bridge TIP with additional state and local funds

# SCTA Microtransit Feasibility Study

SCTA BOARD MEETING – JANUARY 2026

PRESENTED BY: Kimley»Horn

# A Flexible, On-Demand Transit Option

## Microtransit Helps Agencies:

- Serve areas where buses don't work well
- Connect riders to key destinations or bus routes
- Offer mobility with smaller, more nimble vehicles

## Works Best For:

- Lower-density neighborhoods
- Service gaps

## Success Depends On:

- Clear performance expectations
- Strong outreach
- Ongoing monitoring



**Stop Hopper**  
York County, PA

# Steering Committee

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- SCTA Board Members
- VisionCorps
- REAL Life Community Services
- ECHOS Lancaster
- Lancaster Chamber of Commerce
- Northern Lancaster Chamber of Commerce
- Southern Lancaster Chamber of Commerce
- Denver Borough
- Quarryville Borough
- Providence Township
- Warwick Township
- City of Lancaster
- Lancaster County Commissioners
- Lancaster County Workforce Development Board
- Lancaster County Office of Aging
- Lancaster County Planning Department

# Aligned with the Transit Development Plan



## Effective

### GOALS

(from TDP)

Offer a network that links people to the places they need and want to go



## Efficient

Make riding transit reliable and efficient



## Fiscally Sustainable

Operate a service that maximizes available funds and remains well-positioned financially into the future



## Innovative

Explore new tools and operating models to maximize service quality and efficiency

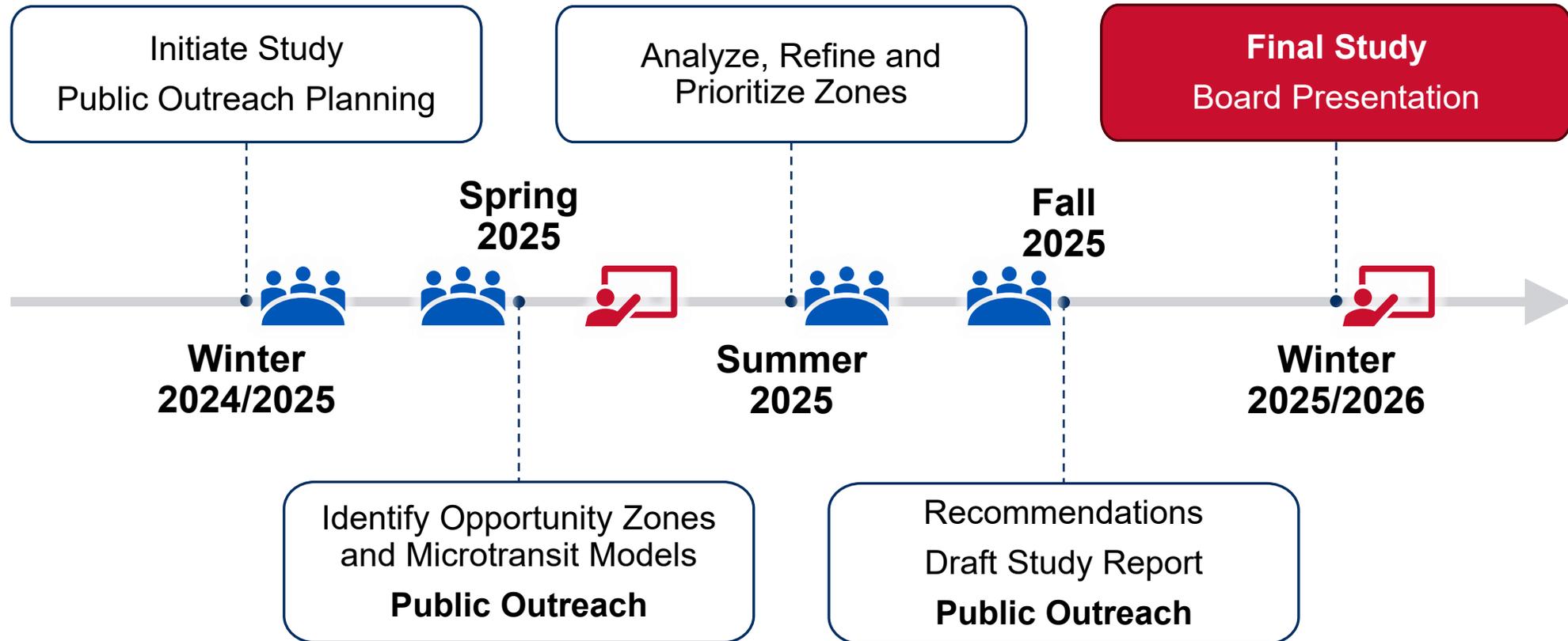


Steering Committee Meeting

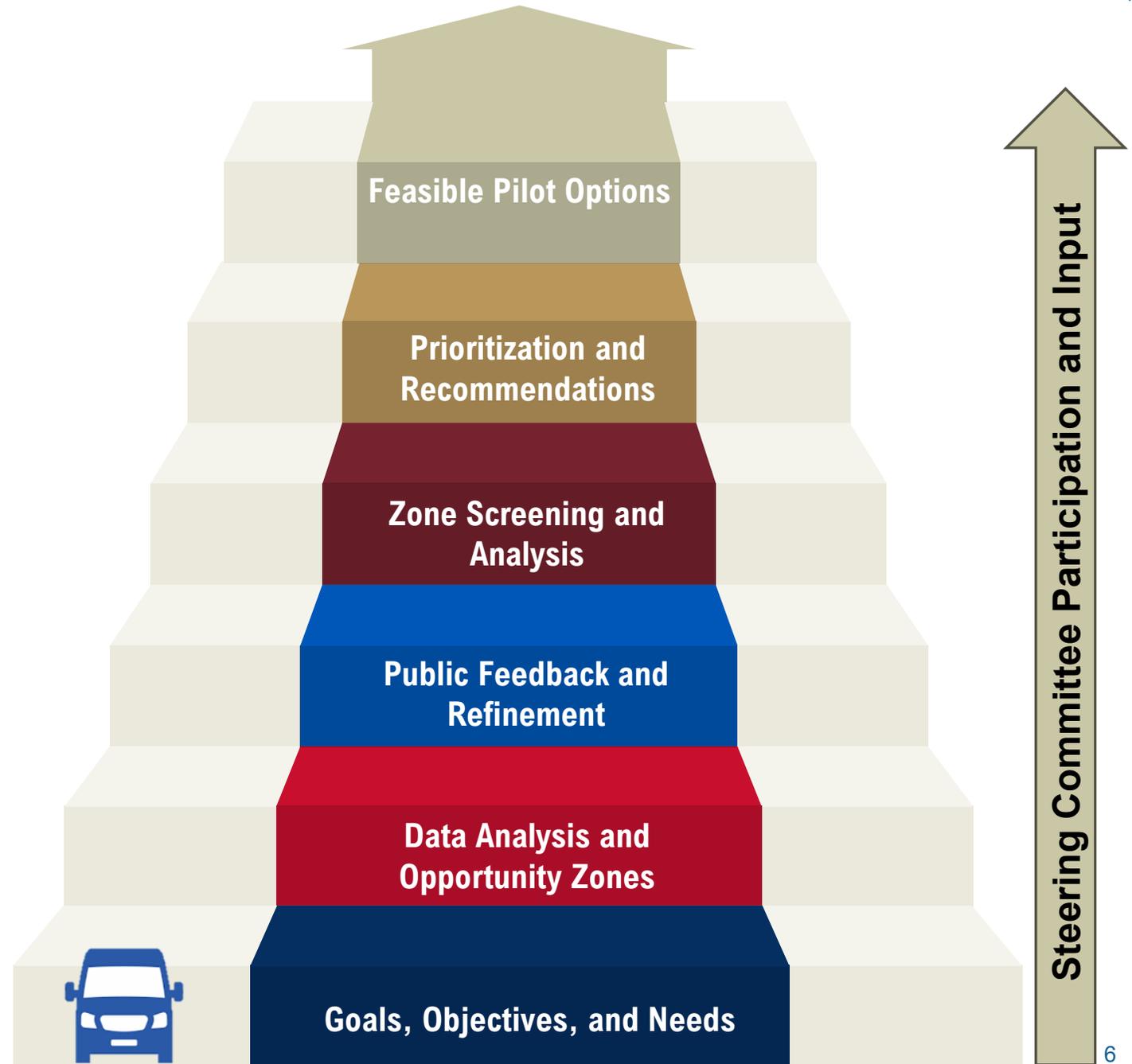


SCTA Board Presentation

# Study Timeline

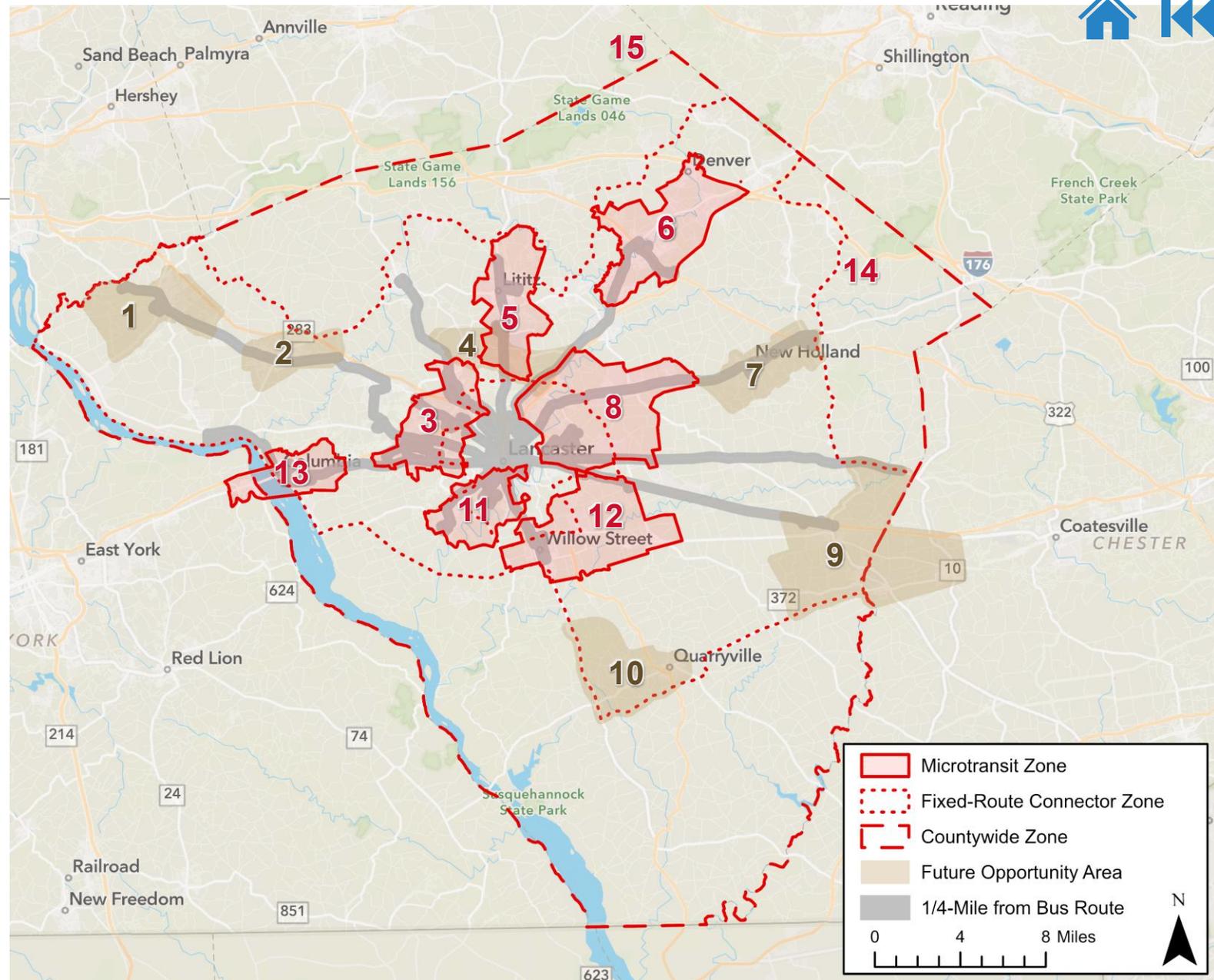


# Study Process



# Opportunity Zones

1. Elizabethtown
2. Mount Joy
3. East Petersburg–East Hempfield
4. Neffsville
5. Lititz
6. Ephrata–Denver
7. New Holland
8. Leola
9. Gap–Christiana
10. Quarryville
11. Millersville
12. Willow Street–Strasburg–Outlets
13. Columbia–Wrightsville
14. Fixed Route Connector
15. Countywide



# Evaluation Considerations



Ridership



Transit Need



Bus and Key Destination Connections



Area Not Served by RRTA



Public Feedback



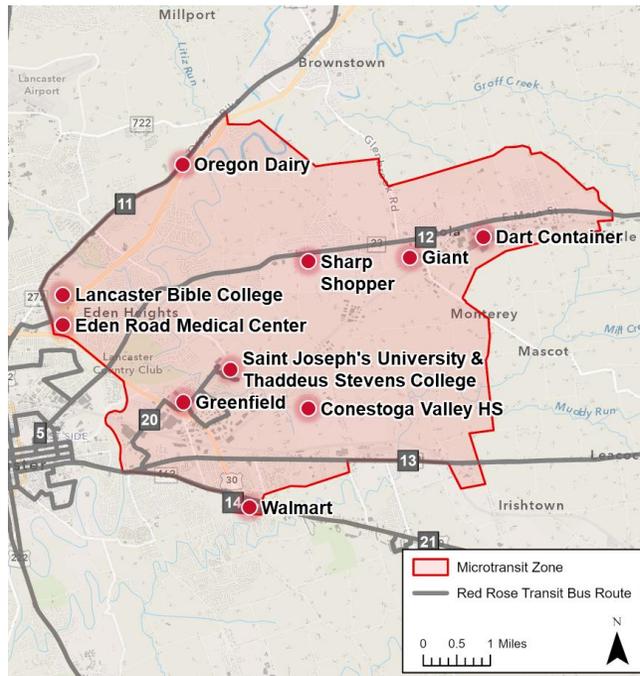
Cost



Wait Time

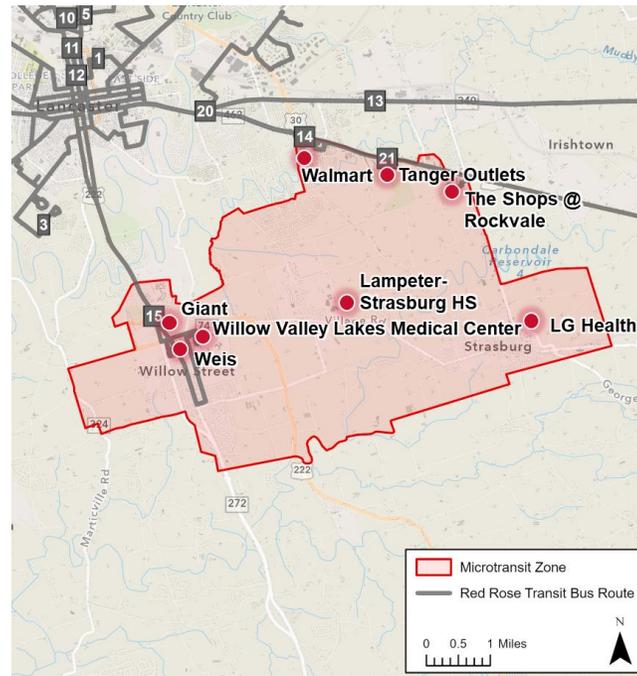
# Pilot Zone Options

## Leola



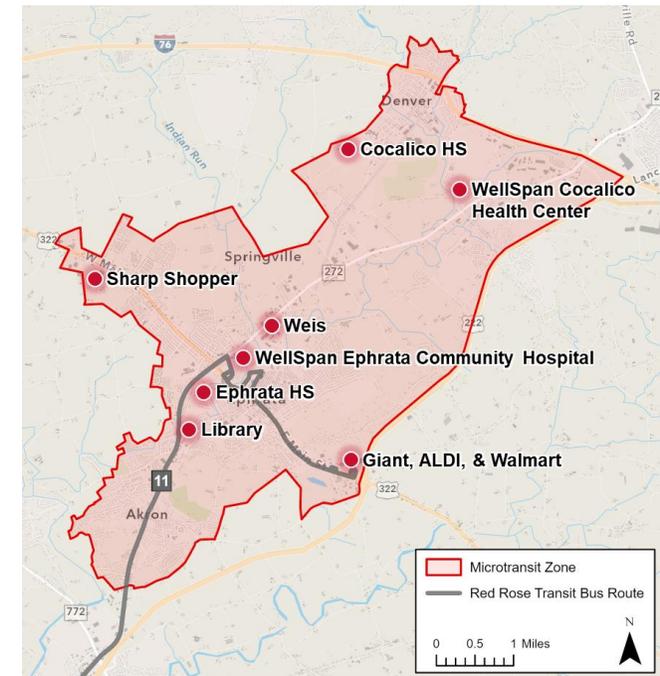
120–160 daily weekday riders  
 \$50K–\$80K upfront capital  
 \$880K–\$1.3M per year

## Willow St–Strasburg–Outlets



75–100 daily weekday riders  
 \$50K–\$60K upfront capital  
 \$650K–\$860K per year

## Ephrata–Denver



160–215 daily weekday riders  
 \$70K–\$120K upfront capital  
 \$1.2M–\$2.0M per year

# What We Heard from the Community

**Survey 1: 788 Responses**

**Survey 2: 119 Responses**



of survey respondents had never heard of microtransit—pointing to the need for public education if the service is introduced.

### TOP 3 PRIORITIES

Factors that would encourage use of microtransit are:



Convenience and easy to use

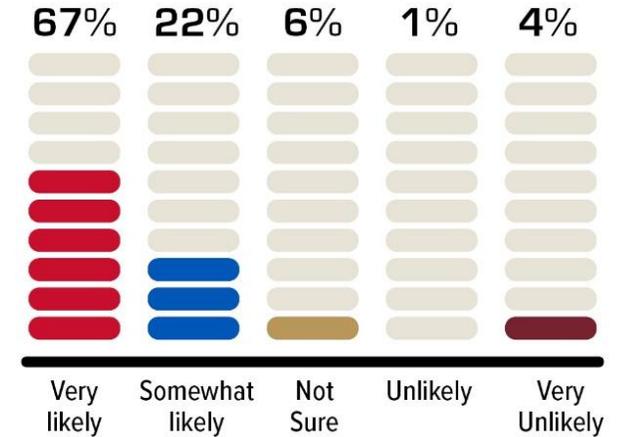


Reliable and on time



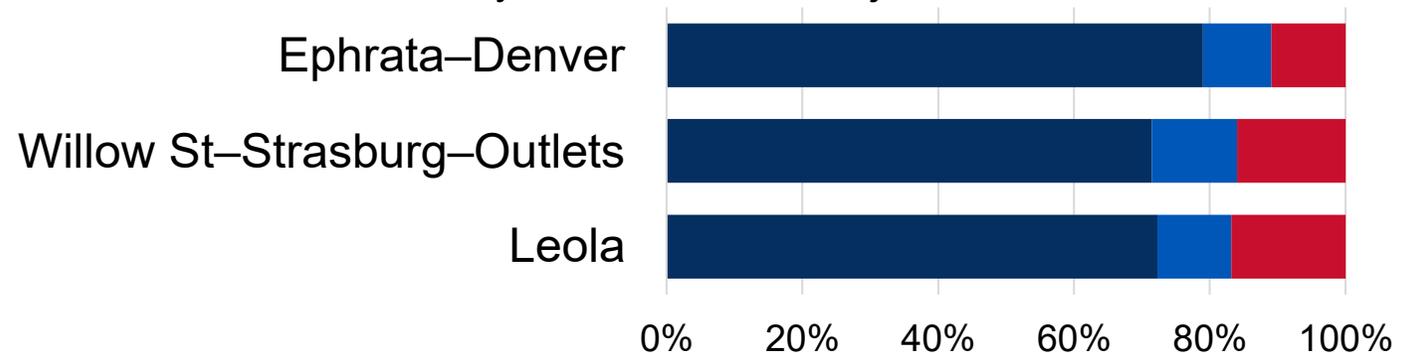
Low cost

If a microtransit service were available in your area, and each trip cost between \$2 and \$4—similar to a regular bus fare or pass—with free transfers between microtransit and RRTA buses, **how likely would you be to use this service?**



### Do you support the zone for a microtransit pilot?

■ Yes ■ Maybe, needs small adjustments ■ No



# Recommendations

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## Initial Pilot Zone

1. Leola,
2. Willow Street–Strasburg–Outlets, or
3. Ephrata–Denver

Weekday service (weekend expansion funding-dependent)



## Service Model

Turnkey contract for operators, technology, and facility; SCTA-owned vehicles



## Fleet

Use spare Red Rose Access vehicles with new branding



## Fare Structure

\$3.70 for regular one-way fare; discounted fares for seniors (free), persons with disabilities (\$1.85) and K-12 students (\$2.00)



## Transfer Policy

Customer's microtransit fare covers 'free' use of fixed-route when transferring

# Recommendations

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 **Booking Methods** By app or call center; on-demand scheduling and up to two weeks ahead

 **Payment Methods** App-based payment, cash, promo code

 **Engagement Strategy** A variety of digital marketing, print marketing and direct outreach

 **SCTA Staffing** Use of existing staff, with additional needs:

- 0.5 full-time equivalent (FTE) for administrative/marketing effort
- 0.5–1.3 FTE per zone for customer service

 **Performance Monitoring** Several measures, including ridership, PennDOT Act 44 performance measures, wait time, ridesharing percentage, customer trip rating, and others

# Implementation Next Steps

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1

## Secure Funding and Partnerships

- Confirm funding sources and partners
- Select pilot zone

2

## Branding and Marketing Prep

- Develop service brand and marketing plan
- Begin public/stakeholder outreach  
**6–12 months before launch**

3

## Finalize Operations and Technology

- Confirm contracting approach and fare/payment integration
- Issue RFP, select contractor, refine service design
- Rebrand vehicles and install technology
- Ramp up outreach **3 months before launch**

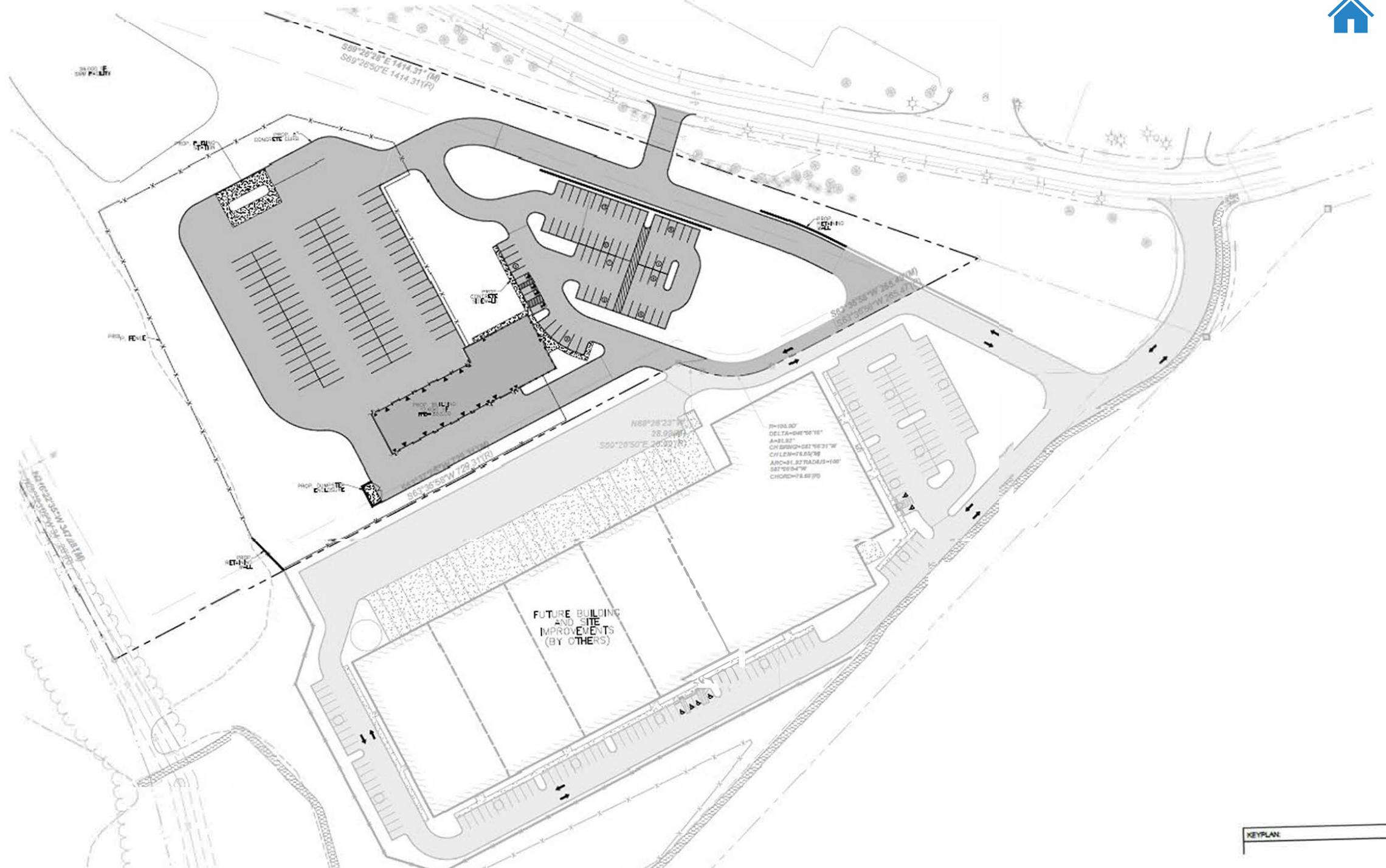
4

## Launch and Evaluate Pilot

- Launch service and promote widely
- Monitor performance and adjust as needed
- Conduct full evaluation after **18–24 month**



# Discussion



FUTURE BUILDING  
AND SITE  
IMPROVEMENTS  
(BY OTHERS)

R=104.30'  
DELTA=49°02'11"  
ARC=182'  
CH=280.0'-S87°02'11"W  
CH=129.4'-E25°29'  
ARC=1.37 RADIUS=104'  
S87°02'11"W  
CHORD=18.87'@

KEYPLAN





**DRAFT 2027-2030 LANCASTER PUBLIC TRANSIT TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

MPMS	Project Title	FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 Costs						Totals
		Fed.	Federal	S t.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	S t.	State	Local	Total	Fed.	Federal	S t.	State	Local	Total	
102410	Operating Assistance			1513	12,187,388	540,783	12,728,171			1513	12,187,388	567,823	12,755,211			1513	12,187,388	596,214	12,783,602			1513	12,187,388	626,024	12,813,412	51,080,396
102417	ADA Services	5307	464,000	1513	116,000	0	580,000	5307	464,000	1513	116,000	0	580,000	5307	514,240	1513	128,560	0	642,800	5307	514,240	1513	128,560	0	642,800	2,445,600
113395	Access to Jobs Program	5307	150,000	1513	150,000	0	300,000	5307	150,000	1513	150,000	0	300,000	5307	150,000	1513	150,000	0	300,000	5307	150,000	1513	150,000	0	300,000	1,200,000
114355	Comp Hardw/Softw Comm Sec	5307	80,000	1514	19,355	645	100,000	5307	161,200	1514	39,000	1,300	201,500	5307	200,000	1514	48,388	1,613	250,000	5307	200,000	1514	48,388	1,613	250,000	801,500
117699	Purchase Maint. & Equip	5307	58,160	1514	14,071	469	72,700	5307	80,800	1514	19,549	651	101,000	5307	80,000	1514	19,355	645	100,000	5307	80,000	1514	19,355	645	100,000	373,700
118482	Public Transportation Agency Safety Plan	5307	47,244	1514	11,811	0	59,055	5307	47,244	1514	11,811	0	59,055	5307	47,244	1514	11,811	0	59,055	5307	47,244	1514	11,811	0	59,055	236,220
119948	Preventative Maintenance	5307	40,000	1514	9,678	323	50,000		40,000	1515	9,678	323	50,000	5307	40,000	1514	9,678	323	50,000	5307	80,000	1514	19,355	645	100,000	250,000
121127	Queen St Station I Upgrad							5307	99,440	1514	24,058	802	124,300													124,300
121132	Erick Road Renovation	5307	880,000	1514	212,905	7,095	1,100,000	5307	520,000	1514	125,808	4,193	650,000	5307	400,000	1514	96,775	3,225	500,000	5307	1,680,000	1514	406,455	13,545	2,100,000	4,350,000
121133	Purchase Service Vehicles	5307	120,000	1514	29,033	968	150,000	5307	136,000	1514	32,904	1,097	170,000	5307	40,000	1514	9,678	323	50,000	5307	80,000	1514	19,355	645	100,000	470,000
121134	Purchase Paratransit Buses	5307	1,517,056	1516	379,263	0	1,896,319	5307	1,802,667	1516	436,133	14,534	2,253,334	5307	645,362	1516	156,137	5,203	806,702	5307	1,007,920	1516	243,854	8,126	1,259,900	6,216,255
121135	Purchase Paratransit Buses	5310	597,333	1516	149,333	0	746,666	5310	597,333	1516	149,333	0	746,666	5310	1,166,638	1516	291,660	0	1,458,298	5310	583,336	1516	145,834	0	729,170	3,680,800
121139	Purchase / Replace FR Buses	5339	42,435	1514	10,609	0	53,044	5339	1,082,403	1514	270,601	0	1,353,004	5339	1,095,598	1514	273,900	0	1,369,498	5339	547,799	1514	136,950	0	684,749	3,460,295
121139	Purchase / Replace FR Buses	5307	690,728	1514	167,113	5,569	863,410	5307	1,490,728	1514	360,663	12,019	1,863,410	5307	2,424,402	1514	586,554	19,547	3,030,502	5307	1,052,201	1514	254,567	8,483	1,315,251	7,072,573
121140	Replace Portable HighLifts and Skylift		0		0	0	0	5307	240,000	1514	58,065	1,935	300,000													300,000
121142	Transit Development Plan Update		0		0	0	0	5307	140,000	1514	33,871	1,129	175,000													175,000
121143	Shared Ride Facility Construction		Operating Reserves		14,598,629		14,598,629																			14,598,629
121146	Purchase Office Equipment & Furniture							5307	35,128	1514	8,499	283	43,910	5307	12,000	1514	2,903	97	15,000	5307	20,002	1514	4,839	161	25,002	83,912
121363	TDP Microtransit Implementation	CMAQ	3,464,000	1514	838,072	27,929	4,330,000	CMAQ	3,266,400	1514	790,265	26,335	4,083,000	CMAQ	3,266,400	1514	790,265	26,335	4,083,000							12,496,000
123824	Shared Ride Facility Construction		0		0	0	0	5307	3,200,000	1514	774,200	25,800	4,000,000	5307	800,000	1514	193,550	6,450	1,000,000	5307	800,000	1514	193,550	6,450	1,000,000	6,000,000
<b>Totals for: Red Rose Transit Authority</b>			<b>8,150,956</b>		<b>28,893,259</b>	<b>583,779</b>	<b>37,627,994</b>		<b>13,553,343</b>		<b>15,597,824</b>	<b>658,223</b>	<b>29,809,390</b>		<b>10,881,884</b>		<b>14,956,599</b>	<b>659,974</b>	<b>26,498,457</b>		<b>6,842,742</b>		<b>13,970,260</b>	<b>666,337</b>	<b>21,479,339</b>	<b>115,415,180</b>
<b>Overall Totals:</b>			<b>8,150,956</b>		<b>28,893,259</b>	<b>583,779</b>	<b>37,627,994</b>		<b>13,553,343</b>		<b>15,597,824</b>	<b>658,223</b>	<b>29,809,390</b>		<b>10,881,884</b>		<b>14,956,599</b>	<b>659,974</b>	<b>26,498,457</b>		<b>6,842,742</b>		<b>13,970,260</b>	<b>666,337</b>	<b>21,479,339</b>	<b>115,415,180</b>

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.

**DRAFT**



**Red Rose Transit Authority**

102410

**Title:** Operating Assistance

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

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

**Narrative:** This item consists of Operating Assistance for Red Rose Transit Authority in Lancaster County (non-federal funds).

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031-2034	2035 - 2038
338	\$12,187	\$12,187	\$12,187	\$12,187	\$0	\$0
LOC	\$541	\$568	\$596	\$626	\$0	\$0
<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$12187	\$12187	\$12187	\$12187	\$0	\$0
<b>Local/Other:</b>	\$541	\$568	\$569	\$626	\$0	\$0
<b>Period Totals</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
	\$12,728	\$12,755	\$12,783	\$12,813	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$51,079</b>					

102417

**Title:** ADA Services

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

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

**Narrative:** This item funds the cost of providing ADA paratransit service complementary to existing fixed route service up to 10 percent (10%) of RRTA's annual allocation of federal 5307 funds, as provided under federal guidelines.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$464	\$464	\$514	\$514	\$514	\$0
338	\$116	\$116	\$129	\$129	\$129	\$0
<b>Federal:</b>	\$464	\$464	\$514	\$514	\$514	\$0
<b>State:</b>	\$116	\$116	\$129	\$129	\$129	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Period Totals</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
	\$580	\$580	\$643	\$643	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$2,446</b>					

113395

**Title:** Access to Jobs Program

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

**Air Quality Exempt Reason:** A1 - Cont. ride-shrng & van-pool prom. at cur lvls

**Narrative:** This item consists of funds for a shared ride service for qualified employees for home-to-work or work-to-home trips when fixed route bus service is not operating.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$150	\$150	\$150	\$150	\$0	\$0
338	\$150	\$150	\$150	\$150	\$0	\$0
<b>Federal:</b>	\$150	\$150	\$150	\$150	\$0	\$0
<b>State:</b>	\$150	\$150	\$150	\$150	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Period Totals</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
	\$300	\$300	\$300	\$300	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$1,200</b>					



**Title:** Comp Hardw/Softw Comm Sec

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

**Air Quality Exempt Reason:** M4 - Purch off., shop, & op. eq. for exist. facility

**Narrative:** This item consists of funds to upgrade/replace computer hardware and software and communications/security equipment exceeding useful service life, including IT servers, maintenance software, mobile ticketing software, and fuel tracking software.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$80	\$161	\$200	\$200	\$0	\$0
339	\$19	\$39	\$48	\$48	\$0	\$0
LOC	\$1	\$1	\$2	\$2	\$0	\$0
<b>Federal:</b>	\$80	\$161	\$200	\$200	\$0	\$0
<b>State:</b>	\$19	\$39	\$48	\$48	\$0	\$0
<b>Local/Other:</b>	\$1	\$1	\$2	\$2	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$100	\$201	\$250	\$250	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$801</b>					

117699

**Title:** Purchase Maint. & Equip

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

**Air Quality Exempt Reason:** M4 - Purch off., shop, & op. eq. for exist. facility

**Narrative:** This item consists of funds to upgrade/replace Maintenance Equipment which is exceeding its useful life, including but not limited to, the Ventrac snow removal machine, security camera system, display panels, and the hydraulic elevator at the Queen Street Station Transit Center. SCTA has in place a program providing for the annual purchase of maintenance equipment to replace equipment that has reached the end of its useful life. Additional maintenance equipment will be purchased to support the maintenance of SCTA's buses and facilities based on the components on the new buses that are received and to support the required maintenance of facility structures and equipment.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$58	\$81	\$80	\$80	\$0	\$0
339	\$14	\$20	\$19	\$19	\$0	\$0
LOC	\$0	\$1	\$1	\$1	\$0	\$0
<b>Federal:</b>	\$58	\$81	\$80	\$80	\$0	\$0
<b>State:</b>	\$14	\$20	\$19	\$19	\$0	\$0
<b>Local/Other:</b>	\$0	\$1	\$1	\$1	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$72	\$102	\$100	\$100	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$374</b>					

118482

**Title:** PubTrans Agen Saf Plan

**Air Quality Status:** AQ Conformity Does Not Apply

**County:** Lancaster

**Narrative:** As provided for under federal guidelines of the Bipartisan Infrastructure Law, 0.75% of the annual federal funding allocation to the Lancaster Urbanized Area will be used to fund elements of the Agency Safety Plan including but not limited to establishing a risk reduction program; establishing performance targets; modifications to rolling stock; and de-escalation training.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$47	\$47	\$47	# \$47	\$0	\$0
339	\$12	\$12	\$12	# \$12	\$0	\$0
<b>Federal:</b>	\$47	\$47	\$47	# \$47	\$0	\$0
<b>State:</b>	\$12	\$12	\$12	# \$12	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	# \$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$59	\$59	\$59	\$59	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$236</b>					



**Title:** Preventive Maintenance

**Air Quality Status:** AQ Conformity Does Not Apply

**County:** Lancaster

**Narrative:** As provided for under federal guidelines, this project included in the federal Program of Projects funds eligible Vehicle Maintenance and Non-Vehicle Maintenance costs incurred for maintaining vehicles, support facilities, structures and equipment.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$40	\$40	\$40	\$80	\$0	\$0
338	\$10	\$10	\$10	\$19	\$0	\$0
LOC	\$0	\$0	\$0	\$1	\$0	\$0
<b>Federal:</b>	\$40	\$40	\$40	\$80	\$0	\$0
<b>State:</b>	\$10	\$10	\$10	\$19	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$1	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$50	\$50	\$50	\$100	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$250</b>					

121127

**Title:** Queen St Station I Upgrad

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

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

**Narrative:** This item consists of funds for the rehabilitation of and/or upgrade to the Queen Street Station Parking Garage, including but not limited to, the replacement of the emergency generator.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$0	\$99	\$0	\$0	\$0	\$0
339	\$0	\$24	\$0	\$0	\$0	\$0
LOC	\$0	\$1	\$0	\$0	\$0	\$0
<b>Federal:</b>	\$0	\$99	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$24	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$1	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$0	\$124	\$0	\$0	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$124</b>					

121132

**Title:** Erick Rd Renovation

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

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

**Narrative:** This item consists of funds to renovate and expand the Erick Road Operations Center to add much needed office space and conference rooms. An analysis of switching the fuel source to compressed natural gas/CNG will also be conducted.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$880	\$520	\$400	\$1,680	\$0	\$0
339	\$213	\$126	\$97	\$406	\$0	\$0
LOC	\$7	\$4	\$3	\$14	\$0	\$0
<b>Federal:</b>	\$880	\$520	\$400	\$1680	\$0	\$0
<b>State:</b>	\$213	\$126	\$97	\$406	\$0	\$0
<b>Local/Other:</b>	\$7	\$4	\$3	\$14	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$1,100	\$650	\$500	\$2,100	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$4,350</b>					



**Title:** Purchase Service Vehicles

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

**Air Quality Exempt Reason:** M2 - Purchase of support vehicles

**Narrative:** This item consists of funds to replace three (3) 2019 service vehicles, one (1) 2014 Service vehicle, and two (2) pick up trucks with plows that are used to support operation of the transit system.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$120	\$136	\$40	\$80	\$80	\$0
339	\$29	\$33	\$10	\$19	\$19	\$0
LOC	\$1	\$1	\$0	\$1	\$1	\$0
<b>Federal:</b>	\$120	\$136	\$40	\$80	\$80	\$0
<b>State:</b>	\$29	\$33	\$10	\$19	\$19	\$0
<b>Local/Other:</b>	\$1	\$1	\$0	\$1	\$1	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$150	\$170	\$50	\$100	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$470</b>					

**Title:** Purchase Paratransit Bus

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

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

**Narrative:** Partial funding to replace nine (9) 2022 Paratransit Buses exceeding useful life with 2027 Paratransit Buses. Replace seventeen (17) 2023 Paratransit buses exceeding useful life with 2028 Paratransit buses. Replace fourteen (14) 2024 Paratransit buses exceeding useful life with 2029 Paratransit buses. Replace six (6) 2024 Paratransit buses with 2029 Paratransit buses. Based on the Transit Asset Management Plan (TAM), SCTA has a program to replace paratransit vehicles when they have met their useful life of five years to ensure that the fleet is kept in a state of good repair.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$1,517	\$1,803	\$645	\$1,008	\$0	\$0
338	\$0	\$0	\$0	\$244	\$0	\$0
341	\$379	\$436	\$156	\$0	\$0	\$0
LOC	\$0	\$15	\$5	\$8	\$0	\$0
<b>Federal:</b>	\$1517	\$1803	\$645	\$1008	\$0	\$0
<b>State:</b>	\$379	\$436	\$156	\$244	\$0	\$0
<b>Local/Other:</b>	\$0	\$15	\$5	\$8	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$1,896	\$2,254	\$806	\$1,260	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$6,216</b>					

**Title:** Purchase Paratransit Bus

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

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

**Narrative:** This item consists of Partial Funding to Replace Thirty (30) Paratransit buses exceeding useful life as detailed in MPMS 121134.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5310	\$597	\$597	\$1,167	\$583	\$0	\$0
341	\$149	\$149	\$292	\$146	\$0	\$0
<b>Federal:</b>	\$597	\$597	\$1167	\$583	\$0	\$0
<b>State:</b>	\$149	\$149	\$292	\$146	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$746	\$746	\$1,459	\$729	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$3,680</b>					



**Title:** Replace FR Buses

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

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

**Narrative:** This item consists of funds to replace ten (10) 2015 35-foot Fixed Route Diesel Electric Hybrid Buses with 2027 Diesel Electric Hybrid Buses. Replace four (4) 2016 35-foot Fixed Route Diesel Electric Hybrid Buses with 2028 Diesel Electric Hybrid Buses. Replace five (5) 2017 35-foot Fixed Route Diesel Electric Hybrid Buses with 2029 Diesel Electric Hybrid Buses. Replace three (3) 2017 40-foot Fixed Route Diesel Electric Hybrid Buses with 2029 Diesel Electric Hybrid Buses. Replace two (2) 2018 35-foot Fixed Route Diesel Electric Hybrid Buses with 2030 Diesel Electric Hybrid Buses. Replace three (3) 2018 30-foot Fixed Route Diesel Electric Hybrid Buses with 2030 Diesel Electric Hybrid Buses. Based on the Transit Asset Management Plan (TAM), SCTA has a program to replace fixed route buses when they have met their useful life of twelve (12) years to ensure that the fleet is kept in a state of good repair.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$691	\$1,491	\$2,424	\$1,052	\$0	\$0
5339	\$42	\$1,082	\$1,096	\$548	\$0	\$0
339	\$1,339	\$631	\$860	\$392	\$0	\$0
LOC	\$44	\$12	\$20	\$8	\$0	\$0
<b>Federal:</b>	\$5533	\$2573	\$3520	\$1600	\$0	\$0
<b>State:</b>	\$1339	\$631	\$860	\$392	\$0	\$0
<b>Local/Other:</b>	\$44	\$12	\$20	\$8	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$2,116	\$3,216	\$4,400	\$2,000	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$11,732</b>					

121140

**Title:** Replace Portable HighLift

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

**Air Quality Exempt Reason:** M4 - Purch off., shop, & op. eq. for exist. facility

**Narrative:** This item consists of funds to replace Portable high lifts and sky lifts that have exceeded their useful life. These shop equipment items are essential for the maintenance of the fixed-route bus fleet.

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$0	\$240	\$0	\$0	\$0	\$0
339	\$0	\$58	\$0	\$0	\$0	\$0
LOC	\$0	\$2	\$0	\$0	\$0	\$0
<b>Federal:</b>	\$0	\$240	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$58	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$2	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$0	\$300	\$0	\$0	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$300</b>					

121142

**Title:** Transit Development Updat

**Air Quality Status:** Exempt from Regional Conformity Analysis

**County:** Lancaster

**Air Quality Exempt Reason:** NRS - "Not Rgnlly Significant" - do not fit exempt ctgry

**Narrative:** Provide a Transit Development Update for Improved Service analysis

**Project Costs(In Thousands)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$0	\$140	\$0	\$0	\$0	\$0
339	\$0	\$34	\$0	\$0	\$0	\$0
LOC	\$0	\$1	\$0	\$0	\$0	\$0
<b>Federal:</b>	\$0	\$140	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$34	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$1	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$0	\$175	\$0	\$0	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$175</b>					



121143

Title: Shared Ride Facility Cons

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lancaster

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

Narrative: This item provides funds for the construction of a Shared Ride Facility to house buses, maintenance, drivers lounge, driver restrooms, fueling station, and offices for the shared ride/paratransit service. This project is combined with MPMS123824.

Project Costs(In Thousands)

Table with 7 columns: Fund, 2027, 2028, 2029, 2030, 2031 - 2034, 2035 - 2038. Rows include Fund 5307, OTH-S, 339, LOC, Federal, State, Local/Other, Period Totals, and Total FY 2027-2038 Cost.

121146

Title: Purchase Office Equip/Furn.

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lancaster

Air Quality Exempt Reason: M4 - Purch off., shop, & op. eq. for exist. facility

Narrative: This item provides funds for the purchase and replacement of general office equipment and office furniture.

Project Costs(In Thousands)

Table with 7 columns: Fund, 2027, 2028, 2029, 2030, 2031 - 2034, 2035 - 2038. Rows include Fund 5307, 339, LOC, Federal, State, Local/Other, Period Totals, and Total FY 2027-2038 Cost.

121363

Title: TDP Microtransit Implemen

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lancaster

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

Narrative: Implementation of the Transit Development Plan, including adding new Micro-Transit Service Areas. SCTA, through RRTA, is implementing micro-transit options to increase user flexibility.

Project Costs(In Thousands)

Table with 7 columns: Fund, 2027, 2028, 2029, 2030, 2031 - 2034, 2035 - 2038. Rows include Fund OTH-F, 339, LOC, Federal, State, Local/Other, Period Totals, and Total FY 2027-2038 Cost.



Title: Shared Ride Facility Cons

Air Quality Status: Exempt from Regional Conformity Analysis

County: Lancaster

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

Narrative: This item provides funds for the construction of a Shared Ride Facility to house buses, maintenance, drivers lounge, driver restrooms, fueling station, and offices for the shared ride/paratransit service. This project is combined with MPMS121143 and may include the design of a canopy over the bus parking area.

**Project Costs(In Thousands)**

Fund	2027	2028	#		2031 - 2034	2035 - 2038
			2029	2030		
5307	\$0	\$35	\$12	\$20	\$0	\$0
339	\$0	\$8	\$3	\$5	\$0	\$0
LOC	\$0	\$0	\$0	\$0	\$0	\$0
<b>Federal:</b>	\$0	\$35	\$12	\$20	\$0	\$0
<b>State:</b>	\$0	\$8	\$3	\$5	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031 - 2034</b>	<b>2035 - 2038</b>
<b>Period Totals</b>	\$0	\$43	\$15	\$25	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$83</b>					

**Fund Category Appendix**

Fund Category Description		Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	OTH	Other Local Government Agencies
ACT3	Act 3 Public Transportation Grant	OTH-F	Other Federal Govt Agencies
ACT4A	Act 4A Supplemental Operating Grant	OTH-S	Other Pa State Government Agencies
ACT83	Transit Bond	PIB	State Infrastructure Bank - 100% state
ADCMS	Advanced Digital Construction Management Systems	PL	Planning
ADMUO	Administration Use Only - Do Not Use	PRIV	Private Party
AID	2023 AID Demonstration Award	PRO	Protect Program
AIP	FAA Airport Improvement Program	PRTCT	Promoting Resilient Operations for Transformative
APD	Appalachia Development	PRTDG	2022 Protect Discretionary Grant
APL	Appalachia Local Access	PTAF	Act 26 PA Transportation Assist Fund
ATHIP	Active Transportation Infrastructure Investment	RAISE	Rebuild American Infra. Sustainability Equity
BDP	Bridge Discretionary Program	RCP	Reconnecting Communities
BGENT	FAA Block Grant Entitlement	REC	Recreational Trails
BIP	Bridge Investment Program	RES	Funds Restoration
BND	Bridge Bonding	RFAP	Rail Freight Assistance Program
BOF	Bridge Off System	RRX	Highway Safety
BRIP	Bridge Investment Program	RURAL	Rural Surface Transportation Grant Program
BUILD	BUILD Discretionary Grants	SBY	Scenic Byways
CAQ	Congestion Mitigation/Air Quality	SECT9	FTA Federal Formula - Section 9
CARES	Coronavirus Aid, Relief, and Economic Security	SIB	State Infrastructure Bank
CB	Capital Budget Nonhighway	SMART	Strengthen Mobility And Revolutionizing Trans.
CFI	Charging - Fueling Infrastructure Program	SPOPR	Supplemental Operating Assistance
COVID	COVID Relief	SPR	State Planning/Research
CPF	Community Project Funding	SRTSF	Federal Safe Routes to Schools
CRP	Carbon Reduction Program	SR2S	State Safe Route to School
CRPU	Carbon Reduction Program Urban	SSE	Supportive Services Enterprise
DAR	Defense Access Roads	SS4A	Safe Streets for All
DBE	Disadvantages Business Enterprise	STE	Surface Transportation Enhancement
D4R	Discretionary Interstate Maintenance	STN	STP - Nonurbanized
EB	Equity Bonus	STP	Surface Transportation Prog-Flexible
ECONR	Economic Recovery	STR	Surface Transportation Rural
FAABG	FAA Block Grant	STU	Surface Transportation Urban
FAAD	FAA Discretionary	SXF	Special Federal Funds (Demo)
FAI	Interstate Construction	TAP	Transportation Alternatives (TAP) Flexible
FB	Ferry Boat/Ferry Terminal Facilities	TAU	Tap > 200,000 Population
FFL	Federal Flood	TCS	Transpo & Community System Pres.
FHA	Public Lands Highways	TIGER	Trans Investment Generating Economic Recovery
FLAP	Federal Lands Access Program	TIGGR	Transit Investment for Greenhouse Gas and Energy R



FLH	Forest Highways	TPK	Turnpike
FRA	Federal Railroad Administration	TTE	Transit Transportation Enhancements
FRB	Ferry Boat	WCPP	Wildlife Crossings Pilot Program
FTAD	FTA Discretionary Funds	073	Green Light-Go
GEN	PA General Fund	137	Municipal Bridge Improvements and Bundling
HCB	Historic Covered Bridge	138	Rural Commercial Routes
HPR	Highway Planning/Research	140	Intelligent Transportation System
HRRR	High Risk Rural Roads	144	302-87-3 Transportation Assistance
HSIP	Highway Safety Improvement Program	160	Community Transport.-Equip Grant
HVRU	Vulnerable Road User Safety	163	Community Transport.- Equip Grant
H4L	Highway for Life - 10% Limiting Amount	164	PTAF
INFRA	INFRA Discretionary Award	175	FTA- Capital Improvements
ITS	Intelligent Transportation System	179	Local Bridge Construction (Act 26 Counties)
IVB	Innovative Bridge	183	Local Bridge Construction
LBIP	Large Bridge Investment Program	184	Restoration - Hwy Transfer
LOC	Local Government Funds	185	State Bridge Construction
LRFA	Local Rail Freight Assistance	20005b	TOD Planning Pilot Program
MBP3	Major Bridge P3 Initiative	208	FTA- Discretionary Capital
MEGA	National Infrastructure Project Assistance program	244	ARLE Projects
MSFF	Marcellus Shale Fee Fund	278	Safety Admin
NEVI	National Electric Vehicle Infrastructure F/S	338	PT - 1513 Mass Transit Operating
NFP	National HWY Freight Program	339	PT - 1514 Asst Imprvmt / Capitl Budg
NHPP	National Highway Performance Program	340	PT - 1517 Capital Improvement
OJT	On the Job Training Supportive Services	341	PT - 1516 Progrms of Statewide Signif

**END OF ITEM**

## Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Mary K. Siu, Lancaster County Planning Department (LCPD)  
Date: January 28, 2026  
Re: Performance Measure 1 (PM-1) Safety Targets  
Attachments: A1.a 2026 Safety Target Setting Letter  
A1.b Federal 5 Performance Measure Calculations Explained  
A1.c MPO Target Setting Enclosure  
Links: None

### Recommended Action:

I move that the MPO approve to plan and program projects so that they contribute toward the accomplishment of established 2026 PennDOT safety targets.

### Summary:

As in previous years, the Lancaster MPO is required to establish performance targets for a series of transportation system performance measures (PMs) established in Federal Regulation (23 CFR § 490).

Safety (PM-1) is a primary performance area covered by this requirement. It includes:

- 1) Number of fatalities
- 2) Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
- 3) Number of serious injuries
- 4) Rate of serious injuries per 100 million VMT
- 5) Number of non-motorized fatalities and serious injuries

Metropolitan Planning Organizations (MPOs) are required to establish targets within 180 days of PennDOT establishing its targets (February 27, 2026) either by agreeing to plan and program projects in support of the PennDOT targets, or by establishing their own quantifiable targets.



COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

November 4, 2025

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 2026 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 31 each year. The 2026 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 27, 2026) 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, 2025.

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 2024 targets, the Federal Highway Administration (FHWA) will report this determination by March 31, 2026.



Planning Partners  
Page 2  
November 4, 2025

Based on preliminary data, we do not expect Pennsylvania to meet our 2024 targets and anticipate 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, 2026. In addition, we will be required to obligate in Federal Fiscal Year (FFY) 2027 an amount equal to the FFY 2023 HSIP apportionment (\$128,666,054).

For more information, please visit the FHWA Safety Performance Management website at <https://safety.fhwa.dot.gov/hsip/spm/>.

Please note your response by using the form on the next page. Your response is requested before February 27, 2026.

Should you have any questions, please contact Matthew Crea, Transportation Planning Manager, Center for Program Development and Management, at 717.787.2862 or [mcrea@pa.gov](mailto:mcrea@pa.gov).

Sincerely,

Kristin A. Mulkerin  
Deputy Secretary for Planning

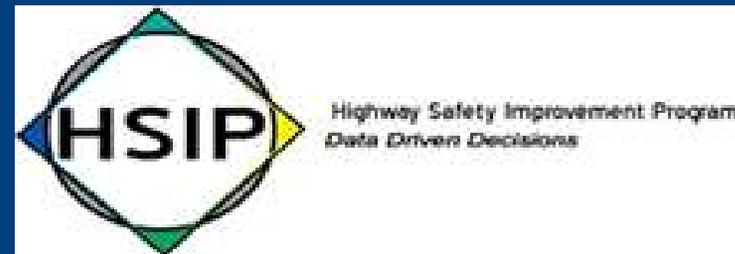
Sincerely,

Christine Norris, P.E.  
Deputy Secretary for Highway  
Administration

Enclosure



# 2026 Safety Performance Measures



 **Safety Performance Management (Safety PM)**

# SAFETY PERFORMANCE MEASURES

## Five Performance Measures

✓	Number of Fatalities
✓	Rate of Fatalities per 100 million VMT
✓	Number of Serious Injuries
✓	Rate of Serious Injuries per 100 million VMT
✓	Number of Non-motorized Fatalities and Non-motorized Serious Injuries



# REDUCTION BASED ON ANNUAL not 5-YEAR AVG

## 2% Annual Reduction Based on Most Recent Year's Actual Data

- Take most recent actual crash year and multiply by 0.98 (2% reduction) to calculate the next projected year
- Then calculate projected 5-year avg using the 4 most recent actual years and the next projected year.
- Sum these 5 years and divide by 5  
→ *this is the new 5-year average target goal*
- This is the Method we are using

## 2% Reduction on the 5 Year Average

- Take the sum of the 5 years of actual data and divide by 5
- This is your actual 5-year average
- Multiply that by 0.98 → *this is the new 5 year average target goal*
- Then multiply by 5
- Subtract the sum of the 4 most recent actual years
- This is your projected year crash target
- Not using this method



# VEHICLE MILES TRAVELED (VMT)

- First obtain the most recent year's (2024) daily VMT from PennDOT's Highway Statistics website ([PennDOT Highway Statistics](#)).
  - Statewide VMT: Statewide Measures (*Mileage & Travel - 2024 Highway Statistics*)
  - Planning Partner VMT: County & District Measures (*Travel – Jurisdiction*)
- Next calculate the annual (2024) VMT by multiplying the Daily VMT x 365.
- Then calculate the next two projected (2025 & 2026) annual VMTs by using the same number as the 2024 annual VMT as our future VMT is estimated to hold level over next few years.
- Then calculate the 5-year projected average for 2025 using the four most recent completed VMT annual years (2021-2024) and first projected year (2025). Also calculate 5-year projected average for 2026 using the three most recent completed VMT annual years (2022-2024) and both projected years (2025-2026). These numbers shall be rounded to 2 decimal places.



# NUMBER OF FATALITIES

## 2% Annual Fatality Reduction

- Take most recent completed crash data year (2024) fatalities and multiply by 0.98 (2% reduction). This will establish next year's fatality projection. This number shall be rounded to 1 decimal place.
- Then multiply the first projected year (2025) by 0.98 to establish the following year (2026) projection. This number shall also be rounded to 1 decimal place.
- Then calculate the 5-year projected average for 2025 using the four most recent completed crash years (2021-2024) and projected year (2025). Also calculate 5-year projected average for 2026 using the three most recent completed crash years (2022-2024) and projected years (2025-2026). These numbers shall be rounded to 1 decimal place.
- *This 5-year projected average (2022-2026) rounded to the tenths (1 decimal place) is the official performance target for the number of fatalities.*



# RATE OF FATALITIES PER 100 MILLION VMT

## 2% Annual Fatality Reduction & Future VMT estimated to hold level

- First calculate the most recent completed crash data year (2024) fatality rate by multiplying 2024 fatalities x 100 million then divide by 2024 annual VMT. This number is rounded to 2 decimal places.
- Then calculate the next year (2025) projected annual rate by multiplying 2025 projected annual fatalities x 100 million then divide by 2025 projected annual VMT (which is the same as 2024 annual VMT after holding level). Then calculate the following year (2026) projected annual rate by using the same process but with 2026 annual fatalities and VMT holding level. These projections are rounded to 2 decimal places.
- Next calculate the 2024 5-year average VMT (average of 2020-2024 annual VMT) and projected 5-year average VMT for 2025 (2021-2025 average) and 2026 (2022-2026)
- Then calculate the 2024 actual 5-year average fatality rate by multiplying 2024 5-year average fatalities x 100 million then divide by 2024 5-year average VMT. This number is rounded to 3 decimal places.
- Finally calculate the projected 5-year average fatality rate for 2025 by multiplying 2025 projected 5-year average fatalities x 100 million then divide by 2025 projected 5-year average VMT. Repeat this process to calculate the 5-year average fatality rate for 2026 using the 2026 numbers.
- *The projected 5-year average fatality rate for 2026 (2022-2026) rounded to 3 decimal places is the official performance target for the Rate of Fatalities per 100 million VMT.*



# NUMBER OF SERIOUS INJURIES

## Annual Serious Injuries Holding Level

- Take most recent completed crash data year (2024) serious injuries and use this same number for the 2025 projection as the serious injury goal is to hold level. This number shall be rounded to 1 decimal place.
- Then use the 2025 projected number for the 2026 projected serious injuries as the goal is continuing to hold level. This number shall be rounded to 1 decimal place.
- Then calculate the 5-year projected average for 2025 using the four most recent completed crash years (2021-2024) and projected year (2025). Also calculate 5-year projected average for 2026 using the three most recent completed crash years (2022-2024) and projected years (2025-2026). These numbers shall be rounded to 1 decimal place.
- *This 5-year projected average (2022-2026) rounded to the tenths (1 decimal place) is the official performance target for the number of serious injuries.*



# RATE OF SERIOUS INJURIES PER 100 MILLION VMT

## Annual Serious Injuries Holding Level & Future VMT estimated to hold level

- First calculate the most recent completed crash data year (2024) serious injury rate by multiplying 2024 serious injuries x 100 million then divide by 2024 annual VMT. This number is rounded to 2 decimal places.
- Then calculate the next year (2025) projected annual serious injury rate by multiplying 2025 projected annual serious injuries x 100 million then divide by 2025 projected annual VMT (which is the same as 2024 annual VMT after holding level). Then calculate the following year (2026) projected annual rate by using the same process but with 2026 annual serious injuries and VMT holding level. These projections are rounded to 2 decimal places).
- Next calculate the 2024 actual 5-year average serious injury rate by multiplying 2024 5-year average serious injuries x 100 million then divide by 2024 5-year average VMT. This number is rounded to 3 decimal places.
- Finally calculate the projected 5-year average serious injury rate for 2025 by multiplying 2025 projected 5-year average serious injuries x 100 million then divide by 2025 projected 5-year average VMT. Repeat this process to calculate the 5-year average serious injury rate for 2026 using the 2026 numbers.
- *The projected 5-year average serious injury rate for 2026 (2022-2026) rounded to 3 decimal places) is the official performance target for the Rate of Serious Injuries per 100 million VMT.*



# NUMBER OF NON-MOTORIZED FATALITIES & SERIOUS INJURIES

## 2% Annual Non-Motorized Fatality Reduction & Annual Non-Motorized Serious Injuries Holding Level

- First add together the number of non-motorized fatalities and serious injuries for each year over the last 5 years (2020-2024).
- Then take most recent completed crash data year (2024) and multiply the non-motorized fatalities by 0.98 (2% reduction). Also take the 2024 non-motorized serious injuries and use the same number for next year after holding level. This will establish next year (2025) projections.
- Next multiply the first projected year (2025) non-motorized fatalities by 0.98 to establish the following year's (2026) projection. Also use the same number for 2026 serious injuries as the previous year (2025) after holding level. Then add both the fatalities and serious injuries together for 2025 and 2026 to establish the annual projections. These numbers are rounded to 1 decimal place.
- Then calculate the 2025 projected 5-year avg for non-motorized fatalities & serious injuries using the four most recent completed crash years (2021-2024) and projected year (2025) totals. Also calculate 5-year projected average for 2026 using the three most recent completed crash years (2022-2024) and projected years (2025-2026). These numbers are rounded to 1 decimal place.
- *The 2026 project 5-year average (2022-2026) rounded to the tenths (1 decimal place) is the official performance target for the Number of Non-motorized Fatalities & Non-motorized Serious Injuries.*



# SUMMARY

## Five Performance Measures

✓	Number of Fatalities
✓	Rate of Fatalities per 100 million VMT
✓	Number of Serious Injuries
✓	Rate of Serious Injuries per 100 million VMT
✓	Number of Non-motorized Fatalities and Non-motorized Serious Injuries



**Table 1: Statewide Targets:**

Performance Measure	5-year Rolling Averages		
	TARGET 2022-2026	ACTUAL 2022-2026	BASELINE 2020-2024
Number of Fatalities	1,140.4		1174.8
Fatality Rate	1.176		1.216
Number of Serious Injuries	4,722.0		4746.2
Serious Injury Rate	4.870		4.914
Number of Non-motorized Fatalities and Serious Injuries	944.0		864.6

\* Future VMT estimated to hold level over next few years

**Table 2: Lancaster MPO Supporting Values:**

Performance Measure	5-year Rolling Averages		
	TARGET 2022-2026	ACTUAL 2022-2026	BASELINE 2020-2024
Number of Fatalities	52.2		56.0
Fatality Rate	1.210		1.313
Number of Serious Injuries	250.8		247.2
Serious Injury Rate	5.811		5.795
Number of Non-motorized Fatalities and Serious Injuries	58.5		51.0

\* Future VMT estimated to hold level over next few years

**END OF ITEM**



## Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Gary Jones, Lancaster County Planning Department (LCPD)  
Date: January 28, 2026  
Re: 2027-2030 Highway and Bridge Transportation Improvement Program (TIP) Air Quality Significant Projects  
Attachments: A2. Lancaster AQ significant projects for Conformity Analysis 2027 TIP  
Links: <https://lancastercountyplanning.org/DocumentCenter/View/6550/2027-2030-Highway--Bridge-Transportation-Improvement-Program-TIP-Selection-Process-2025>

### Recommended Action:

I move that the MPO approve the projects identified in the table “Lancaster AQ significant projects for Conformity Analysis 2027 TIP” for conformity analysis and inclusion on the 2027-2030 Transportation Improvement Program (TIP).

### Summary:

Following the Federal Air quality conformity rule, air quality analysis is run on Transportation Improvement Program (TIP) projects to document that, the TIP conforms to the State Implementation Plan (SIP) for air quality.

The conformity analysis will be conducted using regionally significant highway projects that are on the current draft 2027-2030 Highway and Bridge TIP, which were determined, by interagency review, to be the projects most likely to have an effect on air quality. The projects will be analyzed by projecting future travel using the region’s travel demand model for four pre-defined analysis years and applying the resulting levels of travel demand to determine future highway emissions in those years. The emissions modeling will be conducted using an Environmental Protection Agency prescribed tool called MOVES.

Staff are asking the MPO to recommend the list of projects shown in table A2. “Lancaster AQ significant projects for Conformity Analysis, 2027 TIP” to PennDOT Central Office for air quality conformity analysis.

## Lancaster AQ significant projects for Conformity Analysis 2027 TIP

MPMS	Name	Description	Status
AQ Significant Projects on the 2025-2028 TIP			
20119	Brunnerville Road and Newport Road Intersection	Intersection improvements, widening for turn lanes, signal upgrade, or roundabout option, intersection of Brunnerville and Newport Road in Warwick Township.	Carryover
109618	US 222 Reconstruction	Roadway Reconstruction and Conversion to six lanes.US 222 from one mile north of US 30 to north of Jake Landis Interchange (SR 8030) in Manheim Township.	Carryover
114206	McGovernville Road Improvements	This project consists of a roundabout installation at the intersection of McGovernville Rd (PA 741) and the on/off ramp of PA 283 in Manheim Township.	Carryover
121060	ITS - Lancaster TSMO 2025-2026	Install ITS equipment. Upgrade three signal systems to connect to PennDOT's UCC system. Add six ITS signal CCTV and one DMS with a CCTV to help manage traffic within the US 30 system.US 30, PA 340, and Greenfield Road in East Lampeter Township.	Carryover
121048	Pitney Road and PA 340 Intersection with PA 462	Intersection Improvements. PA 462 (King Street) intersections with PA 340 (Old Philadelphia Pike) and SR 3028 (Pitney Road). East Lampeter Township, West Lampeter Township, Lancaster Township, and Lancaster City.	Carryover
110557	Intercourse Village Safety Improvements	Safety and Mobility Improvements. Intercourse Village on PA 772 (Newport Road) from PA 340 (Old Philadelphia Pike) to East of Carriage Drive and on PA 340 from West of PA 772 (Newport Road) intersection and East of Hollander Road in Leacock Township.	Carryover
New AQ Significant Projects on the 2027-2030 TIP			
123629	Install CCTV cameras at Locust Street and Lancaster Avenue 462	Install CCTV cameras along US 30 in Columbia Borough. Upgrade signal equipment and update signal timing along US 441 and local roads. Install CCTV cameras at locations for signal actuation and traffic signal coordination as well as to provide data collection and video. Have completed studies to determine which intersections need signal upgrades. This project was included as IU-30 in the 2023 Interim update to the PennDOT Regional Operations Plan (ROP) completed for the Eastern Regional Traffic Management Center (RTMC) Region.	New

**END OF ITEM**



# Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
 From: Will Clark, Lancaster County Planning Department (LCPD)  
 Date: January 28, 2026  
 Re: 12-Year Program (TYP) Project Review  
 Attachments: A3. Draft Removal Request Letter to PennDOT  
 Links: <https://talkpatransportation.com/how-it-works/typ> (External Link)  
<https://talkpatransportation.com/2025TYP/index.html> (External Link)

## Recommended Action:

I move that the MPO request PennDOT remove the following projects from the 12-Year Program:

- MPMS 110507: PA 324/US 222/Fairview Ave,
- MPMS 94912: PA 23/PA 741 Intersection Improvement,
- MPMS 80930: US 30/Harrisburg Pike Interchange,
- MPMS 97251: US 222/Improvement Colonel Howard Boulevard (Turnpike), and
- MPMS 101132: Mount Joy Road (PA 772)/PA 283.

## Summary:

The following table lists the programmed projects over \$8 million identified on the Highway and Bridge 12-Year Program (TYP). These are the same projects TTAC reviewed over the last few meetings. This list includes projects programmed over \$8 million and projects that are anticipated to cost more than \$8 million but are not fully funded in the 12 years. The full PennDOT 12-Year Program may be found at <https://talkpatransportation.com/2025TYP/index.html>

Projects recommended for removal are projects that were never voted on by the MPO; they appeared on the TYP as part of the PennDOT process with MPO support. The recommendation is to add these projects to the candidate list for future TIP consideration and scoring by the MPO.

12- Year Program Total Project Estimate (3/3/25)	Project Title	MPMS #	State Route #
\$ 246,401,888	Veteran's Mem Br - Susquehanna River	79020	462
\$ 100,996,207	US 222 Reconstruction	109618	222
\$ 88,354,565	Norman Wood Bridge Improvement	117415	372
\$ 18,819,130	US30/PA 462 Improvements	110502	30
\$ 10,750,000	Lancaster MPO TIP Funded Bridge Maintenance Contract	119211	222
\$ 9,000,000	Pitney Rd and PA 340 Intersection with PA 462	121048	462
\$ 8,800,000	PA 741 Improvements	121044	741
\$ 3,382,154	PA324/US222/Fairview Ave	110507	222

\$	3,026,000	PA 23/PA 741 Intersection Improvement	94912	23
\$	2,340,000	US30/Harrisburg Pike Interchange	80930	4020
\$	2,100,000	Colonel Howard Blvd Improvement	97251	1040
\$	208,000	Mount Joy Road/PA 283	101132	772

\*Line-item reserves have been removed from table

Gray highlights indicate improvement projects started but not fully funded on the 2025-2036 12-Year Program that would most likely close or will exceed the \$8 million threshold for all phases. In addition, there are 56 state-owned bridges that only have preliminary engineering in the years 2033-2036 that do not appear on this list.

**Background:**

The 12-Year Program was adopted by the State Transportation Commission on August 14, 2024. The 12-Year Program is developed by PennDOT; MPO members can provide input as individuals, but there is no approval by the Lancaster County MPO. Based on the MPO Bylaws, TTAC is responsible for scoring and developing TIP projects, therefore it seems they should review 12-Year Program projects as well. On January 28, 2025, the Lancaster County MPO requested TTAC review PennDOT’s adopted 12-Year Program (TYP) and provide a recommendation to the MPO concerning projects with a total over 10% (approximately \$8 million) of the MPO’s Transportation Improvement Program (TIP) annual funding allocation.

PennDOT and LCPD reviewed the list of projects currently with total costs over \$8 million.

Review of the TYP at 2025-2026 TTAC meetings:

- February 25<sup>th</sup>      Introduced the topic to TTAC and had an open conversation to determine what the committee would need to review the projects.
- April 29<sup>th</sup>        Projects currently on the 2025-2028 TIP that carry over into years 5-12 of the 12-Year Program.
- June 24<sup>th</sup>         Projects completely funded in years 5-12.
- September 23<sup>rd</sup>    Projects partially funded in years 5-12.
- January 27<sup>th</sup>      Projects recommended for removal.



February 4, 2026

Carey Mullins, PennDOT District 8-0  
District Planning and Programming Manager  
2140 Herr Street  
Harrisburg, PA 17103-1699

RE: 12 Year Program

Dear Mr. Mullins,

At the February 24, 2026, meeting of the Lancaster County Metropolitan Planning Organization, the MPO board formally approved the following motion:

**Request that PennDOT remove the following projects from the 12-Year Program (TYP):**

- **MPMS 110507: PA 324/US 222/Fairview Ave**
- **MPMS 94912: PA 23/PA 741 Intersection Improvement**
- **MPMS 80930: US 30/Harrisburg Pike Interchange**
- **MPMS 97251: US 222/Improvement Colonel Howard Boulevard (Turnpike)**
- **MPMS 101132: Mount Joy Road (PA 772)/PA 283**

**Basis for Request**

This request is the result of a year-long, comprehensive review conducted by the Transportation Technical Advisory Committee (TTAC). The committee evaluated these five projects alongside all other projects exceeding \$8 million. Over the course of five public meetings, the TTAC concluded that removing these specific projects is necessary to **eliminate the perception that the MPO has reviewed, ranked and supported them as the region's next prioritized investments.** The only project on this list that was previously voted on by the MPO is MPMS 11507.

**Strategic Planning & Future Consideration**

While these projects are recommended for removal from the TYP, the MPO recognizes the problems associated with these locations remain and these candidates will continue to be part of future discussions to improve our regional infrastructure. The Lancaster County MPO will:

- Maintain these projects as active candidates for **future TIP evaluations.**



- Incorporate a review of these locations into a **long-term improvement strategy** during the **2028 Long Range Transportation Plan (LRTP)** update.

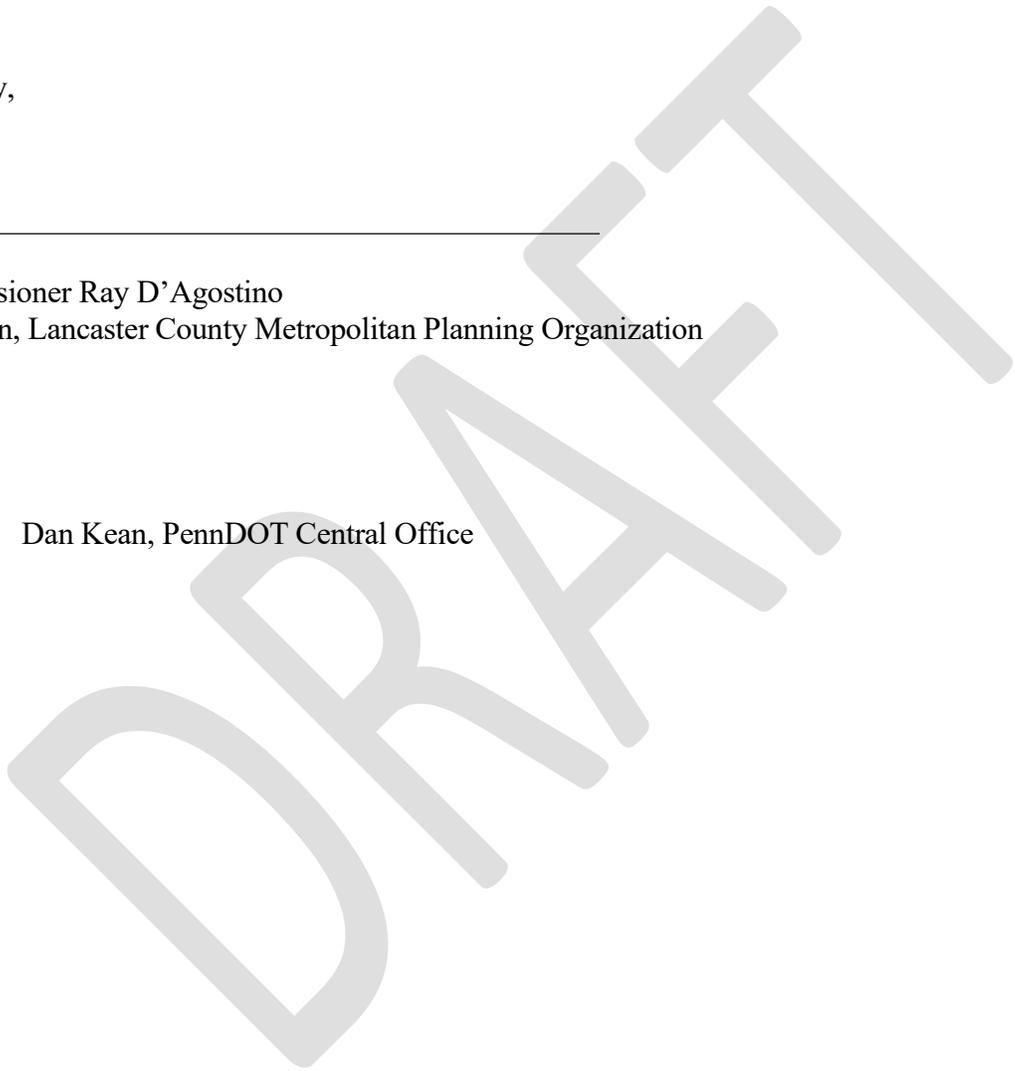
This action allows the PennDOT to reflect a list of projects that have been discussed and supported at the MPO. We respectfully request that PennDOT update the 12-Year Program to reflect the results of this final vote. If you have any questions or need additional information to present to the State Transportation Commission, please contact Will Clark at the Lancaster County Planning Department.

Sincerely,

---

Commissioner Ray D'Agostino  
Chairman, Lancaster County Metropolitan Planning Organization

CC: Dan Kean, PennDOT Central Office



**END OF ITEM**



## Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Kristiana Barr, Lancaster County Planning Department (LCPD)  
Date: February 3, 2026  
Re: 2025 Transportation Improvement Program (TIP): MPMS 120872 Marshall Avenue Multimodal Corridor Special Endorsement Administrative Action  
Attachments: A4.a Lancaster Action for January 2026 Meeting - MPMS 120872 FCC #11 - Amendment  
A4.b 20260112 Marshall Avenue Cost Estimate Comparison  
Links: None

### Recommended Action:

I move that the MPO approve an increase of \$1,955,981 for the construction phase of Marshall Avenue Multimodal Corridor (MPMS 120872) in FFY 2027/FFY 2030 to reflect the most recent cost estimate.

### Summary:

MPMS 120872—Marshall Avenue Multimodal Corridor was presented to the Lancaster County Transportation Technical Advisory Committee (TTAC) at the January 27, 2026, meeting and will be presented at the Lancaster County Metropolitan Planning Organization (MPO) at the February 24, 2026, meeting.

This recommended action is to increase the construction phase of Marshall Avenue Multimodal Corridor for \$1,955,981. The grant application and original estimate of approximately \$1.2 million was dated July 2023. The original cost estimate used more conservative estimated values and did not account for significant changes in materials and labor costs. The project design did not change, but there was a change in material quantities, which was a contributing factor to the cost increase. There has been no change of scope, but with a revised estimate as of October 2025, the project will now cost approximately \$3.2 million.

While this increase does not meet the threshold of the Lancaster MPO Memorandum of Understanding (MOU), it is being presented to the committee as a special endorsement administrative modification since it is a local-led Connects2040 Implementation Program project. Manheim Township applied for competitive funding through the MPO's Connects2040 Implementation Program for project construction only. Manheim Township was awarded Federal Fiscal Year (FFY) 2025 TIP funding in 2023. This project must be fully funded on the 2025 TIP to be carried over to the 2027 TIP, where it will be 100% fully funded in FFY 2027.

FFY 2025-2028 TIP MODIFICATIONS FORM



Lancaster

Informed Coordinating Committee:

Informed Technical Committee:

Administrative Modifications - Highway		Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031 & >	Remarks								
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.							
1	Marshall Avenue Multimodal Corridor  Lancaster	120872	CON	Before	STU								1,264,499														Increasing the CON phase of Marshall Avenue Multimodal Corridor in FFY 2027/FFY 2030 for \$1,955,981 due to funding shortfalls and the original estimate being from 2023. This project consists of construction of 1-mile of proposed improvements, a separated two-lane bikeway, upgraded sidewalks and curbing, improved pavement conditions and crosswalks on Marshall Avenue and Keller Avenue to connect the north side of the Lancaster in Manheim Township, Lancaster County. This project has an estimated let date of 1/28/2027.				
				Adjust	STU											1,503,588												452,393			
				After	STU											2,768,087													452,393		
2	STU Line Item  Lancaster	88067	CON	Before	STU					752,030			1,503,588													982,784		This is a reserve line item.			
				Adjust	STU										-1,503,588														-452,393		
				After	STU							752,030																		530,391	
<b>Program Summary - Net Changes</b>				Before FFY Totals			0	0	0	752,030	0	0	2,768,087	0	0	0	0	0	0	0	0	0	0	0	982,784	0	0	0	0		
				Adjustments			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
				After FFY Totals			0	0	0	752,030	0	0	2,768,087	0	0	0	0	0	0	0	0	0	0	0	0	982,784	0	0	0	0	

Project Name: Marshall Ave. Multimodal Corridor Project (MAMCP)  
 Municipality: Manheim Township

 MPMS Number: 120872

 Project Number: 4749.4.43.01

 Date: 1/9/2026

Item No.	Description	Original Estimate 7/25/23				Revised Estimate 10/24/25				DELTA
		Unit	Unit Price	Estimated Quantity	Total Amount	Unit	Unit Price	Estimated Quantity	Total Amount	
1	Clearing and Grubbing					LS	\$20,000.00	1	\$20,000.00	\$20,000.00
2	Mobilization	LS	\$15,000.00	1	\$15,000.00	LS	\$116,000.00	1	\$116,000.00	\$101,000.00
3	Maintenance and Protection of Traffic	LS	\$20,000.00	1	\$20,000.00	LS	\$125,000.00	1	\$125,000.00	\$105,000.00
4	Erosion and Sedimentation Control					LS	\$20,000.00	1	\$20,000.00	\$20,000.00
5	Inspectors Field Office/Facilities - Type B					LS	\$15,000.00	1	\$15,000.00	\$15,000.00
6	Equipment Package					LS	\$3,000.00	1	\$3,000.00	\$3,000.00
7	Construction Survey-Type C					LS	\$15,000.00	1	\$15,000.00	\$15,000.00
8	Microcomputer w/ Battery Back Up - Type A					LS	\$4,500.00	1	\$4,500.00	\$4,500.00
9	CPM Schedule					LS	\$1,500.00	1	\$1,500.00	\$1,500.00
10	Class 1 Excavation					CY	\$40.00	506	\$20,240.00	\$20,240.00
11	Vertical Concrete Curbing w/ Restoration	LF	\$120.00	2520	\$302,400.00	LF	\$140.00	3500	\$490,000.00	\$187,600.00
12	Concrete Sidewalk (4" Thick)	SF	\$10.00	9000	\$90,000.00	SF	\$14.00	19602	\$274,428.00	\$184,428.00
13	Concrete Sidewalk/Driveway Apron (6" Thick)					SY	\$300.00	700	\$210,000.00	\$210,000.00
14	ADA Curb Ramps	EA	\$9,500.00	17	\$161,500.00					\$0.00
15	Saw Cutting					LF	\$5.00	1364	\$6,820.00	\$6,820.00
16	Milling of Road Surface (2")	SY	\$3.00	21000	\$63,000.00	SY	\$2.50	26087	\$65,217.50	\$2,217.50
17	Asphalt Tack Coat					SY	\$1.25	26087	\$32,608.75	\$32,608.75
18	Asphalt Paving Fabric					SY	\$4.00	26087	\$104,348.00	\$104,348.00
19	1/2" Superpave Scratch Course 9.5 mm	Ton	\$115.00	575	\$66,125.00	Ton	\$150.00	685	\$102,750.00	\$36,625.00
20	1-1/2" Superpave Wearing Course 9.5 mm	Ton	\$115.00	1715	\$197,225.00	Ton	\$150.00	2055	\$308,250.00	\$111,025.00
21	Road Widening	SY	\$60.00	395	\$23,700.00					\$0.00
22	Rain Garden Bumpouts					EA	\$25,000.00	4	\$100,000.00	\$100,000.00
23	12" White Thermoplastic Crosswalk Bars	LF	\$4.00	235	\$940.00					\$0.00
24	24" White Thermoplastic Piano Key Crosswalk	LF	\$25.00	660	\$16,500.00					\$0.00
25	24" White Thermoplastic Stop Bars	LF	\$6.00	121	\$726.00					\$0.00
26	4" White Thermoplastic Solid Line	LF	\$2.00	6835	\$13,670.00					\$0.00
27	4" White Thermoplastic Dashed Line	LF	\$1.25	4915	\$6,143.75					\$0.00
28	4" Double Yellow WB Solid Lines	LF	\$3.00	4300	\$12,900.00					\$0.00
29	4" Double Yellow WB Solid/Dashed Lines	LF	\$2.50	820	\$2,050.00					\$0.00
30	Thermoplastic Bicycle w/ Rider (6' x 3')	EA	\$175.00	53	\$9,275.00	EA	\$200.00	65	\$13,000.00	\$3,725.00
31	Thermoplastic Shared Lane Marking w/ Bicycle	EA	\$225.00	16	\$3,600.00					\$0.00
32	White Thermoplastic Straight Arrow (12'-0")					EA	\$150.00	1	\$150.00	\$150.00
33	White Thermoplastic Straight Arrow (6'-0")					EA	\$95.00	43	\$4,085.00	\$4,085.00
34	Thermoplastic White Right Turn Arrow (6' x 2')	EA	\$125.00	2	\$250.00					\$0.00
35	Thermoplastic White Left Turn Arrow (6' x 2')	EA	\$125.00	11	\$1,375.00					\$0.00
36	Green Pavement Markings					SF	\$14.00	1628	\$22,792.00	\$22,792.00
37	Post Mounted Signage	EA	\$225.00	40	\$9,000.00	EA	\$225.00	45	\$10,125.00	\$1,125.00
38	3' Wide Grass Strip	SF	\$2.25	5820	\$13,095.00					\$0.00
39	Finish Grading and Seeding	LS	\$8,000.00	1	\$8,000.00	LS	\$15,000.00	1	\$15,000.00	\$7,000.00

\* Red Indicates new Line Item

TOTAL ESTIMATED CONSTRUCTION COST	\$1,036,474.75	\$1,319,789.25
CONTINGENCY (15%)	\$155,471.21	CONTINGENCY (15%) \$353,439.60
CONSTRUCTION INSPECTION (7%)	\$72,553.23	CONSTRUCTION INSPECTION (12%) \$282,751.68
<b>TOTAL</b>	<b>\$1,264,499.20</b>	<b>TOTAL DELTA \$1,955,980.53</b>

ADJUSTED CONSTRUCTION TOTAL \$3,220,479.73



STE	DISTRICT	COUNTY	TOWNSHIP	BOROUGH	ROUTE	SECTION	TOTAL SHEETS
	8-0						15

SYS	S.R. or W.O.	SPUR	PHA	SECTION	DIST.	CO.
					8	

CMS NO.

# COMMONWEALTH OF PENNSYLVANIA



# DEPARTMENT OF TRANSPORTATION

## DRAWINGS FOR CONSTRUCTION OF

### MARSHALL AVENUE

IN LANCASTER COUNTY

FROM STA. 0+00.00 TO STA. 38+90.94 LENGTH 3890.94 FT. 0.737 MI.

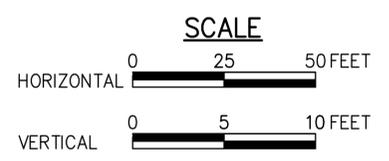
### MARTHA AVENUE

IN LANCASTER COUNTY

FROM STA. 0+00.00 TO STA. 12+42.76 LENGTH 1242.76 FT. 0.235 MI.

#### ALSO INCLUDED

- TRAFFIC CONTROL PLAN XX SHEETS
- SIGNING AND PAVEMENT MARKING PLAN XX SHEETS
- EROSION AND SEDIMENT POLLUTION CONTROL PLAN XX SHEETS
- STRUCTURE PLAN XX SHEETS
- CROSS SECTIONS (UPON REQUEST) XX SHEETS



#### DESIGN DESIGNATION

HIGHWAY CLASSIFICATION - LOCAL SUBURBAN  
 DESIGN SPEED - 30 MPH  
 PAVEMENT WIDTH - VARIES 24'-0" TO 25'-5"  
 SHOULDER WIDTH - VARIES 2'-0" TO 3'-3"

#### TRAFFIC DATA

CURRENT A.D.T. - 1,603 (2016)  
 DESIGN YEAR A.D.T. - 2,337 (2036)  
 D.H.V. - 234  
 D - 55%  
 T - 5%

PREPARED BY C.S. DAVIDSON, INC. CONSULTING CIVIL ENGINEERS 38 NORTH DUKE STREET YORK, PENNSYLVANIA 17401	APPROVED _____ DATE: _____
	PROJECT MANAGER
	APPROVED _____ DATE: _____
	DISTRICT ENGINEER
	APPROVED _____ DATE: _____
	DEPUTY SECRETARY
NAME _____ TITLE _____	APPROVED _____ DATE: _____
DATE _____	SECRETARY OF TRANSPORTATION (ON BEHALF OF THE GOVERNOR)





DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	S.R.-----	Section	3 OF 15
CITY OF LANCASTER AND MANHEIM TOWNSHIP				
REVISION NUMBER	REVISIONS	DATE	BY	

### SUMMARY OF PROJECT CENTERLINE COORDINATES

BASED ON NAD 83 COORDINATE SYSTEM

RTE	STATION	POINT	COORDINATES		BEARING
			NORTH	EAST	
RT-### (ROAD NAME) MUNICIPALITY, COUNTY	00+00.00	POT	-----	-----	-----
	00+00.00	PI	-----	-----	-----
	00+00.00	PC	-----	-----	-----

NOTE: FOUR PLACE COORDINATES ARE FOR COMPUTATIONAL PURPOSES ONLY AND DO NOT IMPLY PRECISION BEYOND TWO DECIMAL PLACES.

### LIST OF PUBLIC UTILITIES

METROPOLITEN EDISON, A FIRST ENERGY COMPANY  
2800 POTTSVILLE PIKE  
READING, PA 19640  
BRIAN STONER

VERIZON NORTH  
2441 W. GRANDVIEW BLVD.  
ERIE, PA 16056  
JACK MYERS

THE PA ONE CALL TOLL FREE TELEPHONE  
NUMBER 1-800-242-1776.  
THE FOLLOWING IS THE SERIAL NUMBER FOR  
THIS PROJECT:

WASHINGTON TOWNSHIP SERIAL NO. -----

THREE WORKING DAYS PRIOR TO EXCAVATION, THE CONTRACTOR MUST  
CONTACT THE PA ONE CALL SYSTEM, INC., PHONE 1-800-242-1776

### GENERAL NOTES:

THE LEGAL RIGHT-OF-WAY FOR T-853 (BENTZ MILL ROAD) FROM STATION 12+20.00 TO 16+50.00 IS 33' BASED ON THE ACT OF MAY 1, 1933 P. L. 103, SECTION 1105, AS AMENDED. T-853 (BENTZ MILL ROAD) HAS BEEN OPENED AND MAINTAINED BY WASHINGTON TOWNSHIP, A SECOND CLASS TOWNSHIP, FOR TWENTY ONE (21) YEARS OR MORE.

CONSTRUCT PROJECT IN ACCORDANCE WITH PUBLICATION 408 SPECIFICATIONS DATED 2016 AND LATEST REVISIONS.

TEMPORARY CONSTRUCTION EASEMENT. AN EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER RELINQUISHED IN WRITING BY THE COUNTY.

THIS IS A FEDERAL-AID PROJECT AND AS SUCH IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE FEDERAL HIGHWAY ADMINISTRATION AND THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION.

HORIZONTAL CONTROL IS BASED ON NORTH AMERICAN DATUM OF 83 COORDINATE SYSTEM (NAD 83).

VERTICAL CONTROL IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

MAINTAIN ACCESS TO PROPERTY OWNERS' DRIVEWAYS AT ALL TIMES.

ELEVATIONS, SLOPES, AND STRUCTURE LOCATIONS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR, WITH ANY DISCREPANCIES TO BE REPORTED TO THE PROJECT ENGINEER.

THREE WORKING DAYS PRIOR TO EXCAVATION, THE CONTRACTOR MUST CONTACT THE PA ONE CALL SYSTEM, INC., PHONE 1-800-242-1776 SERIAL NO. -----.

C.S. DAVIDSON, INC., TELEPHONE: (717) 846-4805.

### RECORD OF EXISTING ROAD TYPES

UNKNOWN - TOWNSHIP ROAD NO RECORD ON FILE

### TABULATION OF STATION EQUALITIES

NONE

### TABULATION OF OVERALL LENGTH

S.R. #### - STA. \_+\_\_ TO STA. \_+\_\_ = \_\_\_ FT. = \_\_\_ MILES  
S.R. #### - STA. \_+\_\_ TO STA. \_+\_\_ = \_\_\_ FT. = \_\_\_ MILES  
TOTAL = \_\_\_ FT. = \_\_\_ MILES

### TABULATION OF CONSTRUCTION LENGTH

S.R. #### - STA. \_+\_\_ TO STA. \_+\_\_ = \_\_\_ FT. = \_\_\_ MILES  
S.R. #### - STA. \_+\_\_ TO STA. \_+\_\_ = \_\_\_ FT. = \_\_\_ MILES  
TOTAL = \_\_\_ FT. = \_\_\_ MILES

$\frac{+85}{50}$  THE HALF CIRCLE NUMBER INDICATES A SCALED DIMENSION.

DETAILS OTHER THAN THOSE INDICATED ARE ON THE FOLLOWING STANDARD DRAWINGS:

- RC-10M JUNE 1, 2010
- RC-11M JUNE 1, 2010
- RC-12M JUNE 1, 2010
- RC-20M JUNE 1, 2010
- RC-21M JUNE 1, 2010
- RC-24M JUNE 1, 2010
- RC-25M JUNE 1, 2010
- RC-27M JUNE 1, 2010
- RC-28M JUNE 10, 2013
- RC-30M JUNE 1, 2010
- RC-31M JUNE 1, 2010
- RC-32M JUNE 1, 2010
- RC-33M JUNE 1, 2010
- RC-39M JUNE 1, 2010
- RC-45M JUNE 1, 2010
- RC-46M JUNE 1, 2010
- RC-52M JUNE 1, 2010
- RC-53M JUNE 1, 2010
- RC-64M JUNE 1, 2010
- RC-65M JUNE 1, 2010
- RC-67M JUNE 10, 2013
- RC-70M JUNE 1, 2010
- RC-71M JUNE 1, 2010
- RC-72M JUNE 1, 2010
- RC-73M JUNE 1, 2010
- RC-74M JUNE 1, 2010
- RC-75M JUNE 1, 2010
- RC-76M JUNE 1, 2010
- RC-77M JUNE 1, 2010
- BC-732M OCTOBER 26, 2010
- BC-734M OCTOBER 26, 2010
- BC-735M OCTOBER 26, 2010
- BC-736M MAY 18, 2012
- BC-739M MAY 18, 2012
- BC-751M NOVEMBER 26, 2013
- BC-752M NOVEMBER 21, 2014
- BC-755M NOVEMBER 26, 2013
- BC-775M NOVEMBER 26, 2013
- BC-788M NOVEMBER 21, 2014
- TC-8600 JUNE 13, 2013
- TC-8716 JUNE 13, 2013

### SUMMARY OF TRAVERSE POINT COORDINATES

BASED ON PA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 83

POINT NUMBER	STATION	OFFSET	DESCRIPTION	COORDINATES	
				NORTH	EAST

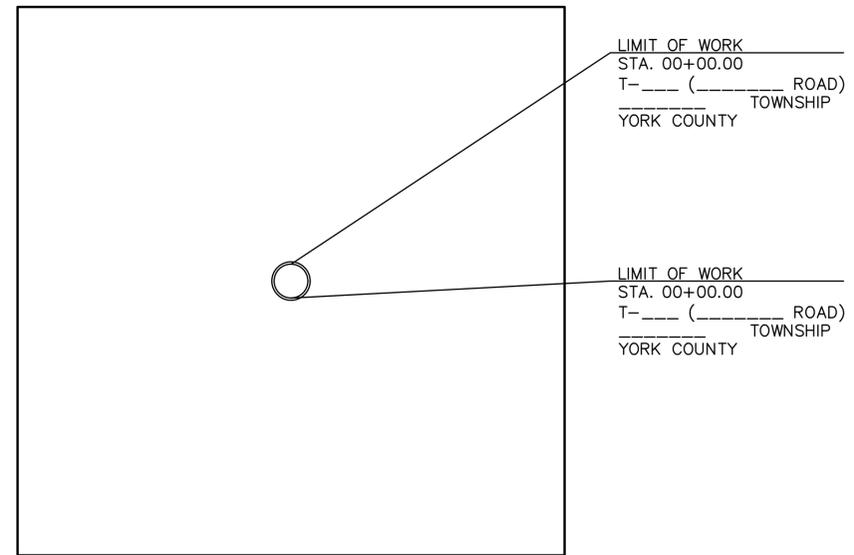
NOTE: FOUR PLACE COORDINATES ARE FOR COMPUTATIONAL PURPOSES ONLY AND DO NOT IMPLY PRECISION BEYOND TWO DECIMAL PLACES.

### EARTHWORK SUMMARY - ENTIRE PROJECT

THE INFORMATION ON ESTIMATED AMOUNTS OF EARTHWORK HAS BEEN USED IN THE PRELIMINARY ESTIMATE. DO NOT USE AS A WAIVER OF ANY PROVISIONS OF THE SPECIFICATIONS AND CONTRACTS.

POINT NUMBER					CUBIC YARDS OF COMPLETED EMBANKMENT	CUBIC YARDS OF FOREIGN BORROW EXCAV.	C.Y. OF SELECTED BORROW EXCAVATION	CUBIC YARDS OF SELECTED BORROW EXCAV. (STRUCTURE BACKFILL)
CLASS 1	CLASS 1B	CLASS 2	CLASS 3	CLASS 4				

\*INCLUDED IN LUMP SUM STRUCTURE



### LEGEND

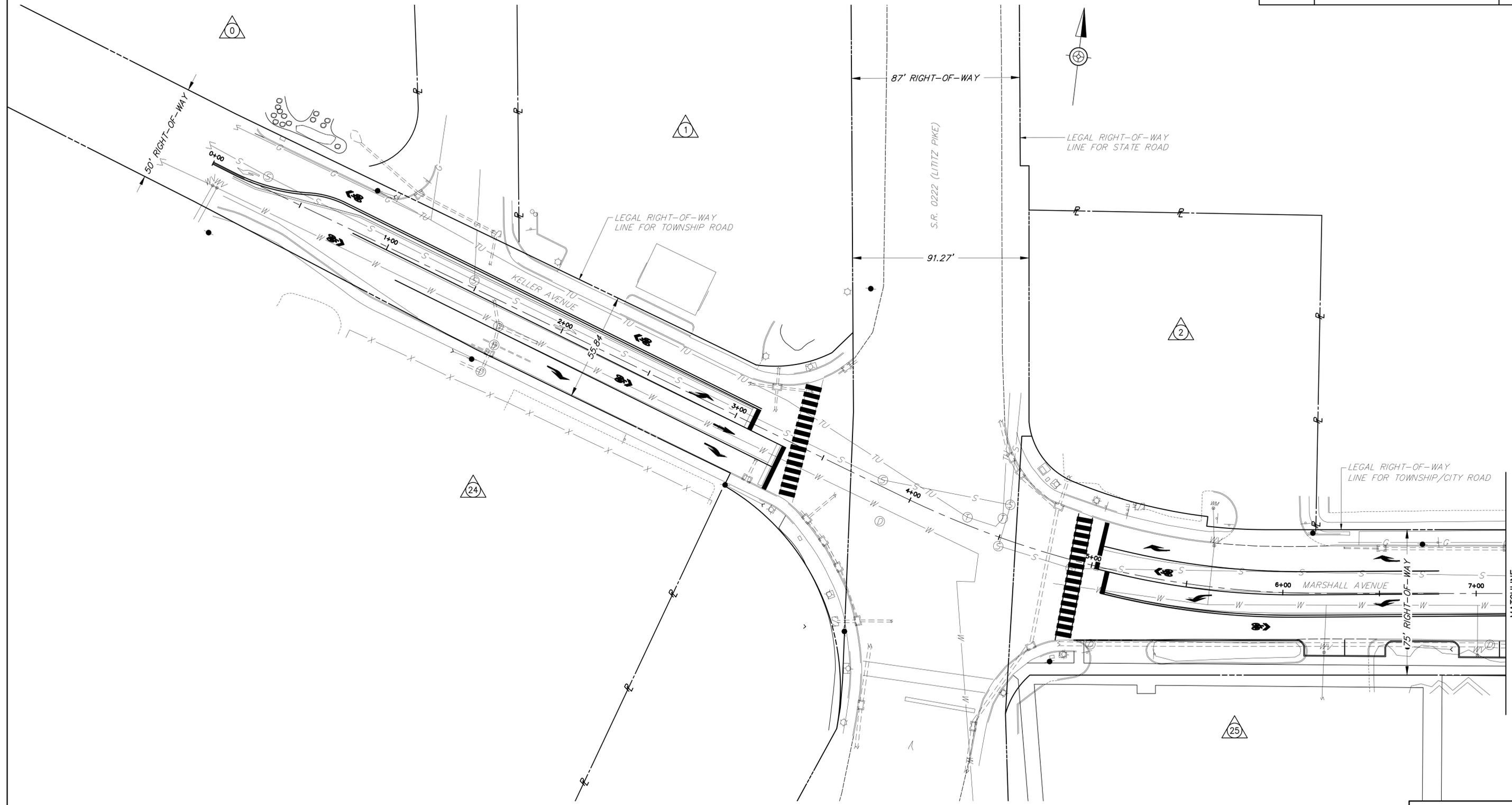
- STATE ROAD
- TOWNSHIP ROAD
- DETOUR ROUTE
- PROJECT LOCATION

### SCALE

0 1000 2000 FEET



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	S.R.-----	Section	4 OF 15
CITY OF LANCASTER AND MANHEIM TOWNSHIP				
REVISION NUMBER	REVISIONS			DATE BY



**NOTE:**  
 INFORMATION CONCERNING UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE COMPLETE OR ACCURATE. CONTRACTOR IS RESPONSIBLE TO CONTACT ALL UTILITY OWNERS, AND TO DETERMINE THE LOCATION OF ALL UNDERGROUND UTILITIES, PRIOR TO EXCAVATION BY USE OF POWER-OPERATED EQUIPMENT.

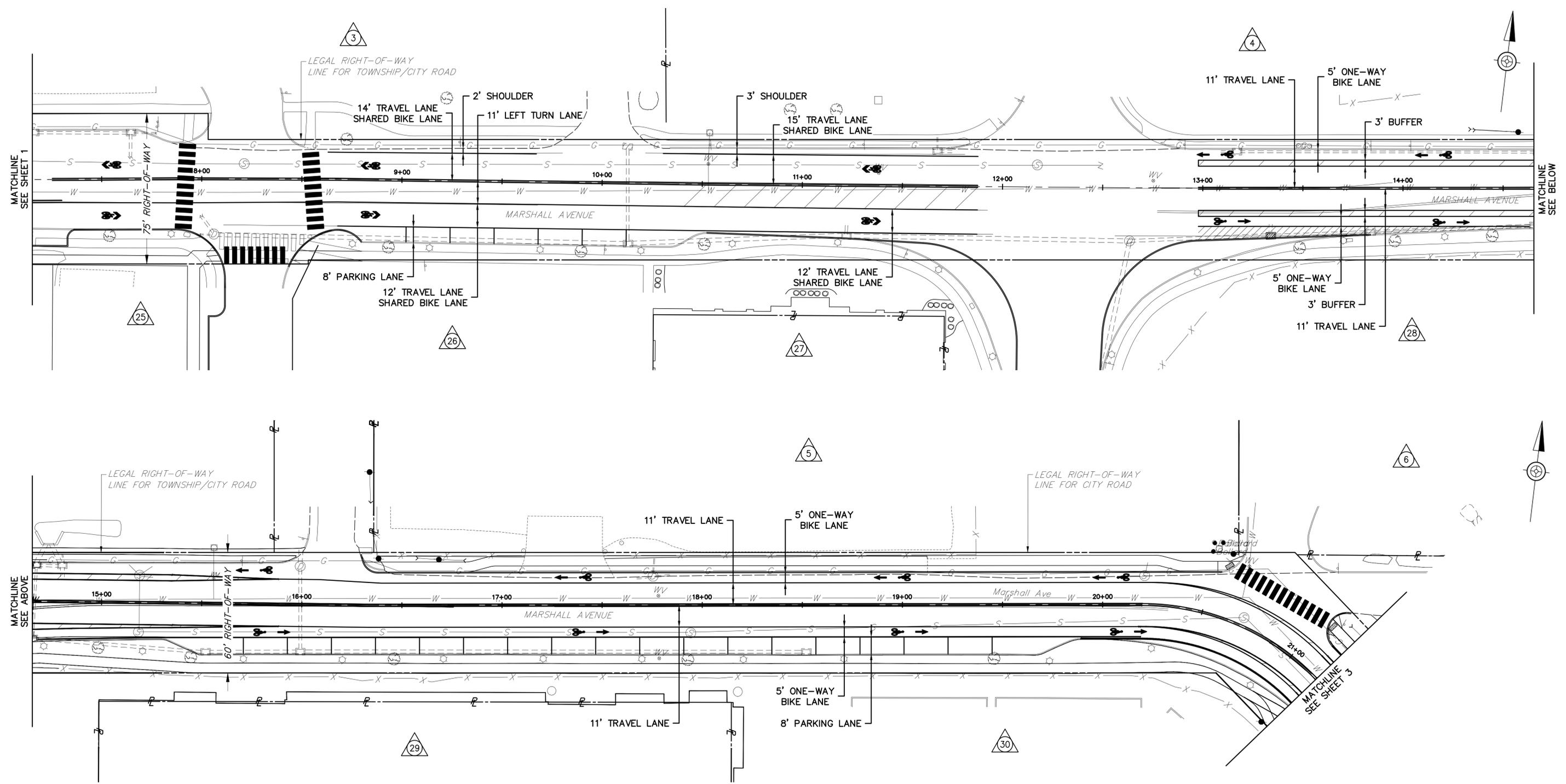
**SITE PLAN**

MATCHLINE  
SEE SHEET 2

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	S.R.-----	Section	5 OF 15
CITY OF LANCASTER AND MANHEIM TOWNSHIP				
REVISION NUMBER	REVISIONS			DATE BY



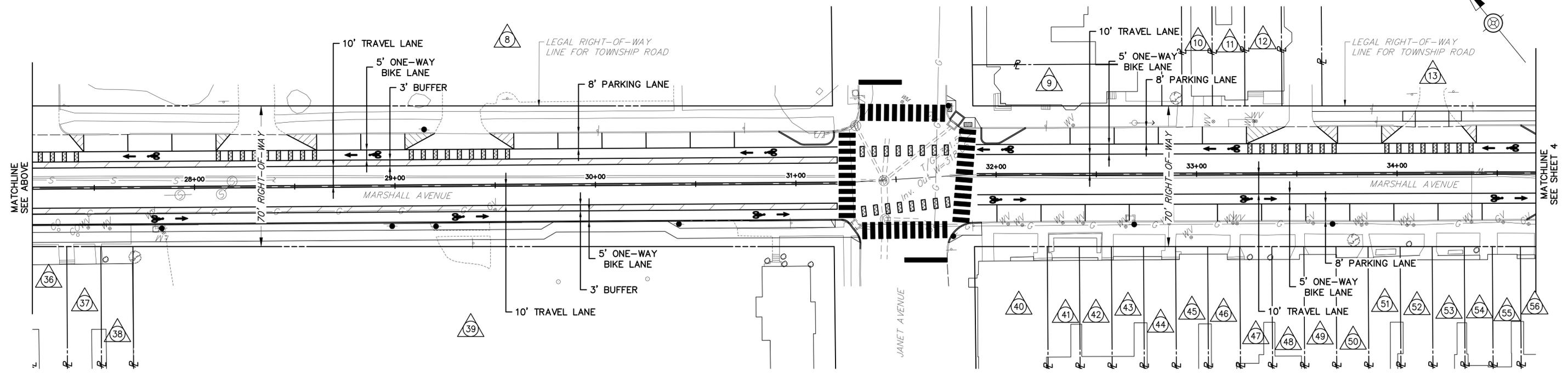
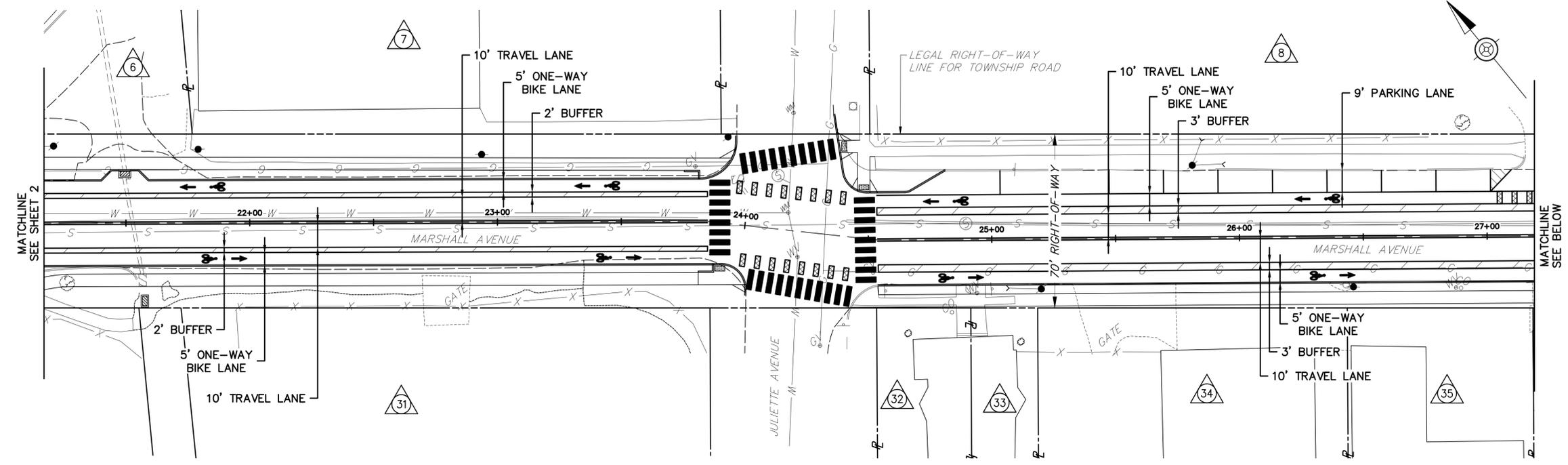
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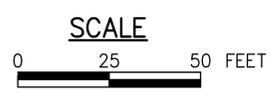
SITE PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	S.R.-----	Section	6 OF 15
CITY OF LANCASTER AND MANHEIM TOWNSHIP				
REVISION NUMBER	REVISIONS			DATE BY



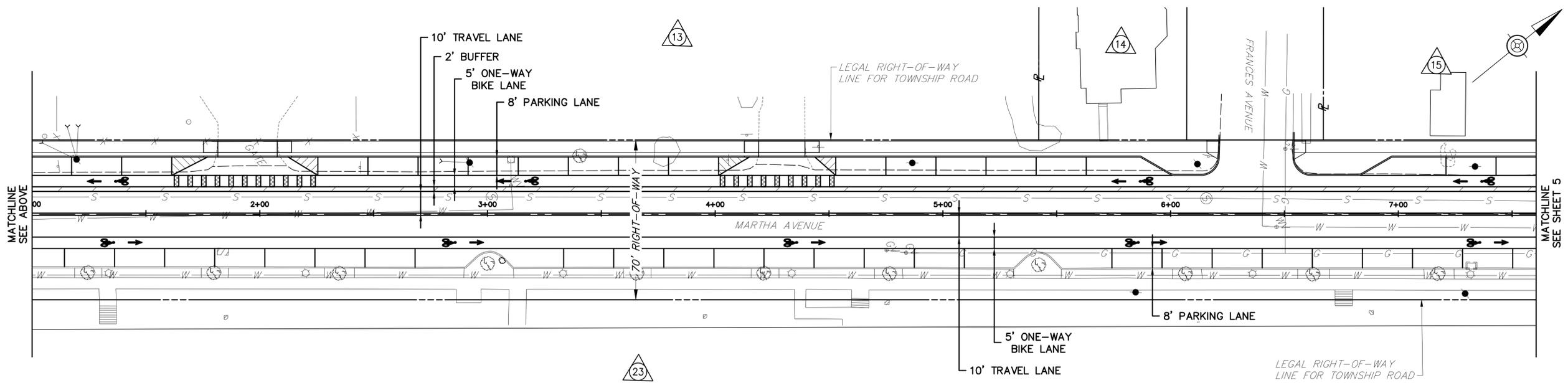
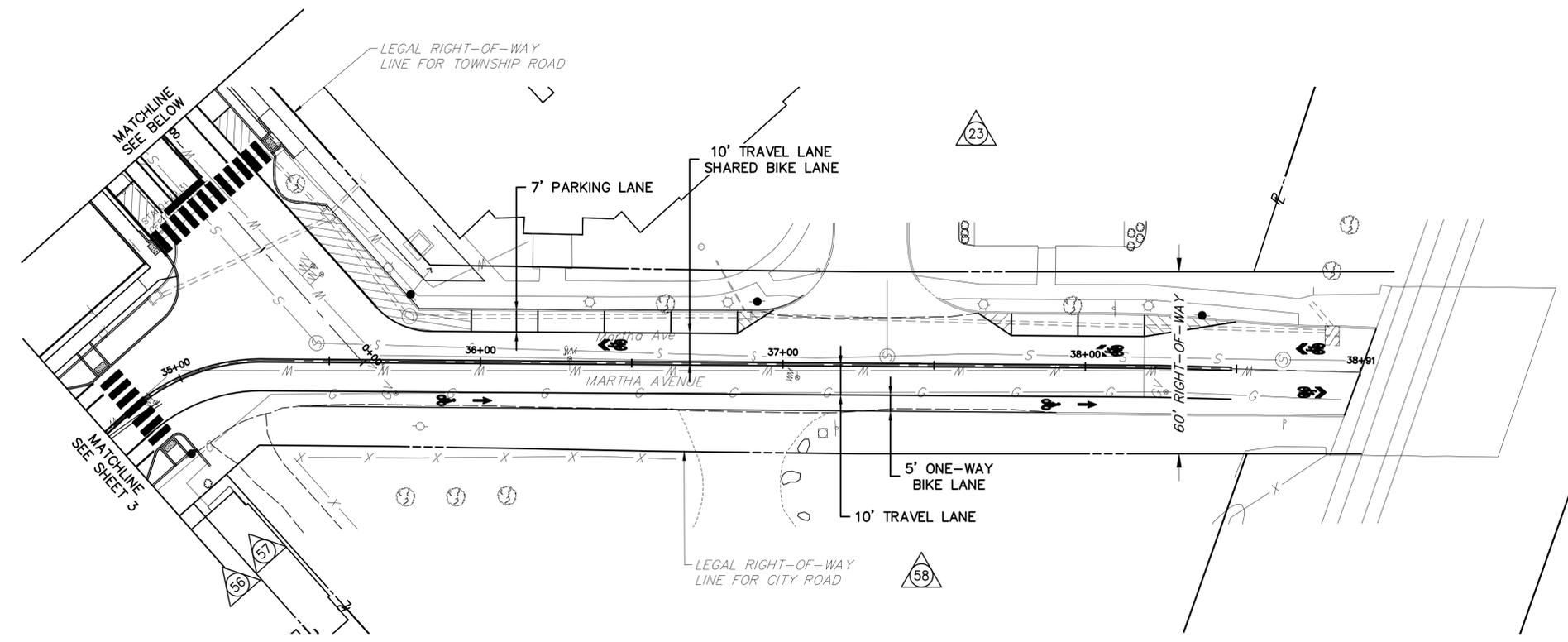
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SITE PLAN



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	S.R.-----	Section	7 OF 15
CITY OF LANCASTER AND MANHEIM TOWNSHIP				
REVISION NUMBER	REVISIONS			DATE BY



NOTE:  
 INFORMATION CONCERNING UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE COMPLETE OR ACCURATE. CONTRACTOR IS RESPONSIBLE TO CONTACT ALL UTILITY OWNERS, AND TO DETERMINE THE LOCATION OF ALL UNDERGROUND UTILITIES, PRIOR TO EXCAVATION BY USE OF POWER-OPERATED EQUIPMENT.

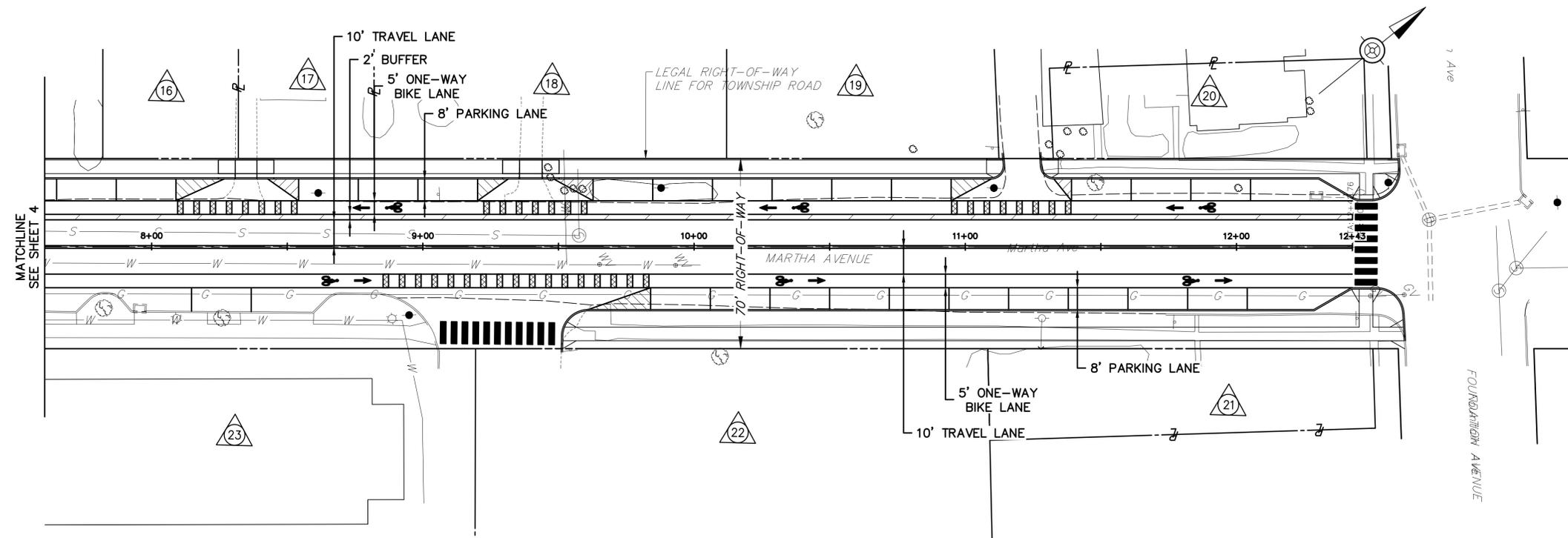


SITE PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
8-0	LANCASTER	S.R.-----	Section	8 OF 15
CITY OF LANCASTER AND MANHEIM TOWNSHIP				
REVISION NUMBER	REVISIONS			DATE BY



NOTE:  
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SITE PLAN

**END OF ITEM**

## Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Kristiana Barr, Lancaster County Planning Department (LCPD)  
Date: February 3, 2026  
Re: MPO Committee Assignments for 2026  
Attachments: None  
Links: <https://lancastercountyplanning.org/DocumentCenter/View/6988/Lancaster-County-MPO-2025-2027-UPWP-10-28-25>

### Recommended Action:

I move that the MPO approves the MPO committee assignments for 2026 as presented.

### Summary:

We would like the MPO to provide direction to the Transportation Technical Advisory Committee (TTAC) and the Active Transportation Advisory Committee (ATAC) as well as Lancaster County Planning Department and South Central Transit Authority by formally assigning work items from the Lancaster MPO's Unified Planning Work Program (UPWP) to the various MPO committees. Unless noted otherwise in parentheses, these work items will be led by the Lancaster County Planning Department. This list will inform the 2026 committee meeting agendas. New work items will be introduced to the assigned committee at its next meeting by default. We do not anticipate additional work items because that would require amending the Unified Planning Work Program.

Work assignments planned for 2026 are based on the current 2025-2027 Unified Planning Work Program. The list does not include potential work items based on overall roles and responsibilities of committees, such as MPO Bylaws amendments, or plans not due to be updated this year according to the Unified Planning Work Program.

The list of work items is organized by work items to be presented for action this year and work items to be presented sometime this year or discussed throughout the year. The action work items are further divided by which committee will provide input or recommendation prior to the MPO acting on the work item. The presentation or discussion work items are further divided by which committee will review and discuss the work items. Finally, we identified work items that are not assigned to a specific committee for action, presentation, or discussion during meetings. Updates on these work items will be included in the Lancaster County Planning Department written reports to the MPO and TTAC.

**Action Items**

*Staff will present final policies or products from other committees to act on at a meeting.*

MPO approval without recommendation

Memorandum of Understanding (MOU) with PennDOT and South Central Transit Authority

Performance Measure 1 (PM-1) Safety

Transit Asset Management Plan Targets (*SCTA*)

Lancaster County Parks and Trails Master Plan

Congestion Mitigation and Air Quality (CMAQ) Performance Plan

MPO approval with recommendation from Transportation Technical Advisory Committee (TTAC)

2025 Highway & Bridge Transportation Improvement Program (TIP) Amendments, including actions involving local project delivery projects (Connects2040 Implementation Program and others)

2025 Transit Transportation Improvement Program (TIP) Amendments (*SCTA*)

2027 Highway & Bridge Transportation Improvement Program (TIP) Update and related actions

2027 Transit Transportation Improvement Program (TIP) Update and related actions (*SCTA*)

12-Year Program (TYP) – Review of Projects Over \$8 Million

PA 741 Corridor – Selection of Priority Location for Operational Improvements

Functional Classification updates – connection to places2040 FLUTM

Congestion Management Process (CMP) – Scope of Work

MPO Study Review Process: Harrisburg Pike Road Safety Audit (RSA)

MPO approval with input from Transportation Technical Advisory Committee (TTAC) and Active Transportation Advisory Committee (ATAC)

Safety Evaluations of Transportation Improvement Program (TIP) Projects Report

Committee Member Appointments to TTAC and ATAC (*MPO Nominating Committee*)

MPO Committee (MPO, TTAC, and ATAC) meeting schedule for 2027

### **Presentation or Discussion Items**

*Staff will provide new information for review and discussion by committee members during meetings.*

#### MPO (Coordinating Committee)

Transportation Management Area (TMA) Certification Review (*FHWA/FTA*)

Public Transportation Agency Safety Plan and Targets (*SCTA*)

Places2040 Update – Investment Areas

Lancaster County Traffic Safety Action Plan Annual Progress Report

Annual List of Federally Obligated Projects – Highway & Bridge and Transit

Local Technical Assistance Program (LTAP) Annual Report

#### Transportation Technical Advisory Committee (TTAC)

Freight planning – Freight Advisory Committee (FAC) Final Report and Recommendations

Draft Regional Comprehensive Plans – Pequea Valley, ELANCO, Manheim Central

Lancaster Train Station Small Area Plan implementation

Norman Wood Bridge Study

#### Active Transportation Advisory Committee (ATAC)

Complete Streets Implementation – Borough Ranking

PA 462 Veteran's Memorial Bridge – Pedestrian, Bicyclist, and Transit Access During Planned Long-term Closure for Rehabilitation (*SCTA*)

Bicycle, pedestrian, and horse-drawn vehicle count data collection programs – operations and results

Regional trail planning – Lancaster Heritage Pathway, Enola Low Grade Trail, Warwick to Ephrata Rail Trail, Little Conestoga Blue-Green Corridor

### **Work Items Not Assigned**

*Staff will update the MPO and TTAC as part of the LCPD written reports but not during the meetings.*

Highway Performance Monitoring System (HPMS) Vehicle Counts and Road Sample Segments

Local Technical Assistance Program (LTAP) Administration

**END OF ITEM**



# Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Mary K. Siu, Lancaster County Planning Department (LCPD)  
Date: January 28, 2026  
Re: Transportation Improvement Program (TIP) Administrative Modifications  
Attachments: B1.a Lancaster MPO January 2026 Compiled Mods Chart  
B1.b Lancaster MPO Transit Modification - MPMS 121138  
Links: None

## For Information:

Total number of Transit modifications: 1

Total number of Highway and Bridge modifications: 44

Total number of State modifications: 0

These TIP modifications are administrative and presented for information only, they do not require Federal approval, and no Committee action is required.

**Background:** According to the 2024 Memorandum of Understanding, an Administrative Modification is a minor revision to a TIP that:

- Adds, deletes, increases, or decreases a phase(s) of an existing project
- Adds a project that utilizes 100 percent state or non-federal funding
- Adds a project for emergency relief (ER) program (except those involving substantial functional, location, or capacity changes)
- Adds a project, with any federal funding, for immediate emergency repairs to a project where, in consultation with the relevant agencies, it is agreed that any delay would put the health, safety, or security of the public at risk
- Draws down or returns funding from an existing TIP reserve line item and does not exceed the threshold. 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 project phase or line item and does not exceed the thresholds
- Splits or combines projects to facilitate project delivery without a change of scope or type of funding
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

Administrative Modifications do not:

- Affect air quality conformity, nor involve a significant change in the scope of work to trigger re-evaluation
- Add or delete a federally-funded project
- Exceed the threshold established in the MOU
- Result in a change in scope significant enough to constitute a new project. A change in scope is a substantial alteration to the original intent or function

FFY 2025-2028 TIP MODIFICATIONS FORM



Lancaster MPO													Informed Coordinating Committee: 2/24/26						Informed Technical Committee: 1/27/26						
Administrative Modification - Highway & Bridge					Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks						
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.							
1	Lancaster Co Systemic Intersection Imp	123107	PE	Before	STP		50,000												Increasing the PE phase of Lancaster Co Systemic Intersection Imp in FFY 2026 for \$156,083 to the current estimate. This project may consist of intersection safety improvements in various locations county wide, Lancaster County. This project has an estimated let date of 9/17/2026.						
	72/074			Adjust	STP				156,083																
	Lancaster			After	STP			50,000				156,083													
2	Lancaster Co Systemic Lane Departure Imp	123108	PE	Before	STP		50,000												Increasing the PE phase of Lancaster Co Systemic Lane Departure Imp in FFY 2026 for \$156,083 to the current estimate. This project may consist of lane departure safety improvements in various locations county wide, Lancaster County. This project has an estimated let date of 9/17/2026.						
	10/004			Adjust	STP				156,083																
	Lancaster			After	STP			50,000				156,083													
3	State Rd Interchange and Amtrak Bridge	64829	CON	Before	STP					256,960									This item is a deob.						
	722/010			Adjust	STP				-256,960																
	Lancaster			After	STP																				
4	Marietta /Mt. Joy Ave Brg-B	87703	CON	Before	STP					2,311									This item is a deob.						
	772/043			Adjust	STP				-2,311																
	Lancaster			After	STP																				
5	South Bridge Street Brdg	19916	PE	Before	STP					41,219									This item is a deob.						
	2025/014			Adjust	STP				-41,219																
	Lancaster			After	STP																				
6	South Bridge Street Brdg	19916	ROW	Before	STP					28,500									This item is a deob.						
	2025/014			Adjust	STP				-11,676																
	Lancaster			After	STP							16,824													









FFY 2025-2028 TIP MODIFICATIONS FORM



Administrative Modification - Highway & Bridge				Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks		
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.	
19	Intercourse Village Safety Imp	110557	PE	Before															Adding the PE phase of Intercourse Village Safety Imp in FFY 2026 for \$60,000 to the current estimate. This project may consist of safety improvements and mobility improvements in Intercourse Village in Leacock Township, Lancaster County and will improve facility deficiencies through realigning the Y intersection of SR 0772 and SR 0340. This project has an estimated let date of 6/24/2027.	
	772/053			Adjust	STU						60,000									
	Lancaster			After	STU						60,000									
20	Intercourse Village Safety Imp	110557	ROW	Before															Adding the ROW phase of Intercourse Village Safety Imp in FFY 2026 for \$150,000 to the current estimate. This project may consist of safety improvements and mobility improvements in Intercourse Village in Leacock Township, Lancaster County and will improve facility deficiencies through realigning the Y intersection of SR 0772 and SR 0340. This project has an estimated let date of 6/24/2027.	
	772/053			Adjust	STU						150,000									
	Lancaster			After	STU						150,000									
21	Brunnerville Rd and Newport Rd Int	20119	CON	Before	STU					1,037,030									Cashflowing the CON phase of Brunnerville Rd and Newport Rd Int from FFY 2026 to FFY 2031 for \$1,037,030 to better utilize current available funding. This project may consist of intersection improvements which include, widening for turn lanes and signal upgrade or roundabout at the intersection of Brunnerville and Newport Road in Warwick Township, Lancaster County. This project has an estimated let date of 1/1/2028.	
	30/132			Adjust	STU						-1,037,030									
	Lancaster			After	STU															
22	STU Line Item	88067	CON	Before	STU								1,503,588						This is a reserve line item.	
				Adjust	STU					827,030										
	Lancaster			After	STU					827,030				1,503,588						



FFY 2025-2028 TIP MODIFICATIONS FORM



Administrative Modification - Highway & Bridge				Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.			
27	Lititz Pike Safety Improvements  501/038    Lancaster	119672		Before	HSIP		150,000												Increasing the PE phase of Lititz Pike Safety Improvements in FFY 2026 for \$18,078 for additional PE work. This project may consist of safety Improvements on SR 0501 (Lititz Pike) from Belmont Avenue to Golf Drive in Manheim Township, Lancaster County. This project has an estimated let date of 7/29/2027.			
				Before	STP		49,900															
				Adjust	HSIP																	
				Adjust	STP							18,078										
				After	HSIP				150,000													
				After	STP				49,900				18,078									
28	King Street Safety Improvements  462/066    Lancaster	119671	PE	Before	HSIP						185,200								Cashflowing the PE phase of King Street Safety Improvements from FFY 2026 to FFY 2027 for \$232,900 to better utilize current available funding. This project may consist of safety improvements on SR 0462 (King Street) at intersections with Ann Street, Franklin Street, and Marshall Street in the City of Lancaster, Lancaster County. This project has an estimated let date of 1/1/2028.			
				Before	STP							47,700										
				Adjust	HSIP							-185,200		185,200								
				Adjust	STP							-47,700		47,700								
				After	HSIP									185,200								
				After	STP									47,700								
29	HSIP Line Item    Lancaster	87825	PE	Before	HSIP		150,000						1,523,717					This is a reserve line item.				
				Adjust	HSIP						185,200		-185,200									
				After	HSIP		150,000				185,200		1,338,517									
30	Highway Reserve     Lancaster	87827	CON	Before	NHPP	581					41,406	1,834,160		2,609,641			2,135,099		This is a reserve line item.			
				Before	STP										1,635,909							
				Adjust	NHPP	581																
				Adjust	STP							29,622				-47,700						
				After	NHPP	581						41,406	1,834,160		2,609,641			2,135,099				
				After	STP							29,622				1,588,209						

FFY 2025-2028 TIP MODIFICATIONS FORM



Administrative Modification - Highway & Bridge				Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.		Loc.			
31	PA 741 Signals - Lancaster TSMO 2025-2026 741/ITS  Lancaster	121062	FD	Before	CRPU		35,000												Increasing the FD phase of PA 741 Signals - Lancaster TSMO 2025-2026 in FFY 2026 for \$2,665 for final design tasks and hours. This project consists of upgrading nine signalized intersections to connect to PennDOT's UCC system on PA 741 in East Hempfield Township, Lancaster County. This project has an estimated let date of 7/30/2026.			
				Adjust	CRPU																	
				Adjust	CRP						2,665											
				After	CRPU		35,000															
				After	CRP								2,665									
				After	CRP																	
32	New Holland Pk Signals - Lancaster TSMO 2025-2026 1063/ITS  Lancaster	121063	FD	Before	CRP		16,764												Increasing the FD phase of PA 741 Signals - Lancaster TSMO 2025-2026 in FFY 2026 for \$2,665 for final design tasks and hours. This project may consist of updating the New Holland Pike (PA 23) traffic signal system to connect to PennDOT's universal command and control system in Lancaster City and Manheim Township, Lancaster County. This project has an estimated let date of 7/30/2026.			
				Before	CRPU		18,236															
				Adjust	CRP						2,665											
				Adjust	CRPU																	
				After	CRP		16,764					2,665										
				After	CRPU		18,236															
33	UPS for Existing Sites - Lancaster TSMO 2025-2026 300/ITS  Lancaster	121064	FD	Before	CRP		35,000												Increasing the FD phase of PA 741 Signals - Lancaster TSMO 2025-2026 in FFY 2026 for \$2,665 for final design tasks and hours. This project may consist of installation of 22 new UPS's, remote power strips, and network switches in existing CCTV and DMS sites on PA 283, US 30, US 222 in Lancaster County. This project has an estimated let date of 7/30/2026.			
				Adjust	CRP						2,665											
				After	CRP		35,000					2,665										
34	ITS - Lancaster TSMO 2025-2026 30/ITS  Lancaster	121060	CON	Before	CRP					286,183			154,169						Cashflowing the CON phase of ITS - Lancaster TSMO 2025-2026 from FFY 2026 to FFY 2027 for \$7,995 to better utilize current available funding. This project may consist of upgrading three signal systems to connect to PennDOT's UCC system. Also, adding six ITS signal CCTV and one DMS with a CCTV to help manage traffic within the US 30 system in East Lampeter Township, Lancaster County. This project has an estimated let date of 9/3/2026.			
				Before	sCRP						149,648											
				Adjust	CRP							-7,995			7,995							
				Adjust	sCRP																	
				After	CRP							278,188			162,164							
				After	sCRP							149,648										
35	CRP Line Item   Lancaster	119284	CON	Before	CRP		184,637						340,831			495,000			This is a reserve line item.			
				Before	CRPU									186,000			1,086,000					
				Adjust	CRP										-7,995							
				Adjust	CRPU																	
				After	CRP		184,637								332,836			495,000				
				After	CRPU										186,000			1,086,000				



FFY 2025-2028 TIP MODIFICATIONS FORM



Administrative Modification - Highway & Bridge					Funds		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks			
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.				
41	Strasburg Pk Improvements 2029/016 Lancaster	114205	PE	Before															Adding the PE phase of Strasburg Pk Improvements in FFY 2026 for \$21,198 for phase 2 bog turtle studies. This project may consist of safety improvements at the intersection of Strasburg Pike (SR 2029) and Rockvale Road in West Lampeter Township, Lancaster County. This project has an estimated let date of 1/11/2029.			
				Adjust	HSIP							21,198										
				After	HSIP								21,198									
42	SR 897 Resurfacing 897/035 Lancaster	108514	PE	Before		581		238,668											Increasing the PE phase of SR 897 Resurfacing in FFY 2026 for \$23,424 to conduct historical research in order to prepare three historic resource survey forms as well as preparing section 4(f) forms. This project may consist of a resurface on PA 897 (Main Street) from SR 1045 (North Ridge Road) to Lebanon County Line in West Cocalico Township and Clay Township, Lancaster County. This project has an estimated let date of 4/29/2027.			
				Adjust		581						23,424										
				After		581		238,668					23,424									
43	HSIP Line Item  Lancaster	87825	CON	Before	HSIP		150,000				185,200			1,338,517					This is a reserve line item.			
				Adjust	HSIP							-21,198										
				After	HSIP		150,000						164,002			1,338,517						
44	Highway Reserve  Lancaster	87827	CON	Before	NHPP	581					41,406	1,834,160		2,609,641			2,135,099		This is a reserve line item.			
				Before	STP							29,622			1,588,209							
				Adjust	NHPP	581																
				Adjust	STP																	
				After	NHPP	581							41,406	1,810,736		2,609,641				2,135,099		
				After	STP								29,622				1,588,209					
<b>Program Summary - Net Changes</b>				Before FFY Totals			2,192,743	206,100	0	6,182,409	6,818,587	0	10,141,696	16,730,577	0	3,496,304	7,418,904	0	0			
				Adjustments			-89,634	0	0	89,634	0	0	0	0	0	0	0	0				
				After FFY Totals			2,103,109	206,100	0	6,272,043	6,818,587	0	10,141,696	16,730,577	0	3,496,304	7,418,904	0				



FFY 2023-2026 TIP MODIFICATIONS FORM

Lancaster MPO																			Informed Coordinating Committee:			Informed Technical Committee:		
Administrative Modification - Transit					Funds		FFY 2025			FFY 2025			FFY 2027			FFY 2028			FFY 2027 & >	Remarks				
Item	Project Title	MPMS	Ph	Prog	Fed	Sta.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.	Fed.	Sta.	Loc.						
1	Purchase / Replace Hybrid	121138	PT	Before	5307	339				3,275,111	792,372	4,417	3,180,363	769,449	25,642	4,144,278	1,002,656	33,413		<p>South Central Transit Authority (SCTA), on behalf of the Red Rose Transit Authority (RRTA) is planning to purchase replacement fixed route vehicles under this MPMS project using Federal, State, and Local funds. SCTA is proposing to purchase seven 35 foot buses that are consistent with SCTA's Transit Asset Management Plan.</p> <p>CMAQ funds will be flexed from the 2025 Highway and Bridge TIP MPMS #122780 - SCTA Bus Purchase project as the source of these federal funds which will be applied to a forthcoming FTA grant.</p>				
				Before	OTH-F	OTH-S																		
				Adjust	5307	339																		
				Adjust	OTH-F	OTH-S				6,000,000	1,451,625	48,375												
				After	5307	339				3,275,111	792,372	4,417												
				After	OTH-F	OTH-S				6,000,000	1,451,625	48,375												
				Before FFY Totals			0	0	0	3,275,111	792,372	4,417	3,180,363	769,449	25,642	4,144,278	1,002,656	33,413	0					
<b>Program Summary - Net Changes</b>				Adjustments			0	0	0	6,000,000	1,451,625	48,375	0	0	0	0	0	0	0	0	7,500,000			
				After FFY Totals			0	0	0	9,275,111	2,243,997	52,792	0	0	0	0	0	0	0	0				

**END OF ITEM**



## Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Emily Osilka, PennDOT District 8-0  
Date: January 28, 2026  
Re: PennDOT Projects in Design Phase  
Attachments: B2. Lancaster Design Project Updates - January  
Links: None

### Recommended Action:

No action. For information only.

### Summary:

These are the Lancaster MPO January 2026 Design Updates that are provided by the PennDOT District 8-0 project managers and consultant project managers. This report consists of projects that are currently in design and are funded by the Lancaster MPO TIP. These are being provided today to inform the committee of the progress of projects that are currently in design.

## Lancaster MPO Design Project Updates

January 2026

### **Veterans Memorial Bridge - MPMS 79020**

- Narrative: This project consists of a bridge rehabilitation (Veterans Memorial Bridge) on PA 462 over Susquehanna River in West Hempfield Township, Columbia Borough and Wrightsville Borough, Lancaster/York Counties. Also includes the SR 462/2nd Street intersection improvement, bike/pedestrian connection from bridge to the river park and trails, and bridge lighting enhancement.
- The current estimated let date of this project is 12/9/2027. This timeline change is primarily due to the various agencies affecting permit clearances.
- Both MPMS #79020 (lead) and MPMS #110480 (PA 462 and PA 624 Intersection, York County) will be bid together with an anticipated construction duration of 5 years.
- Structure TS&L (Type, Size and Location) redesign approved in May 2025. A 60% Structure Plans Submission for both the arch and approach span rehabilitation is in development.
- Public Meeting held in September 2024, and materials remain on PennDOT project website for public viewing. The Website includes Commonly Asked Questions. An update on modifications to the project schedule is anticipated to be communicated to the public.
- CEE (Categorical Exclusion Evaluation) re-evaluation clearance anticipated Spring 2026. Coordination with the PGC (Pennsylvania Game Commission)/USFWS (U.S. Fish and Wildlife Service) on several species of concern, both for the mitigation and acquiring of permits, are the lone critical tasks holding up reprocessing of the CEE re-evaluation.
- NPDES (National Pollution Discharge Elimination System) Permit with the York County Conservation District/Lancaster County Conservation District/Department of Environmental Protection and the waterway Joint Permit Application with the USACOE (U.S. Army Corps of Engineers)/DEP are under development. Coordination with agencies is underway but moving slowly.
- Development occurring for temporary constructability accesses to the river from both shores including temporary access across Norfolk Southern tracks. NSRR (Norfolk Southern Railroad) has contingently approved crossing of their tracks subject to their engineering reviews. This critical crossing request was needed for best safety approach and constructability efficiency to minimize the bridge closure period in the interest of the project and public.
- A plan has been agreed upon with the 5 communication utilities currently located on the existing bridge to temporarily relocate below the bridge deck during the construction period. The utilities need to design utility realignments along each shore and secure their own individual permits and licenses with the agencies and NSRR. Coordination of all aspects remains on going.
- Additional right of way needs for the new project footprint is being finalized.

### **US 222 Reconstruction – MPMS 109618**

- Narrative: This project may consist of a Roadway Reconstruction and Conversion to 6-lanes on US 222 from one-mile north of US 30 to north of Jake Landis Interchange (SR 8030) in Manheim Township, Lancaster County. 2.9 miles on US 222.
- The current estimated let date of this project is 1/27/2028.
- Tasks in Progress:
  - Preliminary Design Noise Report resubmitted to Central Office for approval that addressed their comments.
  - Progressing ITS plan based on District meeting.
  - Stormwater committee meeting and review completed with District.
  - Phase I/II Archaeology Report review completed however with proposed stormwater layout; additional testing is required.
  - Working toward public involvement early 2026
  - Finalizing storm/pipe layouts
  - Geotech drilling contract awarded.
  - All 5 Bridge rehabilitation TS&Ls (Type, Size and Location) resubmitted to District Bridge Unit for final approval.
  - Progressing Design Field View Plans with anticipated DFV submission early 2026.

### **US30/PA 462 Improvements – MPMS 110502**

- Narrative: The project consists of interchange improvements at US 30 and PA 462 (E. Lincoln Hwy) in East Lampeter Township, Lancaster County, PA.
- The current estimated let date of this project is 9/3/2026.
- ROW acquisition is ongoing.
- Permit was submitted in December.
- Coordinating with affected utilities is underway.
- Constructability reviews are in the process of being scheduled.
- Coordination with East Lampeter Township and SCTA is ongoing with regards to detour that will need to take place during one of the phases of construction.
- Project is incorporating #121060 – ITS TSMO work since work will be done in same area.

### **Lancaster MPO TIP Funded Bridge Repair Contract – MPMS 119211**

- Narrative: This project consists of bridge repairs in various locations in Lancaster County.
  - BRKey 20980 - PA 23 over US 30 in East Hempfield Township
  - BRKey 20999 - US 30 over School Drive/N. 9th Street in Columbia Borough
  - BRKey 21001 - US 30 over SR 4001 (Ironville Pike) in Columbia Borough
  - BRKey 21003 - US 30 over SR 4001 (Ironville Pike) in Columbia Borough
  - BRKey 21050 - PA 72 over Little Conestoga Creek in East Hempfield Township
  - BRKey 21063 - US 222 over Tributary to Beaer Creek in Strasburg Township
  - BRKey 21102 - US 222 over US 322 in Ephrata Township
  - BRKey 21103 - US 222 over US 322 in Ephrata Township
  - BRKey 21112 - US 222 over SR 1040 (Spur Road) in East Cocalico Township
  - BRKey 21113 - US 222 over SR 1040 (Spur Road) in East Cocalico Township

- BRKey 21229 - PA 340 over Mill Creek in East Lampeter Township
- BRKey 21306 - PA 741 over Little Conestoga Creek in Manor Township
- BRKey 21322 - PA 772 over PA 283 in Rapho Township
- BRKey 21111 - PA 1084 (Lausch Road) over US 222 in East Cocalico Township
- BRKey 21258 - SR 3441 (3rd Street) over US 30 in Columbia Borough
- BRKey 21688 - SR 4005 (Prospect Road) over US 30 in West Hempfield Township
- The current estimated let date is 8/13/2026.
- Project is in Preliminary Engineering phase.
- Project originally included 10 structures. In coordination with District staff, recently added additional structures for a total of 17 currently included in the project.
- Performed preliminary field visits and started initial environmental work.
- Notice of Intent to Enter letters sent for necessary property access.
- Performing deed research and existing right-of-way documentation.
- Engineering and Environmental Scoping Field Views held on 06/23/25 and 07/18/25 for initial 10 structures. Meetings for additional structures held on 12/1/25 and 12/5/25.
- Preparing Scoping Document in Categorical Exclusion Expert System.
- Bridge inspections completed as needed for additional structures.

#### **PA 72 and Lititz Road Intersection – MPMS 118260**

- Narrative: This project may consist of safety improvements at the intersection of PA 72 (Lancaster Road) and Lititz Road in East Hempfield Township, Lancaster County.
- The current estimated let date is 11/4/2027.
- Processing supplement for preliminary engineering.

#### **Weaver Rd Bridge – MPMS 110475**

- Narrative: This project may consist of a bridge improvement (replacement, rehabilitation, or preservation) on Weaver Road Bridge (T-855) over Cocalico Creek in Denver Borough, Lancaster County.
- The current estimated let date of this project is 6/24/2027.
- Working on joint Permit.
- Prepare Level 2 CEE (Categorical Exclusion Evaluation) and submit to District for review.
- Coordinating Utility Field View meeting. Working on moving into Final Design.

#### **PA 772 Resurfacing – MPMS 121045 & Intercourse Village Safety Improvements – MPMS 110557**

- Narrative (MPMS 121045): This project may consist of safety improvements and mobility improvements in Intercourse Village in Leacock Township, Lancaster County and will improve facility deficiencies through realigning the Y intersection of SR 0772 and SR 0340.
- Narrative (MPMS 110557): This project may consist of a resurfacing on PA 772 from East of Carriage Drive to US 30 in Leacock and Salisbury Twps., Lancaster County.
- The current estimated let date of these projects is 6/24/2027.
- The Traffic Warrant Study is conditionally approved, pending design in the Final Design Phase

- The Safety Review was completed in November 2025.
- The Above Ground Historical was approved earlier in 2025.
- Currently pulling together preliminary right of way. Some pedestrian improvements along corridor will require right of way.
- Designer to verify if there is an existing sidewalk ordinance in place.
- Team will need to coordinate a bog turtle survey for existing wetlands via a recently completed supplement.
- Design team needs to ensure that access rights from back side of project are secured for a parcel on which the existing driveway is planned to be closed.
- An in-person meeting is scheduled with Leacock Township at the Township building for Thursday, January 15<sup>th</sup>.

### **McGovernville Rd Improvements – MPMS 114206**

- Narrative: This project consists of a roundabout installation at the intersection of McGovernville Rd (PA 741) and the on/off ramp of PA 283 in Manheim Township, Lancaster County.
- The current estimated let date of this project is 9/3/2026.
- Continued working towards 75% Constructability submission and the Final Design phase. A submission was made recently to our Traffic Unit with timing changes of signals along the detour routes. Traffic control plan and other traffic deliverables to be submitted shortly for review.
- Final ROW appraisals and negotiations are on-going with property owners.
- Working on a roundabout maintenance agreement (includes lighting) and a separate reimbursement agreement for the materials/labor. Looking to get these to the municipality within a month or so.
- Stormwater and NPDES (National Pollution Discharge Elimination System) permit: Design and coordination behind schedule but nearing completion. Consultant will submit to DEP ASAP.

### **PA 72 over Chiques Creek – MPMS 101300**

- Narrative: This project consists of a bridge rehabilitation on PA 72 (Lancaster Road) over Chiques Creek in Manheim Borough and Penn Township, Lancaster County.
- The current estimated let date of this project is 9/17/2026.
- Currently working through final design.
- ROW acquisitions are in progress, continuing through final design.

### **Pitney Rd over Amtrak Br – MPMS 84016**

- Narrative: This project consists of a bridge rehabilitation on State Route 3028 (Pitney Road) over Amtrak Bridge in the City of Lancaster and East Lampeter Township, Lancaster County.
- The current estimated let date of this project is 3/26/2026.
- PS&E (Plans, Specifications and Estimates) submitted to contract management on 1/14/26 for a March 2026 let.

### **SR 897 Resurfacing – MPMS 108514**

- Narrative: This project may consist of a resurface on PA 897 (Main Street) from SR 1045 (North Ridge Road) to Lebanon County Line in West Cocalico Township and Clay Township, Lancaster County.
- The current estimated let date of this project is 4/29/2027.
- Project is currently still under design.
- We have yet to receive environmental clearance. As part of the resurfacing project, there are three permitted pipe replacements that require GP-11s, Right-of-Way acquisitions and Utility Relocations.
- Working on a ROW plan but have yet to submit a final ROW plan. We have yet to submit the permits which we are waiting for the H&H (Hydraulic and Hydrologic) reports to be finalized.
  - As part of the ROW takes for this project; the cultural resources identified the need for three Historic Resource Survey Forms for associated properties adjacent to two permitted pipe crossings. Section 4(f) forms would need to be completed as well.
- We are also getting Subsurface Utility Engineering to confirm Utility conflicts for the proposed drainage.

### **Lancaster City Paving – MPMS 121533**

- Narrative: This project consists of resurfacing Broad/Chesapeake Streets (F021) from Queen Street to Lehigh Avenue in Lancaster City, Lancaster County.
- The current estimated let date of this project is 7/30/2026.
- Public meeting to be held on November 11, 2025.
- Design Field View to be held on January 21, 2026.
- Environmental clearance and design field view submission - expected January 2026.

### **Water Street Bike Blvd – MPMS 121544/114216/110552**

- Narrative: (MPMS 121544) This project may consist of a mixture of shared on street bike facilities and a ½ mile portion that will be and off-road trail. The project may include intersection improvements along the length of Water Street, with raised intersections, speed humps, bump out curb extensions, ADA compliant ramps, piano key crosswalks and rapid flashing beacons. The project may also incorporate green infrastructure to manage stormwater to improve water quality, and reduce combined sewer overflows in Lancaster City, Lancaster County.
- The current estimated let date of this project is 9/3/2026.
- Submission under Review – NPDES (National Pollution Discharge Elimination System) Permit by Lancaster County Conservation District.
- 90% Plan Submission is under review.
- Environmental re-evaluation is being coordinated for minor changes in Limit of Disturbance and Required Right-of-way
- Utility conflicts are being coordinated and right-of-way to be obtained by the City of Lancaster
- Upcoming Submissions – Final PS&E (Plans, Specifications, and Estimates), and constructability submission.

### **Strasburg Pk over Pequea Creek – MPMS 19763**

- Narrative: This project may consist of a bridge improvement (replacement, rehabilitation, or preservation) on SR 2029 (Strasburg Pike) over Pequea Creek in West Lampeter and Strasburg Townships, Lancaster County.
- The current estimated let date of this project is 7/29/2027.
- The designers submitted Line and Grade and comments were returned on 12/18/2025.
- The structural TS&L (Type, Size, and location) package is being prepared.
- H&H (Hydraulic and Hydrologic) design is in process.
- The Safety Review Package is being prepared.
- Archaeology field work was completed, and the consultant is working on the Phase I/II report.

### **Enola Low Grade Trail East 2 – MPMS 119474**

- Narrative: This project may consist of constructing a 3-mile segment of the Enola Low-Grade Trail on an abandoned rail corridor from the Bart Township Line to the Chester County line, Lancaster County.
- The current estimated let date of this project is 7/30/2026.
- Categorical Exclusion Evaluation (CEE) was completed on 11/19/2025.
- Submissions Under Review – NPDES (National Pollution Discharge Elimination System) Permit in Technical Review (submitted to Department of Environmental Protection 8/19/2025)
- Chapter 105 Water Obstructions and Encroachment permit received on 9/4/2025.
- Upcoming Submissions – 90% Plan Submission

### **Strasburg Pk Improvements – MPMS 114205**

- Narrative: This project may consist of safety improvements at the intersection of Strasburg Pike (SR 2029) and Rockvale Road in West Lampeter Township, Lancaster County.
- The current estimated let date of this project is 1/11/2029.
- Design team is working through preliminary engineering tasks.
- Working through line and grade comments on the roundabout layout.
- Phase 2 Bog Turtle Studies Required.

### **Market Square Improvements – MPMS 119206**

- Narrative: This project may consist of safety improvements on SR 772 (Newport Road) from Charlotte Street to SR 72 (Main Street) in Manheim Borough, Lancaster County.
- The current estimated let date of this project is 8/13/2026.
- Design consultant continues to move forward with utility coordination, with utility clearance milestone of 5/29/2026.
- Design consultant is working towards incorporating minor updates to the traffic signal plan that resulted from coordination with the Borough and a resident.
- 90% constructability review meeting to be held in February, with plan check to District in March.
- Design consultant is targeting June of 2026 to submit final PS&E.

## **Main Street Sidewalk Improvements – MPMS 110556**

- Narrative: This project consists of sidewalk improvements on PA 23 (Main Street) in Upper Leacock Township, Lancaster County.
- The current estimated let date of this project is 7/16/2026.
- Continuing to work on ROW, utility clearance, and final design plans.

**END OF ITEM**



## Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Emily Osilka, PennDOT District 8-0  
Date: January 28, 2026  
Re: PennDOT Active Construction Update  
Attachments: B3. Lancaster Construction Updates – January  
Links: None

### Recommended Action:

No action. For information only.

### Summary:

These are the Lancaster MPO January 2026 Construction Updates that are provided by the PennDOT District 8-0 Construction Unit. This report consists of projects that are currently in construction and are funded by the Lancaster MPO TIP. These are being provided today to inform the committee of the progress of projects that are currently in construction.

## Lancaster MPO Meeting Project Updates

January 2026 Meeting

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Project Description	US 222/US 30 Interchange Improvements
ECMS #	97013
SR-Section	222-059
Contractor	J. D. Eckman, Inc.
Original Contract Value	\$72,173,900.21
NTP date	8/30/2023
Original Completion Date	9/3/2027

### Project Scope

SR 0222-059 project includes interchange improvements, roadway widening & bridge rehabilitation, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0222, SECTION 059, in LANCASTER COUNTY, MANHEIM TOWNSHIP, from the SR 30/222 interchange at Segment 0740/0741 Offset 1433/1433 to 1.1 miles north on SR 222 at Segment 0760/0761 Offset 1190/1190, and for STATE ROUTE 0030 SECTION 0137, from Oregon Pike at Segment 0280/0261 Offset 2809/0206 to 1,500 linear feet east of the interchange at Segment 0281/0281 Offset 2809/1509. Overall project length is 2.441 miles.

### Previous Update

*Project remains on schedule. Work continues on sound walls throughout the project which include the construction of various caissons and moment slabs. Roadway reconstruction and drainage continues on 222 and the ramps. The demolition of the old NB structure over Rte. 30 occurred over the weekend of October 10th without incident. Work has begun on the new structure. Predrilling has begun which will be followed closely by piledriving. After the substructure is completed, there will be another detour of the interchange for the beam erection which is expected spring 2026. Advance notice will be given for this detour. Continuing to work through a redesign of one of the storm water infiltration basins with the project designer due to encountering bedrock. Not expected to impact completion at this time. Traffic will remain in the current configuration through the winter.*

## Project Update

**Project remains on schedule. Work continues on sound walls throughout the project which include the construction of various caissons and moment slabs. Roadway reconstruction and drainage continues on 222 and the ramps. Work is progressing on the new NB structure over Rte. 30. Abutment 2 footer has been poured and abutment wall construction has begun. After the substructure is completed, there will be another detour of the interchange for the beam erection which is expected Spring 2026. Advance notice will be given for this detour. Continuing to work through a redesign of one of the storm water infiltration basins with the project designer due to encountering bedrock. Permit amendment has been submitted to the agencies for review. Traffic will remain in the current configuration through the winter. Contractor did not work through the holidays, but has returned to site and will continue as long as weather allows.**

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Project Description	SR 0030-131/132 Structure Replacements
ECMS #	87500
SR-Section	30-131
Contractor	Kinsley Construction, LLC
Original Contract Value	\$3,676,000.00
NTP date	7/10/2023
Original Completion Date	12/3/2025

### Project Scope

This project consists of the replacement of the SR 0030-131 and the SR 0030-132 structures, including approach work, guide rail updates, drainage updates, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0030, SECTION 131, in LANCASTER COUNTY, SALISBURY TOWNSHIP, from Segment 0550 Offset 1247 to Segment 0560 Offset 0682, for a length of 1136.0 linear feet (0.215 mile) and for STATE ROUTE 0030, SECTION 132, in LANCASTER COUNTY, EAST LAMPETER TOWNSHIP, from Segment 0440 Offset 1180 to Segment 0450 Offset 0387, for a length of 1187.0 linear feet (0.225 mile). The total overall project length is 2323.0 linear feet (0.439 mile).

### Previous Update

*The utility relocations are now completed. Due to the delay, a decision has been made to delay the start of the SR 30-132 portion until the Spring of 2026. Lanes would be too narrow to accommodate snow plows over the winter, and not enough time to complete the culvert before winter. When in place in the spring, long term traffic control will involve shifting traffic in stages, and maintaining one lane in each direction, similarly to the first structure.*

## Project Update

**Work on second structure (SR 30-132) is expected to begin early Spring after being delayed by utility work.**

---

Project Description	Main Street Resurfacing
ECMS #	107037
SR-Section	0023-041
Contractor	Allan Myers, LP
Original Contract Value	\$2,477,629.00□
NTP date	8/14/2023
Original Completion Date	7/12/2024

**Project Scope**

This is a resurfacing project which consists of full width milling, base repair, drainage replacement, guide rail updates, ADA curb ramp construction, line painting, sign updates, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0023, SECTION 041, in LANCASTER COUNTY, NEW HOLLAND BOROUGH, EARL & EAST EARL TOWNSHIPS, from the intersection with Kinzer Avenue at Segment 0510 Offset 2238 to Cedar Creek at Segment 0590 Offset 1940, for an overall project length of 19,189.00 linear feet (3.63 miles).

**Previous Update**

*This project is buttoned up for the season and awaiting utility clearance for the drainage work to begin in the spring of 2026.*

**Project Update**

**The District Design Unit continues to gather underground utility data to design the additional drainage work.**

---

Project Description	US 30 Improvements
ECMS #	97250
SR-Section	0030-113
Contractor	Allan Myers, LP
Original Contract Value	\$7,619,000.00□
NTP date	10/30/2023
Original Completion Date	7/18/2025

**Project Scope**

This project consists of Superpave overlay, milling, base replacement, ADA updates, pavement markings, signal upgrades, intersection improvements, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0030, SECTION 113, in LANCASTER COUNTY, SALISBURY, PARADISE, LEACOCK, & EAST LAMPETER TOWNSHIPS, from Segment 0380 Offset 2265 to Segment 0571 Offset 1514, for an overall project length of 47,967 linear feet (9.08 miles).

**Previous Update**

*The drainage work at the retaining wall just east of Slaymaker Hill Road was completed last week and final paving to restore those trenches is set to take place overnight on 11/5/2025. Driveway adjustments will also take place on 11/5/2025. This project is substantially complete and a final inspection will be scheduled in the near future.*

## Project Update

**Final inspection for this project was held on 12/19/25 and project is currently undergoing the closeout process.**

---

Project Description	US 222 Resurface 2
ECMS #	109620
SR-Section	0222-072
Contractor	New Enterprise Stone and Lime Co., Inc.
Original Contract Value	\$8,486,591.87
NTP date	7/8/2024
Original Completion Date	10/20/2025

### Project Scope

This is a Pavement Preservation project which consists of bituminous resurfacing, full-width milling, base repair, concrete patching, guide rail updates, line painting, and sign updates, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0222, SECTION 072, in LANCASTER COUNTY, MANHEIM, WARWICK, & WEST EARL TOWNSHIPS, from the Bushong Road overhead bridge at Segment 0800/0801 Offset 2769/2690 to the Pool Road overhead bridge at Segment 0864/0865 Offset 0542/0538, for an overall project length of 17,425.00 linear feet (3.30 miles).

### Previous Update

*The contractor is completing contract work with wrapping up the clearing and grubbing on the project and placing prime coat on the shoulder backup. The contractor continues to review the plans for the added concrete median barrier that is to be placed between the on and off ramps at the SR 772 interchange. This work is anticipated to take place in the spring of 2026.*

## Project Update

**All original contract work for this project has been completed. The additional work of installing the median barrier is anticipated to take place this spring.**

---

Project Description	Church Street Resurface
ECMS #	96330
SR-Section	3017-030
Contractor	JVI Group Inc.
Original Contract Value	\$3,529,995.30
NTP date	7/25/2022
Original Completion Date	9/20/2024

## Project Scope

THE SCOPE OF THE PROJECT WILL INCLUDE MILLING AND RESURFACING THE ROADWAY, ADA RAMPS UPGRADES, SIDEWALK IMPROVEMENTS, DRAINAGE UPDATES, MINOR GUIDERAIL UPDATES, SIGNS AND PAVEMENT MARKINGS AND OTHER MISCELLANEOUS CONSTRUCTION. THE PROJECT WILL ALSO INCLUDE THE INSTALLATION OF A NEW BOX CULVERT AT STATION 1451+16 CARRYING CHURCH STREET OVER THE UNNAMED TRIBUTARY TO SWARR RUN AND A HORIZONTAL CURVE REALIGNMENT BETWEEN STATIONS 1480+25 AND 1485+52, AS INDICATED ON THE APPROVED DRAWINGS INCLUDED IN THE BID PACKAGE FOR STATE ROUTE 3017, SECTION 030, IN LANCASTER COUNTY, EAST AND WEST HEMPFIELD TOWNSHIPS FROM HUNTINGTON PL AT SEGMENT 0410 OFFSET 1246 TO MAIN STREET AT SEGMENT 0470 OFFSET 0255.

## Previous Update

*UGI began relocation work of gas line conflicting with guiderail in the beginning of October and is expected to finish their work mid November. When complete, the guiderail can then be installed and the project completed. This is the last item to complete on the project.*

## Project Update

**Project is complete.**

---

Project Description	Centerville Rd Interchange
ECMS #	64767
SR-Section	4057-002
Contractor	J. D. Eckman, Inc.
Original Contract Value	\$36,292,723.19
NTP date	11/11/2022
Original Completion Date	7/22/2025

## Project Scope

This project consists of structure replacement, Superpave overlay, base replacement, roadway widening, milling, guiderail improvements, drainage improvements, pavement markings, ADA improvements, traffic signal improvements, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 4057, SECTION 002, in LANCASTER COUNTY, EAST HEMPFIELD TOWNSHIP, from Segment 0010 Offset 0000 to Segment 0010 Offset 0236, for a project length of 236.00 linear feet (0.045 mile), AND for STATE ROUTE 0023 from Segment 0150 Offset 1815 to Segment 0160 Offset 2042, for a project length of 2031.86 linear feet (0.385 mile), AND for STATE ROUTE 0030, SECTION 145, from Segment 0130 Offset 1009 to Segment 0140 Offset 2566, for a project length of 3500.25 linear feet (0.663 mile), AND for TOWNSHIP ROUTE T-408, for a project length of 6,463.09 linear feet (1.22 miles), AND for TOWNSHIP ROUTE T-543, for a project length of 628.79 linear feet (0.119 mile). Overall project length is 12,859.99 linear feet (2.436 miles).

## Previous Update

*Project is substantially complete. Ribbon cutting ceremony was held on 11/3/2025. Permit amendment has been approved for the revision of the infiltration trench where sinkholes occurred, and work is expected to begin on or about 11/12/2025. The termination and closeout of the NPDES permit will likely be delayed until Spring since final vegetation will not likely occur this year now that colder weather is setting in.*

## Project Update

**Work to revise infiltration trenches has been completed. Awaiting vegetation establishment in Spring in order to close out NPDES permit.**

---

Project Description	Main Street Traffic Signal Upgrades
ECMS #	114324
SR-Section	0072-064
Contractor	JVI Group, Inc.
Original Contract Value	\$857,136.90
NTP date	1/27/2025
Original Completion Date	10/14/2026

Project Scope

The project involves the improvement of the intersection of SR 0072 and Graystone Road (SR 4013 & Borough St Portion) by installing a traffic signal, updated pedestrian facilities, widening to improve the truck turning radius on the NW quadrant, signing & pavement markings, resurfacing, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0072, SECTION 064, in LANCASTER COUNTY, EAST PETERSBURG BOROUGH and EAST HEMPFIELD TOWNSHIP, from Segment 0200 Offset 1069 to Segment 0210 Offset 1101, for an overall project length of 1,350 linear feet (0.249 mile).

Previous Update

*Utility work continues on the project. The contractor anticipates starting their work in the spring of 2026.*

**Project Update**

**Utility work continuing through the winter. The contractor anticipates starting their work in the spring of 2026.**

Project Description	US 222 Resurfacing 3
ECMS #	120663
SR-Section	222-086
Contractor	New Enterprise Stone and Lime Co., Inc.
Original Contract Value	\$7,662,625.25
NTP date	12/9/2024
Original Completion Date	2/2/2026

Project Scope

This is a Pavement Preservation project which consists of bituminous resurfacing, full width milling, base repair, concrete patching, guide rail updates, line painting, and sign updates, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0222, SECTION 086, in LANCASTER COUNTY, EPHRATA & EAST COCALICO TOWNSHIPS, from the East Mohler Church Road overhead bridge at Segment 0930/0931 Offset 0871/0847 to the Lausch Road overhead bridge at Segment 0980/0981 Offset 2905/2879, for an overall project length of 19,471.00 linear feet (3.69 miles). Additionally, an access road to an existing weigh station in BRECKNOCK TOWNSHIP, BERKS COUNTY is included.

Previous Update

*The concrete pavement patching repairs have been completed and the paving of the Southbound lanes have been completed. Sign installation continues during the daytime hours and sawing & sealing of the wearing course is anticipated to take place the week of 11/3/25. This project is on schedule to be completed on time.*

**Project Update**

**Sawing & sealing of the asphalt overlay, final line striping, guide rail, and raised pavement markers are the only items remaining to complete the project.**

Project Description California Road Bridge #1  
 ECMS # 79025  
 SR-Section 1019-013  
 Contractor Doli Construction Corporation  
 Original Contract Value \$562,093.00  
 NTP date 2/24/2025  
 Original Completion Date 10/28/2025

Project Scope This project consists of a box culvert replacement and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 1019, SECTION 013, in LANCASTER COUNTY, CAERNARVON TOWNSHIP, from Segment 0060 Offset 1733 to Segment 0060 Offset 2158, for an overall project length of 325.0 linear feet (0.062 mile).

Previous Update *A final inspection was held for this project on 10/24/25 where the project was accepted and the detour was lifted. At that meeting it was decided to keep this project open until the spring to further evaluate erosion of the bottom of the relocated stream.*

### Project Update

**All physical work for this project has been completed. The project remains open to evaluate the relocated stream over the winter and will determine if any corrective action is needed by this spring.**

Project Description Greenville Road Bridge-B  
 ECMS # 63227  
 SR-Section 1053-003  
 Contractor Susquehanna Valley Construction Corporation  
 Original Contract Value \$2,587,500.00  
 NTP date 3/17/2025  
 Original Completion Date 10/16/2026

Project Scope This project consists of a bridge replacement of the SR 1053 structure over Cocalico Creek with a two-span prestressed concrete spread box beam bridge. Work also includes minor approach work, guide rail updates, roadway reconstruction, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 1053, SECTION 003, in LANCASTER COUNTY, WEST COCALICO TOWNSHIP, from Segment 0070 Offset 2460 to Segment 0070 Offset 3010, for an overall project length of 500.00 linear feet (0.095 mile).

Previous Update

*The contractor is scheduled to excavate Abutment 1 and begin pile driving operations at Abutment 2 the week of 11/3/25. The next couple weeks they are scheduled to form, tie rebar, and pour the Abutment 2 footing, Abutment wall, and wingwalls. This project is currently on schedule.*

**Project Update**

**The contractor was on break over the holidays and has now returned to form, place rebar, and pour the abutment 1 stem.**

Project Description	Martic Heights Drive Bridge
ECMS #	91336
SR-Section	3018-003
Contractor	JVI Group Inc.
Original Contract Value	\$1,996,224.50
NTP date	3/17/2025
Original Completion Date	10/22/2025

Project Scope

This project consists of the replacement of the SR 3018 structure over a Tributary to Tucquan Creek and the SR 3038 structure over an Unnamed Tributary to the Susquehanna River including minor approach work, guide rail updates, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 3018, SECTION 003, in LANCASTER COUNTY, MARTIC TOWNSHIP, from Segment 0010 Offset 1972 to Segment 0020 Offset 0392, and STATE ROUTE 3038, SECTION 003 from Segment 0010 Offset 1598 to Segment 0010 Offset 2215 for an overall project length of 835.00 linear feet (0.158 mile).

Previous Update

*A final inspection of the SR 3038 Bridge Valley Road structure was held on 9/12/25 and a final inspection of the SR 3018 Martic Heights Drive structure was held on 10/17/25.*

**Project Update**

**This project is complete.**

Project Description	Lancaster County 2025 Crack Seal Contract
ECMS #	121628
SR-Section	0023-043
Contractor	Annseal of PA, Inc.
Original Contract Value	\$1,793,947.13
NTP date	5/27/2025
Original Completion Date	12/15/2025

**Project Scope**

This project consists of joint & crack sealing as well as other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTES: 0023, 0072, 0222, 0272, 0324, 0372, 0441, 0462, 0741, 0999, 1002, 1012, 1063, 2002, 2036, 2041, 3004, 3006, 3007, 3009, 3010, 3011, 3012, 3014, 3017, 3018, 3019, 3022, 3026, 3029, 3030, 3031, 3032, 3034, 3036, 3038, 3372, 4007, 6222, 9405, 9406, and 9407 in LANCASTER COUNTY.

**Previous Update**

*All contract work for this project was completed on 10/27/25. A virtual final inspection will be held in the near future once our Maintenance Unit has an opportunity to review and provide any comments on the contractors work.*

**Project Update**

**All contract work has been completed. Currently trying to schedule a virtual final inspection for this project.**

---

Project Description	Weaverland Valley Road Resurface
ECMS #	112972
SR-Section	0896-033
Contractor	Allan Myers, LP
Original Contract Value	\$1,491,777.00
NTP date	12/8/2025
Original Completion Date	10/2/2026

**Project Scope**

This project consists of resurfacing, base repair, guiderail replacement, drainage replacement, signs & pavement markings, and other miscellaneous construction, all as indicated on the approved drawings included in the Bid Package for STATE ROUTE 0897, SECTION 033, in LANCASTER COUNTY, EAST EARL TOWNSHIP and TERRE HILL BOROUGH, from the intersection of SR 0023 at Segment 0240 Offset 0000 to Schnader Street at Segment 0300 Offset 0290, for an overall project length of 13,635.00 linear feet (2.58 miles).

**Previous Update**

*This project was let on 10/23/2025 and is awaiting a preconstruction meeting to be scheduled.*

**Project Update**

**A preconstruction meeting for this project was held on 12/2/2025. The contractor anticipates starting work the beginning of March.**

**END OF ITEM**



# Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
 From: Mary K. Siu, Lancaster County Planning Department (LCPD)  
 Date: January 28, 2026  
 Re: Norman Wood Bridge  
 Attachments: B4. Norman Wood Bridge Alternatives Analysis Update Slides  
 Links: None

## Recommended Action:

No action. For information only.

## Summary:

A presentation of the Norman Wood Bridge Study was given at the November 25, 2025, TTAC meeting by the PennDOT project team. This presentation highlighted the project background, current conditions, and alternatives analysis.

The future design and construction phase funding is programmed on the 2025 Lancaster 12-Year Program (TYP) and 2027 Lancaster draft TIP as placeholder amounts for planning purposes. Preliminary Engineering is programmed at \$1,000,000 and the Construction phase is programmed in the amount of \$87.3 million. Future funding strategies and amounts will depend on the selected alternative.

ALTERNATIVE	MEETS PURPOSE & NEED	TRAFFIC IMPACT	DESIGN DELIVERY TIMEFRAME	DESIGN LIFE	COST	CONSTRUCTION DURATION
No Build	No	Future closure risk	None	Unknown	Minimal	--
1 – Rehabilitation	No	Moderate delays	1-2 years	Unknown	\$45–55M	6–12 months
2 – Superstructure Replacement (Conventional)	Yes (if substructure is viable)	Full closure	2 years	50 - 75 years	\$110–130M	18–24 months
3 – Superstructure Replacement (ABC Techniques)	Yes (if substructure is viable)	Short-term closures	2-3 years	50 - 75 years	\$140–165M	30–36 months
4 – Full Replacement (On-Alignment)	Yes	Full closure	3-4 years	100 - 150 years	\$300–400M	30–36 months
5 – Full Replacement (Off-Alignment)	Yes	Minimal disruption	3-4 years	100 - 150 years	\$300–400M	36–48 months

Due to the project's possible cost and substantial impact on the TIP, it was suggested that this be brought to the MPO at the February 24, 2026, meeting. This does not require any action by the MPO at this time but will ensure that the MPO can provide additional guidance to TTAC as the evaluation of alternatives continues.

# NORMAN WOOD BRIDGE ALTERNATIVES ANALYSIS UPDATE



LANCASTER COUNTY:  
TRANSPORTATION TECHNICAL  
ADVISORY COMMITTEE  
NOVEMBER 25, 2025

# STUDY PHASE SCHEDULE

## Alternatives Analysis

- Delivery Fall 2026

## Current Work

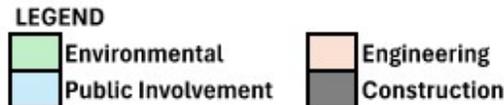
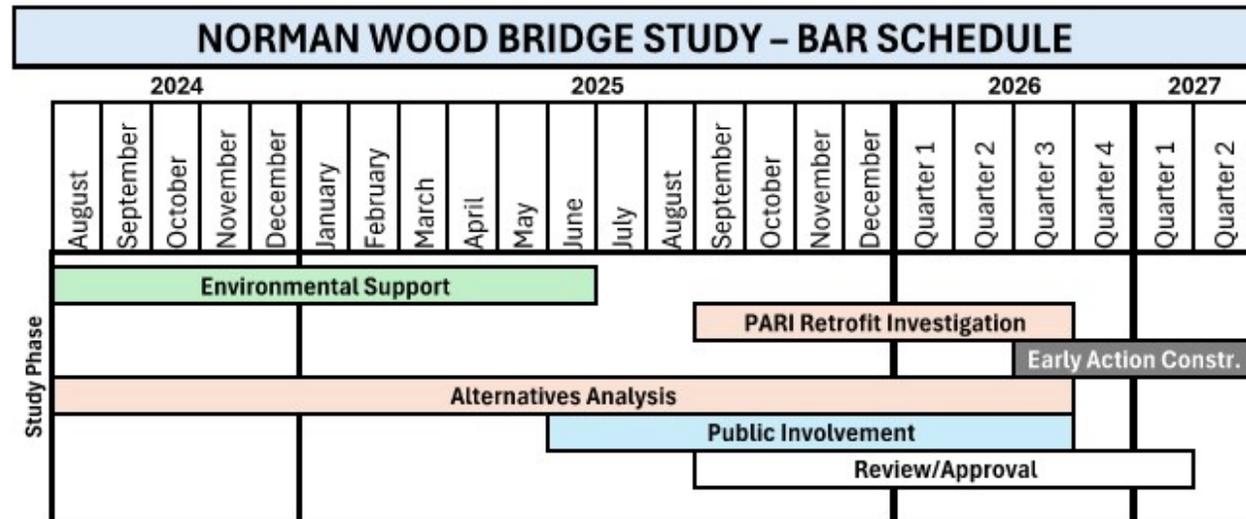
- Overlay
- Deck Repairs

## Purdue Applied Research Institute (PARI) Work

- Bridge Computer Modeling
- Field Instrumentation/Testing

## Early Action Repairs

- Fatigue Crack Retrofits
- Additional Concrete Repairs



# PROJECT BACKGROUND

## **Bridge Significance**

Norman Wood Bridge connects Lancaster and York counties, serving as the southernmost vehicular river crossing in Pennsylvania.

## **Structural Condition**

Constructed in 1968, the bridge, with its narrow lanes and lack of modern safety features, is showing age-related deterioration.

## **Community Importance**

With no nearby alternative crossings, the bridge is essential for daily commuting, commerce, and local access to services.

## **Future Challenges**

Without major rehabilitation, the bridge risks load restrictions or closure, highlighting the need for an alternatives analysis.

# PURPOSE AND NEED

## Purpose

To provide a safe and efficient crossing of SR 372 over the Susquehanna River and Norfolk Southern Railway.

## Needs

- **Structural Safety and Integrity**

- Address progressive structural degradation such as fatigue cracks and corrosion to ensure long-term bridge safety.

- **Cost Reduction and Maintenance**

- Reduce maintenance frequency and costs to support sustainable long-term operation of the bridge infrastructure.

## Goals

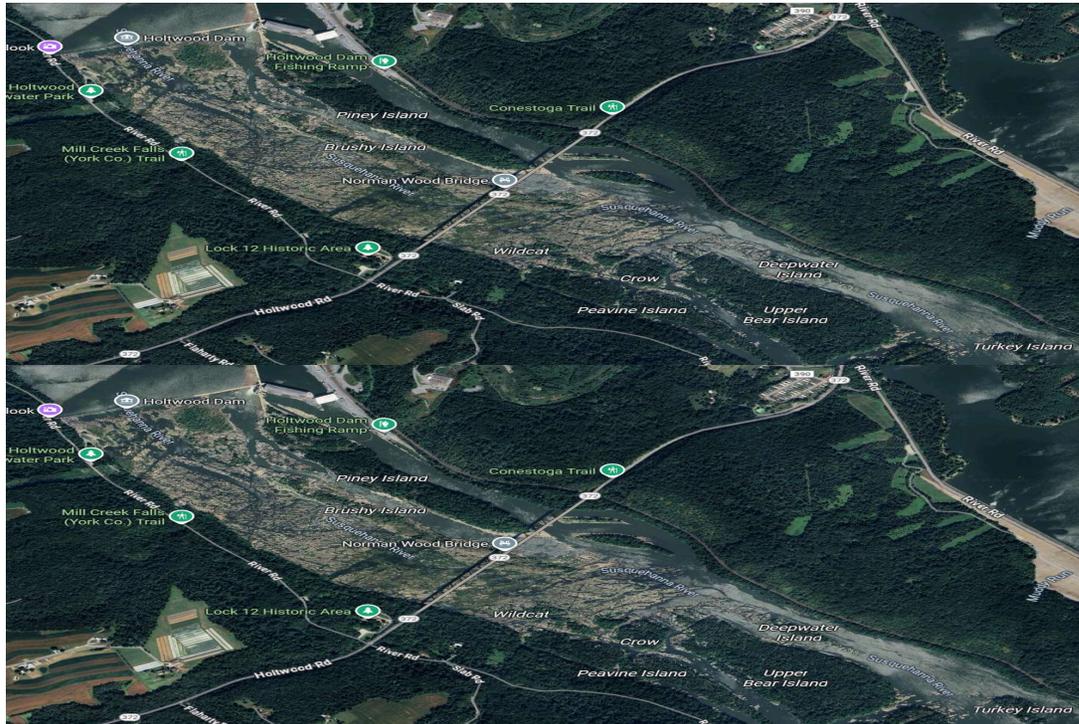
- **Improved Transportation Efficiency**

- Enhance corridor performance for both motorized and non-motorized vehicles to reduce travel delays and improve flow.

- **Stakeholder Coordination and Implementation**

- Coordinate with local stakeholders and advance cost-effective solutions to ensure expedited project implementation.

# STAKEHOLDER CONSIDERATIONS



## Community Reliance and Safety

Old Order communities depend on the bridge daily, but narrow shoulders create issues for non-motorized users like horse-drawn buggies.

## Recreational Activities Impact

Boating and hiking are popular locally; construction must minimize impacts to these recreational uses along the river and trails.

## Railway Coordination

Close coordination with Norfolk Southern Railway is critical due to the bridge spanning active rail lines beneath.

## Public Engagement Efforts

Outreach to officials and community groups has begun, with ongoing meetings planned to gather feedback and refine design alternatives.

# EXISTING CONDITIONS

## Bridge Structure Details

Norman Wood Bridge is 3,500 feet long and 30 feet wide with 12-foot-wide lanes and 3-foot-wide shoulders.

## Traffic and Safety Data

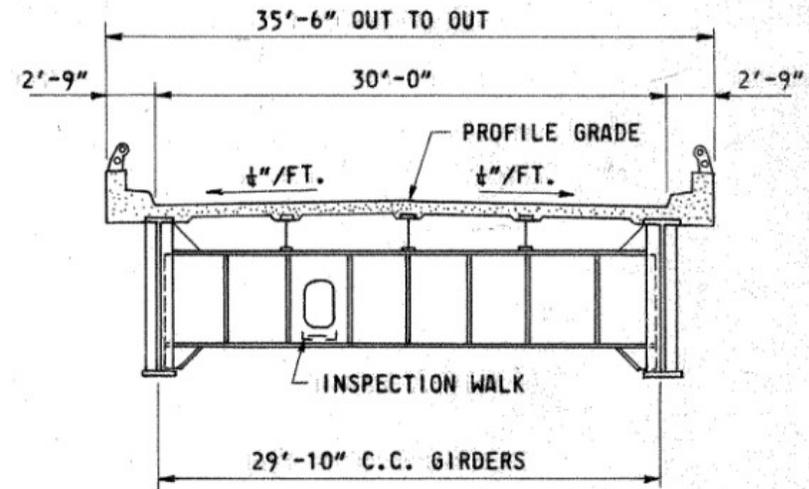
The bridge handles approximately 4,480 vehicles daily with five non-fatal crashes reported from 2020 to 2024.

## Structural Integrity Issues

The superstructure has more than 150 cracks including a major fatigue crack identified in 2015 which was retrofit, indicating continuous repairs needed.

## Environmental and Cultural Resources

Sensitive watercourses, endangered species, and historic sites require NEPA compliance and coordination with agencies.



# EXISTING CONDITIONS

## Existing Norman Wood Bridge

Steel two-girder floorbeam stringer superstructure

## What are Nonredundant Steel Tension Members (NSTMs)?

Per NBIS: *A primary steel member fully or partially in tension, and without load path redundancy, system redundancy or internal redundancy, whose failure may cause a portion of or the entire bridge to collapse.*

## Structural Integrity Issues

Major fatigue crack identified in 2015. Past retrofits did not completely eliminate crack propagation.

Purdue Applied Research Institute (PARI) is currently investigating additional retrofits through modeling and in-field testing.



# ALTERNATIVES ANALYSIS

- **No Build**
- **Alternative 1** – Rehabilitation
- **Alternative 2** – Superstructure Replacement (Conventional)
- **Alternative 3** – Superstructure Replacement (ABC Techniques)
- **Alternative 4** – Full Bridge Replacement On-Alignment
- **Alternative 5** – Full Bridge Replacement Off-Alignment



# NO BUILD



## **Routine Maintenance Only**

No Build focuses on routine maintenance without major upgrades to the existing bridge structure. This alternative is not viable to address the long-term needs of the project.

## **Minimal Environmental Impact**

This option results in minimal environmental disturbance by avoiding new construction activities.

## **Safety and Structural Risks**

Without upgrades, the bridge may face increasing safety and structural deficiencies over time.

## **Potential Service Disruptions**

Failure to improve the bridge could lead to load posting or unserviceability, causing detours and major disruptions.

# ALT 1 - REHABILITATION

## Major Repairs Overview

Repairs include steel member restoration, repainting, and deck replacement to extend service life by 20 years.

## Cost and Environmental Impact

Rehabilitation is less costly and environmentally impactful than full replacement but only delays long-term issues.

## Limitations and Traffic Disruption

Geometric deficiencies remain and traffic disruptions are expected during repairs; solution delays full replacement. Failure to improve the bridge could lead to load posting or unserviceability, causing detours and major disruptions.



# ALT 2 – CONVENTIONAL SUPER REPLACE

## Superstructure Replacement Method

Replace the bridge superstructure using conventional methods while reusing the existing piers and abutments for support.

## Construction Duration and Closure

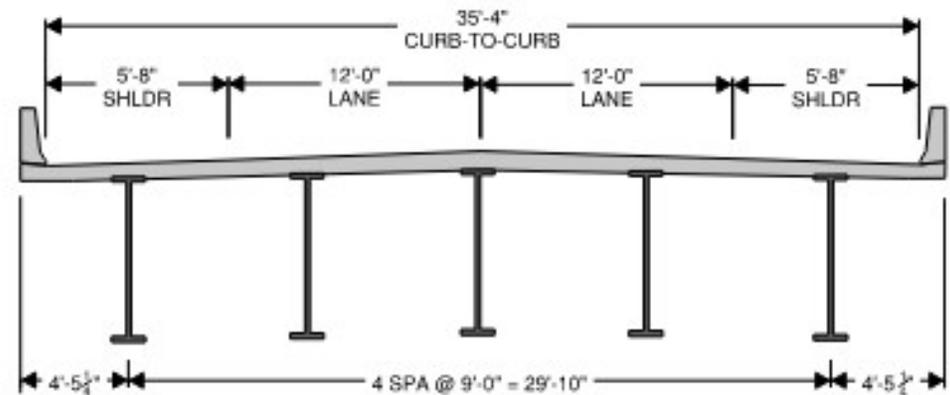
Full closure of the bridge is required during the approximately two-year construction period, impacting traffic flow.

## Environmental and Cost Considerations

Moderate environmental impacts (staging areas) and moderate costs are associated with this option.

## Project Feasibility

This method meets project needs if the existing substructure is viable and ready for reuse. Separate concrete testing is anticipated to validate the feasibility of substructure reuse.



# ALT 3 – ACCELERATED SUPER REPLACE

## Accelerated Bridge Construction (ABC)

Uses prefabricated components to replace the superstructure.

## Traffic Management

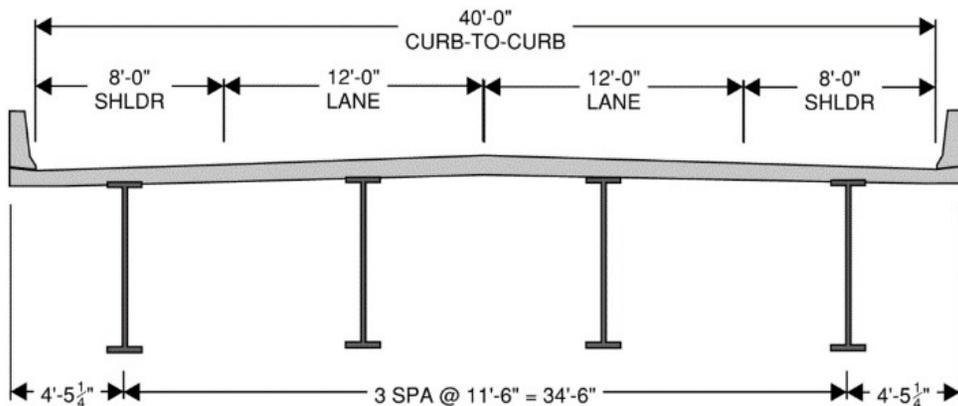
Allows for 900 feet single lane traffic during construction. Total construction duration is longer than Alternative 2.

## Cost and Environmental Impact

Higher cost compared to traditional construction methods with environmental impacts similar to Alternative 2 - Conventional Superstructure Replacement.



# ALT 4 – FULL BRIDGE REPLACEMENT



## Demolition and Reconstruction

The existing bridge is demolished and replaced in the same location with a new, modern structure.

## Traffic Disruption

Full closure of the bridge requires detours lasting 2 to 3 years, causing significant traffic impacts.

## Environmental Impact

In-river construction increases environmental impacts compared to other alternatives.

## Cost and Benefits

Full replacement is higher than other alternatives, offering long-term safety and reliability. A new bridge provides a minimum 100-year design life with wider shoulders for non-motorized traffic.

# ALT 5 – FULL BRIDGE REPLACEMENT

## Adjacent New Bridge Construction

Building a new bridge next to the existing bridge allows traffic to continue during construction.

## Minimized Traffic Disruption

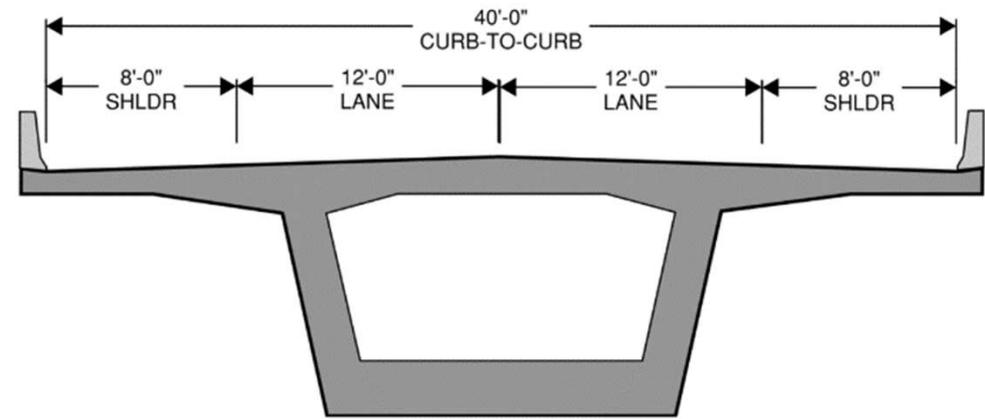
This approach ensures minimal disruption to traffic flow throughout the construction period.

## High Cost and Environmental Impact

The alternative incurs the highest costs and environmental impacts due to new alignment and land acquisition requirements.

## Project Purpose Fulfillment

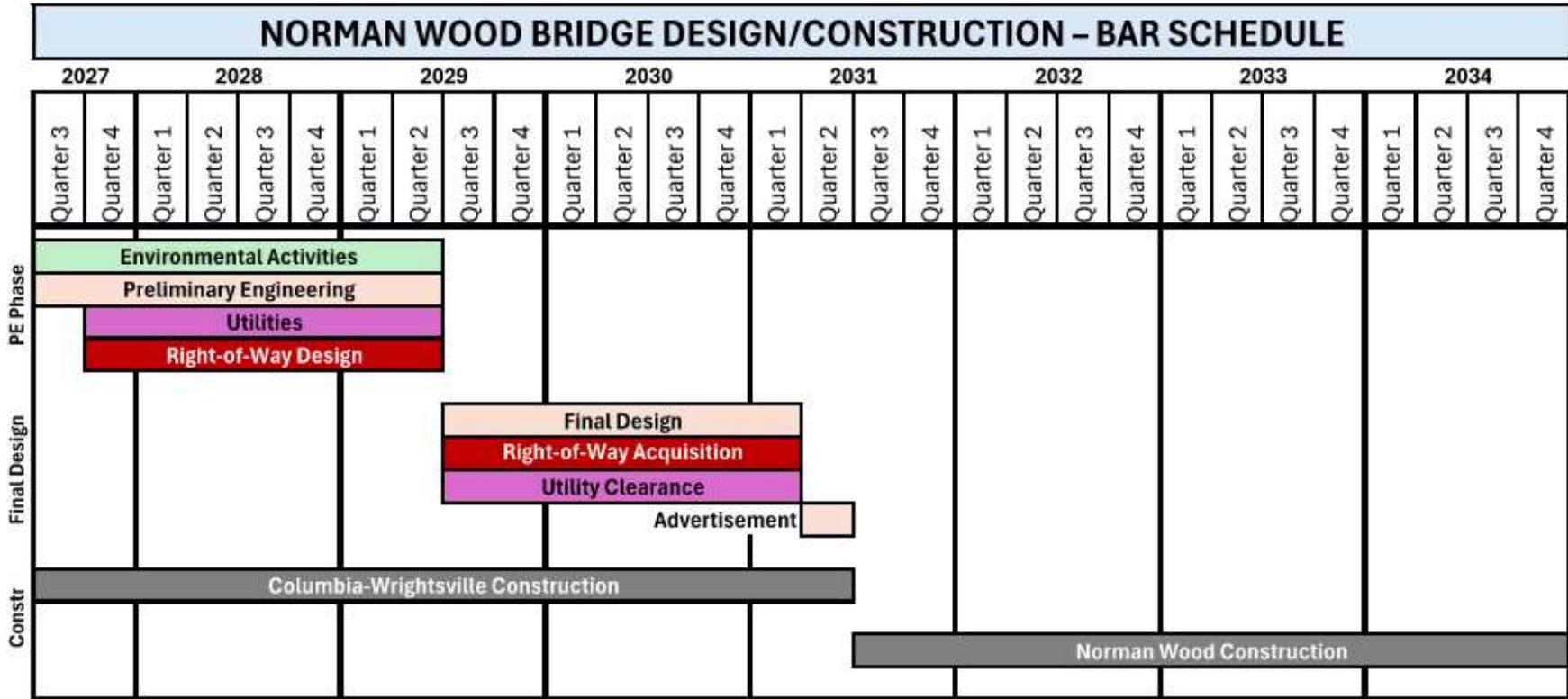
This alternative fully meets the project's purpose & needs by maintaining connectivity and ensuring safety during construction.



# COMPARISON OF ALTERNATIVES

ALTERNATIVE	MEETS PURPOSE & NEED	TRAFFIC IMPACT	DESIGN DELIVERY TIMEFRAME	DESIGN LIFE	COST	CONSTRUCTION DURATION
No Build	No	Future closure risk	None	Unknown	Minimal	--
1 – Rehabilitation	No	Moderate delays	1-2 years	Unknown	\$45–55M	6–12 months
2 – Superstructure Replacement (Conventional)	Yes (if substructure is viable)	Full closure	2 years	50 - 75 years	\$110–130M	18–24 months
3 – Superstructure Replacement (ABC Techniques)	Yes (if substructure is viable)	Short-term closures	2-3 years	50 - 75 years	\$140–165M	30–36 months
4 – Full Replacement (On-Alignment)	Yes	Full closure	3-4 years	100 - 150 years	\$300–400M	30–36 months
5 – Full Replacement (Off-Alignment)	Yes	Minimal disruption	3-4 years	100 - 150 years	\$300–400M	36–48 months

# CONSTRUCTION SCHEDULE



# PRELIMINARY CONCLUSIONS

## **Viability of Alternatives**

Alternatives 2 through 5 are viable, with Alternatives 4 and 5 fully meeting project purpose and need.

## **Dependency on Substructure**

Alternatives 2 and 3 depend on the condition and long-term viability of the existing substructure.

## **Trade-offs of Alternative 5**

Alternative 5 minimizes traffic disruption but has the highest cost and environmental impact.

## **Ongoing Evaluation**

PennDOT will continue engineering and environmental analyses to select the preferred alternative.



**END OF ITEM**



# Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
 From: Will Clark, Lancaster County Planning Department (LCPD)  
 Date: January 28, 2026  
 Re: Capital Bridge Bill  
 Attachments: None  
 Links: None

## Recommended Action:

No action. For information only.

## Summary:

Staff have sent a list of unfunded locally owned bridge projects from the project selection process to Rep. David Zimmerman for inclusion in the Capital Bridge Bill that is being considered in the Legislature.

Road the Bridge is on	What the Bridge Spans	Municipality
T-711 Church St	Amtrak	East Hempfield Twp.
T-926 Maxwell Hill Rd	Conestoga River	Caernarvon Township
T-325 Prospect Rd	Conewago Creek	Mount Joy Township
Spring Garden Rd	Pequea Creek	Salisbury Township

## Background:

The last bridge bill was Act 78 of 2022. Bridge bills are passed by the legislature periodically to allow state funds to be spent on bridges. Inclusion on the bridge bill does not appropriate funding or provide for actual spending. The legislation simply permits the expenditure of state capital funding within existing budgets for an itemized project once it is ready to proceed. PennDOT has been tasked with identifying state owned bridges for inclusion on the bridge bill. LCPD staff were asked to provide locally owned bridges to add to the list.

**END OF ITEM**

## Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Keith Boatman, South Central Transit Authority (SCTA)  
Date: January 28, 2026  
Re: SCTA 2026 Safety Plan  
Attachments: B6. SCTA Public Transportation Agency Safety Plan 2026 Signed by Accountable Executive 12-3-25  
Links: None

### Recommended Action:

No action. For information only.

### Summary:

#### Changes to the SCTA Public Transportation Agency Safety Plan- Revised December 17, 2025.

Subsection 1.2 – Update Director of Administration and Human Resources to Chief Operations Officer.

Subsection 2.4 – a) Revise month in which the Safety Plan will be updated every year, change from August to October to reflect current practices.

b) Revise month in which the Board will give final approval, from September to November.

c) Revise month in which the MPO will receive the updated performance targets from September to December.

Subsection 3.1 – a) Update trend tables to include FY 24-25.

b) Update Safety Performance Targets as determined by the Safety Committee.

Subsection 5.2 – Update Marketing Manager to Director of Marketing.

Subsection 5.4.2 - Update Director of Administration and Human Resources to Chief Operations Officer.

Subsection 5.4.4 – Update Director of Shared Ride Services to Assistant Directors of Shared Ride Services for RRTA and BARTA.

Subsection 5.4.5 – a) Remove SMS Executive.

- b) Update Director of Shared Ride to Director of Administration and Human Resources.
- c) Update February to May, to February to September.

Subsection 6.3; paragraph 1 – Add Chief Operations Office and update Director of Shared Ride Services to Assistant Directors of Shared Ride Services.

- Section 7 - a) Update Director of Shared Ride Services to Assistant Directors of Shared Ride Services for RRTA and BARTA.
- b) Update Maintenance Departments to Directors of Maintenance Departments.

- Subsection 7.1 – a) Update Director of Shared Ride Services to Assistant Directors of Shared Ride Services for RRTA and BARTA.
- b) Update Director of Shared Ride to Director of Administration and Human Resources.

Subsection 7.2 - Update Director of Shared Ride Services to Assistant Directors of Shared Ride Services for RRTA and BARTA.

Section 8 - Update Director of Shared Ride Services to Assistant Directors of Shared Ride Services for RRTA and BARTA.

Appendix D – Update Near Miss Form to current version.



## **Public Transportation Agency Safety Plan**

Adopted: September 16, 2020  
Last Revision: December 17, 2025

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### *Introduction*

The safety of passengers and employees is a top priority for the South Central Transit Authority (SCTA) and all of its stakeholders. Utilizing the principles of Safety Management System (SMS) allows SCTA to examine how organizational factors contribute to safety events. SMS proactively identifies and analyzes contributing organizational factors before the fact, before safety events bring them to light. Organizational factors include how the Agency allocates its resources; defines and establishes operational procedures; supervise frontline transit workers; selects and trains transit workers; monitors service delivery operations; and resolves human performance issues.

Successful management of these organizational factors requires SCTA to make wise decisions about how they identify, prioritize, and address safety concerns. SMS builds on this experience by integrating basic system safety principles into specific organizational and management processes through:

- Increasing the focus on hazard identification across the organization;
- Broadening the scope of safety data collection;
- Emphasizing the importance of managing safety risks across all areas of operations;
- Integrating data from other organizational processes into safety data analysis;
- Promoting participation and contribution of frontline transit workers in the management of safety; and
- Fostering an organizational culture that encourages proactive safety reporting and safety risk management.

SMS activities proactively detect safety concerns and organizational factors and correct them using data-driven prioritization. As such, it is important for SCTA to be successful it must effectively collect, analyze, and share safety data and perform active, accurate and routine safety performance measurement.

SMS is a formal, data driven, organization-wide approach to managing safety risks and assuring the effectiveness of safety risk mitigations. To be successful, SCTA ensures that senior management has access to the information necessary to strategically allocate resources based on the unique safety priorities of the Agency. SMS includes systematic procedures, practices, and policies for managing hazards.

### *Definitions*

**Accident** means an Event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; an evacuation for life safety reasons.

**Accountable Executive** means the single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of an Agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the transit agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. § 5329(d), and the transit agency's Transit Asset Management Plan in accordance with 49 U.S.C. § 5326.

**Assault on a Transit Worker** means, as defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

**Agency or Transit Agency** means South Central Transit Authority (SCTA), Berks Area Regional Transportation Authority (BARTA) and Red Rose Transit Authority (RRTA).

**BARTA** means the Berks Area Regional Transportation Authority.

**Board of Directors** means governing body of the South Central Transit Authority (SCTA).

**CDC** means the Centers for Disease Control and Prevention of the United States Department of Health and Human Services.

**Chief Safety Officer** means the adequately trained individual who has responsibility for safety and reports directly to the transit agency's Chief Executive Officer.

**CFR** means Code of Federal Regulations.

**Direct recipient** means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

**Emergency** means, as defined under 49 U.S.C. 5324, a natural disaster affecting a wide area (such as a flood, hurricane, tidal wave, earthquake, severe storm, or landslide) or a catastrophic failure from any external cause, as a result of which the Governor of the State has declared an emergency and the Secretary has concurred; or the President has declared a major disaster under section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170).

**FTA** means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

**Hazard** means any real or potential condition that can cause injury, illness, or death, damage to or loss of the facilities, equipment, rolling stock, or infrastructure of the system, or damage to the environment.

**Injury** means any harm to persons as a result of an event that requires immediate medical attention away from the scene.

**Investigation** means the process of determining the causal and contributing factors of a safety event or hazard, for the purpose of preventing recurrence and mitigating safety risk.

**Joint labor-management process** means a formal approach to discuss topics affecting transit workers and the public transportation system.

**Large urbanized area provider** means a recipient or sub recipient of financial assistance under 49 U.S.C. 5307 that serves an urban area with a population of 200,000 or more as determined by the most recent decennial Census.

**MCSAP** means Motor Carrier Safety Assistance Program.

**National Public Transportation Safety Plan** means the plan to improve the safety of all public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

**Near-miss** means a narrowly avoided safety event.

**Operator of a public transportation system** means a provider of public transportation.

**Part 673** means 49 CFR (Code of Federal Regulations) Part 673.

**Penn DOT** means the Pennsylvania Department of Transportation.

**Performance Measure** means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

**Potential consequence** means the effect of a hazard.

Public transportation means, as defined under 49 U.S.C. 5302, regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and does not include:

- 1) Intercity passenger rail transportation provided by the entity described in 49 U.S.C. chapter 243 (or a successor to such entity);
- 2) Intercity bus service;
- 3) Charter bus service;
- 4) School bus service;
- 5) Sightseeing service;
- 6) Courtesy shuttle service for patron of one or more specific establishments; or
- 7) Intra-terminal or intra-facility shuttle services.

**Public Transportation Agency Safety Plan** means this document, which is the documented comprehensive Agency safety plan for a Transit Agency that is required by 49 U.S.C. 5329.

**PUC** means Pennsylvania Public Utility Commission.

**RRTA** means the Red Rose Transit Authority.

**Recipient** means a State or local governmental authority, or any other operator of a public transportation system that receives financial assistance under 49 U.S.C. chapter 53.

**Safety Assurance** means processes within the transit agency's Safety Management Systems that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

**Safety Committee** means the formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. 5329 and this part.

**Safety event** means an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of public transportation system; or damage to the environment.

**Safety Management Policy** means the transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of safety.

**Safety Management Systems (SMS)** means the formal, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing hazards and safety risk.

**Safety Management System (SMS) Executive** means a Chief Safety Officer or equivalent.

**Safety performance target (SPT)** means a quantifiable level of performance or condition, expressed as a value for the measure, related to safety management activities, to be achieved within a specified time period.

**Safety Promotion** means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

**Safety risk** means the composite of predicted severity and likelihood of a potential consequence of a hazard.

**Safety risk assessment (SRA)** means the formal activity whereby the transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

**Safety Risk Management (SRM)** means a process within the transit agency's Public Transportation Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating the safety risk of their potential consequences.

**Safety risk mitigation** means a method or methods to eliminate or reduce the severity and/or likelihood of a potential consequence of a hazard.

Safety set-aside means the allocation of not less than .75 percent of assistance received by a large urbanized area proved under 49 U.S.C. 5307 to safety-related projects eligible under 49 U.S.C. 5307.

**State of good repair** means the condition in which a capital asset is able to operate at a full level of performance.

**Sub recipient** means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

**Transit agency** means an operator of public transportation system that is a recipient or sub recipient of Federal financial assistance under 49 U.S.C. 5307 or a rail transit agency.

**Transit Asset Management Plan** means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their

performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

**Transit worker** means any employee, contractor, or volunteer working on behalf of the transit agency.

Urbanized area means, as defined under 49 U.S.C., an area encompassing a population of 50,000 or more that has been defined and designated in the most recent decennial census as an urban area by the Secretary of Commerce.

**U.S.C.** means United States Code.

## ***Section 1 Transit Agency Information***

SCTA is a municipal authority formed by Berks and Lancaster Counties, in December, 2014 under the Municipal Authorities Act of 1945, to operate fixed route and demand response service in both Berks and Lancaster Counties, Pennsylvania with its headquarters located at 45 Erick Road, Lancaster, PA. The Authority was formed as a cost savings measure to consolidate the management of the Berks Area Transportation Authority (BARTA) in Reading, Pennsylvania and the Red Rose Transit Authority (RRTA) in Lancaster, Pennsylvania with SCTA being designated as the recipient for all federal and state funds for the Reading and Lancaster urbanized areas. SCTA is a recipient of Section 5307 and 5339 funds from the Federal Transit Administration (FTA) on an annual basis. SCTA does not provide transportation services on behalf of any other entity. As such, SCTA is the responsible Authority for all compliance for federal and state regulations, including the development of this Safety Plan in coordination with union representation. The Authority operates under a management agreement with BARTA and RRTA to provide administrative and supervision of services being operated at both locations. The operators and mechanics are employed respectively by BARTA or RRTA with all management employees employed by SCTA. BARTA and RRTA own all facilities and lease them to SCTA to maintain and operate. This is important since SCTA is responsible for the capital improvements needed to purchase new revenue and non-revenue vehicles and to make improvements to facilities. SCTA does purchase transportation services from Easton Coach Company (ECC) that provides all the paratransit service in Lancaster and about 20% of the service in Berks counties.

With this in mind, SCTA is responsible for developing the TAM Plan and developing the annual Transportation Improvement Program (TIP) in support of this Plan. Therefore, the Safety Plan, by SCTA has been developed to be applicable to both urbanized areas and all references in the plan apply to both urbanized areas and to SCTA, BARTA, RRTA and its contracted service with ECC.

### ***Subsection 1.1 Accountable Executive***

SCTA's Accountable Executive is the Executive Director. The Executive Director is the single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan, responsibility for carrying out the transit agency's Transit Asset Management Plan, and control or direction over the human and capital resources needed to develop and maintain both the transit agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. § 5329(d), and the transit agency's Transit Asset Management Plan, in accordance with 49 U.S.C. § 5326.

The Executive Director is accountable for ensuring that the transit agency's Safety Management Systems (SMS) are effectively implemented throughout the transit agency's transit system. The Executive Director is accountable for ensuring action is taken, as necessary, to address substandard performance in the transit agency's SMS. The Executive Director may delegate specific responsibilities, but the ultimate accountability for the transit agency's safety performance cannot be delegated and always rests with the Executive Director.

### ***Subsection 1.2 Chief Safety Officer***

The Executive Director designates the SCTA Chief Operations Officer as SCTA's Chief Safety Officer who has the authority and responsibility for day-to-day implementation and operation of the transit agency's SMS. The Chief Safety Officer must hold a direct line of reporting to the Accountable

Executive and meet the requirements of Section 673.5 and Section 673.23 (d)(2) of the FTA Safety Regulations.

The Chief Safety Officer must be adequately trained and has responsibility for safety and reports directly to the transit agency's Chief Executive Officer. For SMS to be successful and effective the Chief Safety Officer must have a strong working relationship with the operations and asset management functions at SCTA.

## ***Section 2 Plan Development, Approval, and Updates***

### ***Subsection 2.1 Drafting the Plan***

Pursuant to 49 CFR Part 673.11, SCTA drafts and certifies this Public Transportation Agency Safety Plan. FTA will oversee compliance with the requirements of Part 673 through the existing Triennial Review processes.

### ***Subsection 2.2 Signature by the Accountable Executive and Approval by the Board***

Pursuant to 49 CFR Part 673.11 (a)(1), this Public Transportation Agency Safety Plan and subsequent updates must be signed by the Accountable Executive and approved by SCTA's Board of Directors. Documentation of Board approval is found in Appendix A.

### ***Subsection 2.3 Certification of Compliance***

Pursuant to 49 CFR Parts 673.13(a) and 673.13(b), SCTA shall certify that it has established this Public Transportation Agency Safety Plan, meeting the requirements of 49 CFR Part 673 by the start of operations. Each June, SCTA will certify its compliance with 49 CFR Part 673, along with all applicable sub recipients with requirements of this part. FTA does not require this plan to be submitted to FTA on a regular basis. Instead, SCTA will certify that it has established this Safety Plan, which fulfills the requirements under Part 673, and attach such certification to this Public Transportation Agency Safety Plan. FTA annually amends and issues the list of Certifications and Assurances. SCTA will review such guidance for incorporation into the safety program as necessary. A copy of the Certification of Compliance is included in Appendix B.

### ***Subsection 2.4 Plan Review and Updates***

SCTA must update its Safety Plan at any point when information, processes or activities change within the transit agency and/or when Part 673 undergoes significant changes, or annually, whichever comes sooner. As SCTA collects data through its Safety Risk Management and Safety Assurance processes, the transit agency will evaluate its safety performance targets (SPTs) to determine whether they need to be changed, as well.

Specifically, SCTA will review its Safety Plan when it:

- Determines its approach to mitigating safety deficiencies is ineffective;
- Makes significant changes to service delivery;
- Introduces new processes or procedures that may impact safety;
- Changes or re-prioritizes resources available to support SMS;
- Significantly changes its organizational structure, and/or;
- In October each year, SCTA will update this plan.

SCTA plans on incorporating the annual review into its existing process for evaluating fixed-route and paratransit services. This process begins in February each year with the solicitation of input from all employees for concerns or suggestions for changing services, improving customer service, safety concerns, identifying areas of concern; such as on-time performance, the location of bus stops and providing timely communications to the public. SCTA has a review committee at both locations comprised of operators, maintenance, planning, marketing, and management staff that reviews all the feedback received. The Review Committee will then comprise a list of recommendations in March that will be presented to the Board of Directors, including a cost analysis of the recommended changes.

Depending on the magnitude of the changes and in accordance with SCTA's Title VI Plan, a public hearing will be scheduled on the proposed changes. SCTA also prepares a special brochure/notice on electronic boards for customers at the transit centers and/or placed on buses describing the proposed changes along with the date for the public hearing. This would include any recommended safety related changes to the services. The public hearing would be held in April and then the final recommendations would be presented to the Board of Directors at the April Board meeting for approval. SCTA then prepares a follow-up brochure/notice on the electronic boards, detailing all the approved changes.

As a result of these approved changes, the performance targets related to the safety plan are developed and the Plan updated for final approval at the November Board meeting. The recommended performance targets are then forwarded to the MPO's for adoption at their January meetings depending on their respective meeting schedules. The approved performance targets are then distributed to all employees after Board approval, generally by the end of December.

In the event that changes are needed to the Safety Plan outside the normal timeline, SCTA Safety Committee, comprising of half management and half labor union representatives, will develop the recommended changes for Board approval. Such changes may include addressing changes in the federal regulations, a significant change in services, particularly reductions in service, catastrophic events that effect services and or facilities. Such changes can occur rather quickly and would include the input from the Safety Committee, Accountable Executive and approval by the Board that meets monthly.

### ***Section 3 Safety Performance Targets (SPTs)***

#### ***Subsection 3.1 Target Development***

SCTA includes SPTs in this Safety Plan. These targets are specific numerical targets and are based on the safety Performance Measures established by FTA in the National Public Transportation Safety Plan. In the most recent version, the 2024 NPTSP, FTA established five safety Performance Measures: (1) Major Events, (2) Fatalities, (3) Injuries, (4) Assaults on Transit Workers, (5) System Reliability.

FTA requires SCTA to coordinate with Penn DOT and the Metropolitan Planning Organization (MPO) to the maximum extent practicable. Pursuant to 49 CFR Part 673.15(a), SCTA will transmit safety performance targets available to Penn DOT and Metropolitan Planning Organizations to aid in the planning process upon certification of this plan. Additionally, SCTA will transmit performance data against the safety performance targets to Penn DOT and the Metropolitan Planning Organization on an annual basis.

The development of the Performance Targets is based on operating data routinely collected by SCTA for the performance of services provided by RRTA and BARTA, for both fixed-route and paratransit service using reporting systems already in place. This includes the monthly reporting of accidents that include data SCTA reported in the NTD for safety occurrences, either major or minor, on the number of injuries and a determination on the preventability of the accident. These monthly reports also include data on non-preventable accidents as well as “incidents” where a safety concern or event occurred. A copy of the monthly safety report for RRTA and BARTA is included in Appendix C. The Manager of Safety and Training is responsible for preparing the monthly safety report at each location.

In terms of measuring the reliability of the services, data is collected on road calls on a daily basis and summarized each month that includes major and minor road calls in accordance with the definitions for reporting in the National Transit Database (NTD). The Operations Departments at each location are responsible for recording each road call on their daily reports that are reviewed by the Director of Maintenance to record the cause and classification of each road call. The Directors of Maintenance at each location are tasked with preparing a monthly performance report on road calls and fuel usage for the vehicle fleets. For RRTA, the report is only for fixed route service, but for BARTA, the report includes fixed-route and paratransit service performance. The paratransit service in Lancaster is performed by a private operator, Easton Coach that provides monthly reports too on the number of road calls and whether the road call is a major or minor. Copies of the SCTA monthly maintenance performance reports are included in Appendix E.

In determining the targets for the performance measures, SCTA maintains a set of data on performance trends for accident data and road call data which is reported on a per vehicle revenue mile (VRM) basis. As shown in Table A, the trend by service type is shown, and in the case of road calls, SCTA benchmarks against the national averages as shown in the NTD Summary Reports. Accident related data that shows injuries and fatality rates is also benchmarked against national data derived from the NTD Summary Reports. The most recent NTD Summary Report available was for years 2017-2024 and was published in November, 2025.

**TABLE A - FIXED-ROUTE BUS SERVICE TRENDS- BARTA AND RRTA COMBINED SE/BARTA ONLY INJURIES**

Fiscal Year	Vehicle Revenue Miles (VRM)	Fatalities (total)	Fatalities (per 1 million VRM)	Injuries (total)	Injuries (per 1 million VRM)	Safety Events (total)	Safety Events (per 1 million VRM)	System Reliability (VRM / Failures)
17 - 18	3,124,119	0	0.00	10	3.20	17	5.44	115,708
18 - 19	3,138,121	0	0.00	9	2.87	14	4.46	136,440
19 - 20	3,061,992	0	0.00	14	4.57	7	2.29	145,809
20 - 21	3,152,462	0	0.00	5	1.59	5	1.59	315,246
21 - 22	3,261,988	0	0.00	8	2.45	11	3.37	171,684
22 - 23	3,248,209	0	0.00	11	3.39	10	3.08	154,677
23 - 24	3,246,293	0	0.00	8	2.46	9	2.77	190,958
24 - 25	3,355,412	0	0.00	0	0.00	1	0.30	3,355,412

**TABLE A – DEMAND RESPONSIVE (DR/DO) SERVICE TRENDS**

Fiscal Year	Vehicle Revenue Miles (VRM)	Fatalities (total)	Fatalities (per 1 million VRM)	Injuries (total)	Injuries (per 1 million VRM)	Safety Events (total)	Safety Events (per 1 million VRM)	System Reliability (VRM / Failures)
17 - 18	709,640	0	0.00	1	1.41	7	9.86	88,705
18 - 19	728,288	0	0.00	0	0.00	10	13.73	72,829
19 - 20	607,158	0	0.00	2	3.29	2	3.29	151,790
20 - 21	548,688	0	0.00	0	0.00	5	9.11	109,738
21 - 22	551,064	0	0.00	1	1.81	3	5.44	137,766
22 - 23	553,402	0	0.00	1	1.81	1	1.81	276,701
23 - 24	554,540	0	0.00	2	3.61	2	3.61	138,635
24 - 25	614,258	0	0.00	1	1.63	1	1.63	307,129

**TABLE A - DEMAND RESPONSIVE (DR/PT) SERVICE TRENDS/READING AND LANCASTER COMBINED**

Fiscal Year	Vehicle Revenue Miles (VRM)	Fatalities (total)	Fatalities (per 1 million VRM)	Injuries (total)	Injuries (per 1 million VRM)	Safety Events (total)	Safety Events (per 1 million VRM)	System Reliability (VRM / Failures)
17 - 18	2,372,086	0	0.00	1	0.42	6	2.53	338,869
18 - 19	2,402,855	1	0.42	3	1.25	5	2.08	266,984
19 - 20	1,928,371	0	0.00	1	0.52	4	2.07	385,674
20 - 21	1,328,015	0	0.00	0	0.00	3	2.26	442,672
21 - 22	1,615,347	0	0.00	1	0.62	3	1.86	403,837
22 - 23	1,711,838	0	0.00	1	0.58	3	1.75	427,960
23 - 24	1,743,200	0	0.00	0	0.00	8	4.59	217,900
24 - 25	1,817,065	0	0.00	4	2.20	9	4.95	139,774

It should be noted that SCTA did experience one fatality on its contracted demand responsive service in 2019. This fatality was the result of an elderly passenger trying to board the van without the assistance of the driver and lost their balance and fell backwards hitting their head on the pavement. The passenger was hospitalized and passed away a few days later.

The performance targets based on the actual experience and data for SCTA are shown in Table B. These targets will be evaluated throughout the year and new targets will be developed next year as noted in the plan.

Since SCTA provides service in two urbanized areas, namely, Lancaster and Reading, a copy of the original Safety Plan and Performance Targets are submitted to the MPO’s in both areas.

The SCTA Safety Committee recommended for approval the Updated Plan and Performance Targets for the December Board Meeting. Simultaneously, SCTA submitted the updated Plan and Targets to the respective MPO’s for their January 2026 meetings respectively.

**TABLE B - SAFETY PERFORMANCE TARGETS FOR SCTA – FY 2026**

Mode	Fatalities (total)	Fatalities (per 1 million VRM)	Injuries (total)	Injuries (per 1 million VRM)	Safety Events (total)	Safety Events (per 1 million VRM)	System Reliability (VRM / Failures)
Fixed Route Bus MB/DO	0	0.00	13.0	4.0	12.0	4.0	165,000
Demand Response DR/DO	0	0.00	3.0	3.0	3.0	2.5	279,000
Demand Response DR/PT	0	0.00	3.0	3.0	5.0	2.5	429,000

***Section 4 Overview of the Agency’s Safety Management Systems (SMS)***

SMS are a comprehensive, collaborative approach to bring all employees together to build on the transit industry’s existing safety foundation to control risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more carefully. SCTA’s SMS focus upon applying resources to risk and is based on ensuring that SCTA has the organizational infrastructure to support decision-making at all levels regarding the assignment of resources. Some key parts of SMS include:

- Defined roles and responsibilities;
- Strong executive safety leadership;
- Formal safety accountabilities and communication;
- Effective policies and procedures; and
- Active employee involvement

Furthermore, SCTA’s SMS has four distinct components, which are discussed in subsequent sections to this Safety Plan:

- Safety Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion

***Section 5 Safety Management Policy***

The first component of SCTA’s SMS is the Safety Policy, which is the foundation of the SCTA’s safety management system. It clearly states the organization’s safety objectives and sets forth the policies, procedures, and organizational structures necessary to accomplish the safety objectives. The Safety Policy clearly defines management and employee responsibilities for safety throughout the organization. It also ensures the Safety Committee is actively engaged in the oversight of the system’s safety performance by requiring regular review of the safety policy, budget and program by the designated Accountable Executive.

### ***Subsection 5.1 Safety Management Policy Statement***

The management of safety is one of SCTA's core business functions. SCTA is committed to developing, implementing, maintaining, and constantly improving processes to ensure that all the transit service delivery activities take place under a balanced allocation of organizational resources, aimed at achieving the highest level of safety performance and meeting established standards. The overall objective of SCTA is to provide safe service to the public and its employees and reduce the number of safety hazards. This objective applies to not only the services provided directly by SCTA, but also the service provided by its private operator for paratransit services.

All levels of management and all employees are accountable for the delivery of this highest level of safety performance, starting with the Executive Director of SCTA.

SCTA's commitment for its directly operated and contract service is to:

- \*Support the management of safety through the provision of appropriate resources that will result in an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results of other management systems of SCTA;
- \*Integrate the management of safety among the primary responsibilities of all managers and employees;
- \*Clearly define for all staff, managers and employees alike, their accountabilities and responsibilities for the delivery of the organization's safety performance and the performance of SCTA's Safety Management System;
- \*Establish and operate hazard identification and analysis and safety risk evaluation activities including an employee safety reporting program as a fundamental source for safety concerns and hazard identification in order to eliminate or mitigate the safety risks of the consequences of hazards resulting from SCTA's operations or activities to a point which is consistent;
- \*Ensure that no action will be taken against any employee who discloses a safety concern through the employee safety reporting program, unless disclosure indicates, beyond a reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures;
- \*Comply with, and whenever possible, exceed, legislative and regulatory requirements and standards;
- \*Ensure that sufficient skilled and trained human resources are available to implement the safety management process;
- \*Ensure that all staff are provided with adequate and appropriate safety-related information and training, are competent in safety management matters, and are allocated on tasks commensurate with their skills;
- \*Establish and measure SCTA safety performance through management processes that ensure that appropriate safety management action is taken and is effective; and
- \*Ensure externally supplied systems and services to support SCTA operations are delivered meeting SCTA safety performance standards.

### ***Subsection 5.2 Safety Management Policy Communication***

The safety management policy will be communicated throughout the Agency, to all employees, including managers, executives, contractors, and to the Board. SCTA will post the adopted policy throughout the Authority's facilities and distribute to every employee. The responsibility for communicating the Safety Management Policy rests with SCTA's Accountable Executive and the Chief Safety Officer at the Authority as previously described. The Safety Plan is distributed to every employee managed by SCTA in hard copy after adoption by the Board of Directors. At the December board meeting the approval of the annual Performance Targets will be approved also. A copy is then forwarded to the private operator, Easton Coach Company (ECC), to post at their facilities and review with their employees.

SCTA also regularly posts Safety Measures on the bulletin boards and electronic message boards located in the employee's lunch rooms and throughout the respective transit centers. The electronic message boards have become invaluable for keeping up to date information reminders on policy and protocol. The Executive Director, working closely with the Director of Marketing have crafted electronic messages to keep safety in the forefront for the employees and customers. Further, SCTA monthly posts the results from the Safety Review Committee of the number of incidents and accidents, plus the preventability determination of each accident. The reports are posted in the employee lunchrooms at each location.

### ***Subsection 5.3 Employee Safety Reporting Program***

A requirement of the Safety Plan is to establish and implement a process that allows transit workers to report safety concerns, including assaults on transit workers, near-misses, and unsafe acts and conditions to senior management, includes protections for transit workers who report, and a description of transit worker behaviors that may result in disciplinary action. SCTA has developed an Employee Reporting System (ERS) within the SMS framework that hazard elimination (or mitigation) is a priority for the Authority and that the implementation of the ERS represents the Authority's commitment to the safety of all employees and passengers.

For the ERS to be successful, the process for reporting a safety related concern must be easy and accessible with well-defined procedures for collecting, investigating, and correcting reported hazards. SCTA has implemented several resources that allow employees the opportunity to report potential hazards in several categories from bus operations, policies, facilities, and maintenance through the use of a Near Miss form available to all employees, see Appendix D. All forms received are directed to the CSO and addressed by the appropriate management and safety staff that make recommendations for potential solutions to address the hazard. To improve upon this, SCTA has made these forms available to all employees via electronic kiosk. This method allows employees to submit their concerns electronically, and feel confident that their form is submitted directly to the CSO.

As part of the update to the existing form, SCTA will include a section for the reporting of what is referred to as a "Near Miss", narrowly avoided safety event. This would include the following potential hazards:

- An unexpected outcome resulting in injury or death.
- Damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system.
- Damage to the environment.

Another reporting resource SCTA offers employees is an anonymous reporting hotline, see Appendix I. All calls are confidential and the identity of the caller will remain anonymous. Calls are received by a 3-party vendor for areas such as unsafe working conditions; internal controls; quality of service; violation of company policy; etc.

The reporting of such events could lead to the identification and correction of potential hazard conditions that may exist throughout the Authority and the ability to correct before a safety event occurs where injuries or death may occur. The collection and analysis of such data may also lead to areas of training shortfalls or additions that would improve the overall safety of services provided.

Procedurally, all completed forms will be reviewed and evaluated by the CSO of SCTA to determine the urgency and severity for the potential hazard. SCTA will continue to allow reports to be submitted anonymously and/or confidentially if so desired by the employee. SCTA will post notices at all facilities for employees to be aware of the process for reporting potential hazards and identify the senior management staff that should receive and review the reports. The CSO will be responsible for ensuring feedback is provided to reporters, from the initial receipt of the reports through the process, and once the hazard has been corrected, if required. The employee notification will outline the procedure to allow reporters the opportunity to challenge or appeal the outcome of the investigation or corrective action taken. Each reporter will be assured that they can remain anonymous and SCTA will protect against any potential retaliations, intimidation or discrimination of the reporter.

SCTA also extends the requirements of its Safety Plan to the private operator, ECC that provides paratransit services in Lancaster and partly in the Reading area as a supplement to services being provided by SCTA. A new five-year contract was awarded at the beginning of FY 2022 to the existing carrier, Easton Coach Company (ECC) and one of the areas of emphasis in their response to the RFP was a detailed description of their safety program as shown in Appendix H. As shown in their program, the concept of SMS is apparent and followed by the management of ECC, including the ability of employees to report safety related issues in a non-punitive manner. A copy of SCTA's Safety Program is distributed to ECC to review and adopt as part of their contract.

As part of the ongoing effort to enhance safety, ECC and SCTA communicate on a daily basis on any service issues, particularly as it involves the safety of customers or the service. This includes potential issues with transporting individual clients, such as accessible pathways at the residence or destination. In some cases, SCTA will contact the destinations, such as doctor's offices or medical center to resolve service related issues to ensure the safety of all parties concerned. ECC has been very good at relaying such issues to SCTA in order to resolve quickly, rather than waiting for a formal meeting to discuss.

In developing this process of the ERS for potential hazards, it is the desire of SCTA to create:

- A reporting culture that encourages the reporting of hazards without fear of retribution.
- An informed culture that uses the collection and analysis of leading indicators of safety performance metrics to base all decision making.
- A learning culture that uses the results of informed decision making to improve policies and procedures and details all necessary changes through employee training.
- A just culture in which employees are not punished for unintentional errors, but are held accountable for deliberate or reckless actions.

It is important to note that non-punitive reporting does not mean all behavior is acceptable as long as it is reported and actual rules must be followed.

#### ***Subsection 5.4 SMS Authorities, Accountabilities, and Responsibilities***

Pursuant to 49 CFR Part 673.23(d), SCTA must establish the necessary authorities, accountabilities, and responsibilities for the management of safety amongst the following individuals within its organization, as they relate to the development and management of the transit agency's Safety Management System (SMS). SCTA must establish the authorities, accountabilities, and responsibilities necessary for the development and management of its SMS. The level of detail in this section of the Safety Plan reflects the size and complexity of the SCTA's operations. At a minimum, SCTA must identify the authorities, accountabilities, and responsibilities of the Accountable Executive, Chief Safety Officer, Agency leadership, executive management, and key staff who play a substantial role in safety management.

#### ***Subsection 5.4.1 Accountable Executive***

SCTA's Accountable Executive is the Executive Director. The Executive Director meets all the requirements of § 673.5 and § 673.23(d)(1) of the FTA regulations and is accountable for ensuring that SCTA's SMS is effectively implemented throughout the transit agency's public transportation system. The Executive Director is accountable for ensuring action is taken, as necessary, to address substandard performance in the SCTA's SMS. The Executive Director may delegate specific responsibilities, but the ultimate accountability for the SCTA's safety performance cannot be delegated and always rests with the Executive Director. The Executive Director is accountable for ensuring that SCTA's SMS is effectively implemented and that action is taken, as necessary, to address substandard performance in the transit agency's SMS. The Accountable Executive may delegate specific responsibilities, but not accountability for the transit agency's safety performance. The authorities, accountabilities, and responsibilities assigned to the Executive Director in the Safety Plan must reflect these requirements.

The Executive Director roles include, but are not necessarily limited to:

- Implement safety risk mitigations for the safety risk reduction program that are included in the Agency Safety Plan under § 673.11(a)(7)(iv).
- Receives and must consider all other safety risk mitigations recommended by the Safety Committee, consistent with requirements in §§ 673.19(d) and 673.25(d)(6).
- Controlling or directing the human and capital resources needed to develop and maintain the Safety Plan and the TAM Plan.
- Decision-making about resources (e.g. people and funds) to support asset management, SMS activities, and capital investments;
- Signing SMS implementation planning documents;
- Endorsing SMS implementation team membership; and
- Other duties as assigned/necessary.

#### ***Subsection 5.4.2 Chief Safety Officer***

The Chief Safety Officer at SCTA has been designated to be the Chief Operations Officer, who has the authority and responsibility for day-to-day implementation and operation of SCTA's SMS and meets

the requirements of § 673.5 and § 673.23(d)(2) of the FTA regulations. The authorities, accountabilities, and responsibilities assigned to the Chief Safety Officer or SMS Executive in the Safety Plan must reflect this requirement.

Chief Safety Officer's Roles include:

- Decision-making about resources (e.g. people and funds) to support asset management, SMS activities, and capital investments;
- Directing hazard identification and safety risk assessment;
- Monitoring safety risk mitigation activities;
- Providing periodic reports on safety performance;
- Briefing the Accountable Executive and Board on SMS implementation progress;
- Planning safety management training; and
- Other duties as assigned/necessary.

#### ***Subsection 5.4.3 Safety Committee***

SCTA has established a joint labor-management Safety Committee that meets the requirements of §673.19.

(1) Review and approve the transit agency's Public Transportation Agency Safety Plan and any updates as required at [§ 673.11\(a\)\(1\)\(i\)](#);

(2) Set annual safety performance targets for the safety risk reduction program as required at [§ 673.11\(a\)\(7\)\(iii\)](#); and

(3) Support operation of the transit agency's SMS by:

(i) Identifying and recommending safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the transit agency's safety risk assessment, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program;

(ii) Identifying safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program; and

(iii) Identifying safety deficiencies for purposes of continuous improvement as required at [§ 673.27\(d\)](#), including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program.

#### ***Subsection 5.4.4 Agency Leadership and Executive Management***

Pursuant to 49 CFR Part 673.23(d)(3), SCTA must identify those members of its leadership or executive management, other than the Accountable Executive and Chief Safety Officer, who have authorities or responsibilities for day-to-day implementation and operation of the Authority's SMS. Other members of SCTA's leadership or executive management likely have authorities and responsibilities for day-to-day implementation and operation of the transit agency's SMS. These authorities, accountabilities, and responsibilities must be described in the Safety Plan. However, the following principles apply to all:

- Ensure accountability for SMS performance is at the highest level of the Authority;
- Implement SMS in a manner that meets SCTA's safety performance objectives;
- Establish the meeting or committee structure necessary to ensure that safety information moves up, down and across the Authority;
- Effectively communicate SMS roles and responsibilities to all relevant employees; and
- Ensure SMS policies and procedures have been communicated to all Authority employees.

For SCTA, it starts with the Accountable Executive, Chief Safety Officer, the Directors of Operations for RRTA and BARTA, Assistant Directors of Shared Ride Services for RRTA and BARTA that includes contracted services,, the Directors of Maintenance for RRTA and BARTA, the Director of Facilities and IT, and the Safety and Training Managers, plus the Operations Supervisors will all be directly responsible for the day-to-day implementation and operation of the Authority's Safety Plan.

The Directors of Operations at the Lancaster (RRTA) and Reading (BARTA) facilities will be responsible for monitoring the daily operations of the bus service. Both of these positions are responsible for responding to accidents along with Safety & Training Managers, plus the Operations Supervisors at each location. They are also responsible for conducting reviews of operator performance and handling passenger issues as needed. The Safety & Training Manager is responsible for compiling and producing the monthly safety reports on accidents/incidents for both locations for all services, fixed-route and shared ride. The Assistant Directors of Shared Ride for RRTA and BARTA are responsible for the daily monitoring of paratransit services that include directly operated service in Reading and contracted service in Lancaster and partially in Reading. It should be noted that all telephone calls for shared ride service are handled by SCTA staff, including trips made by the private operator. This ensures that SCTA receives first-hand knowledge of any service related issues. The requirements in the contract with the private operator detail the reporting requirements, especially related to safety issues, and include the potential for fines for failure to comply.

The Directors of Maintenance are responsible for all routine maintenance and safety related issues concerning vehicles that include the fixed route buses and paratransit vans. The Directors follow the schedule as included in SCTA TAM Plan. For the contracted paratransit service, the Directors monitor the maintenance of the paratransit vehicles that are leased to the private operator, including on-site inspections. Lancaster has a fleet of 45 buses and 64 paratransit vans while Reading has a fleet of 50 buses and 5 paratransit vans. This includes the paratransit vehicles that are leased to the private operator. The Maintenance and Operations Departments work closely together on vehicle related issues, especially in terms of safety related issues. All vehicles in both fleets are equipped with camera systems that are very useful in investigating accidents and or potential near miss/close call incidents.

The Director of Facilities & IT is directly responsible for the routine maintenance of all of SCTA's facilities at both locations. This includes the routine inspection of the facilities in accordance with SCTA's TAM Plan. The Director is supported by the Facilities Technician for routine maintenance items such as replacing lights, repairing doors, overseeing contracted cleaning of the facilities and grounds-keeping. All SCTA facilities are equipped with security cameras for monitoring and investigation of any incidents.

#### ***Subsection 5.4.5 Key Staff***

Pursuant to 49 CFR Part 673.23(d)(4), SCTA may designate key staff, groups of staff, or committees to support the Accountable Executive, Chief Safety Officer, and Safety Committee, in developing,

implementing, and operating the transit agency's SMS. SCTA may designate other individuals, including key staff, groups of staff and committees to support the development, implementation, and operation of the transit agency's SMS. Their authorities, accountabilities, and responsibilities must be described in the Safety Plan.

SCTA currently utilizes internal committees comprised of the Safety & Training Manager as the lead, along with the Chief Safety Officer, Director of Administration and Human Resources, Director of Maintenance and Director of Operations for the monthly review of all accidents/incidents reported by employees. This committee also receives input from the Operation Supervisors that may also be involved in the investigation of accidents/incidents.

As noted under the ERS System, the transit agency has been utilizing a committee of staff, operators, and maintenance for the review of route and schedule changes that includes potential changes in policies and procedures with safety-related items often included in the reviews. This committee makes recommendations to senior management on potential changes with ultimate approval by the Board of Directors. This committee meets as needed, usually from February to September for this process.

### ***Section 6 Safety Risk Management (SRM)***

Under Part 673, SCTA is required to develop and implement an SRM process applied to all elements of its system. SCTA must conduct hazard identification, safety risk assessment, and safety risk mitigation activities. Once hazards are identified, other procedures must be developed under safety risk management to analyze and assess the risk resulting from these hazards, as well as to institute controls to reduce or eliminate the risks from these hazards. SCTA has implemented a Safety Risk Management process for all elements of its transportation system. The Safety Risk Management process is comprised of the following activities: hazard identification, safety risk assessment, and safety risk mitigation.

#### ***Subsection 6.1 Hazard Identification***

Pursuant to 49 CFR Part 673.25(b)(1) and (2), SCTA must establish a process for hazard identification, which includes specifying sources of information about hazards and their potential consequences. SCTA will consider the results of its asset condition assessments in its TAM Plan when performing hazard identification activities through its SMS. The results of the condition assessments and SRM activities will help SCTA make a determination as to whether an asset meets the state of good repair standards under 49 C.F.R. Part 625.

The following is SCTA's methods and processes to identify hazards and consequences of the hazards:

- Employee safety reporting program
- Observations of operations
- Inspections
- Internal safety investigations
- Accident reports
- Compliance programs
- Committee reviews
- Industry data
- Governmental sources (FTA, NTSB, PADOT)

- Data and information regarding exposure to infectious disease provided by the CDC or a State health authority
- Customer and public feedback or complaints
- Safety concerns identified through Safety Assurance activities carried out under §673.27

While there are many sources for safety information and many ways to identify hazards as shown above, the key attributes that SCTA will utilize for effective hazard identification include:

- The more comprehensive the data sources and documentation, the more confident management can be that safety concerns are being identified;
- Training employees on proper identification and reporting of safety concerns increases the likelihood that hazards can be addressed;
- Focus on the collection of safety concerns while safety staff work with operations and management personnel to identify the exact hazard(s); and
- Promote and support Authority-wide safety concern reporting and hazard identification.

### ***Subsection 6.2 Safety Risk Assessment***

Pursuant to 49 CFR Part 673.25(c)(1) and (2), SCTA must establish methods or processes to assess the safety risks associated with identified hazards. A safety risk assessment includes an assessment of the likelihood and severity of the potential consequences of the identified hazards, taking into account existing safety risk mitigations, to determine if safety risk mitigation is necessary and to inform prioritization of safety risk mitigation. SCTA must establish procedures for assessing the safety risk of the potential consequences of identified hazards and prioritizing the hazards based on this safety risk. SCTA must assess safety risk in terms of likelihood (the probability of a consequence occurring) and severity (the seriousness of a consequence, if it does occur).

SCTA has decided to adopt the U.S. Department of Defense Standard Practice, System Safety, MIL-STD-882E, severity categories and likelihood levels to use as a guide for its risk assessment process. To determine the appropriate severity category as defined in Table I for a given hazard at a given point in time, identify the potential for death or injury, environmental impact, or monetary loss. A given hazard may have the potential to affect one or all of these three areas. The severity categories are as follows:

**Table I. Severity Categories**

Description	Severity Category	Mishap Result Criteria
<b>Catastrophic</b>	1	Could result in one or more of the following: death, permanent total disability, Irreversible significant environment impact, or monetary loss equal to or exceeding \$1 Million.
<b>Critical</b>	2	Could result in one or more of the following: permanent partial disability, injuries or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding \$500 Thousand but less than \$1 Million.
<b>Marginal</b>	3	Could result in one or more of the following: injury or occupational illness resulting in one or more lost work day(s), reversible moderate environmental impact, or monetary loss equal to or exceeding \$50 Thousand but less than \$500 Thousand.
<b>Negligible</b>	4	Could result in one or more of the following: injury or occupational illness not resulting in a lost workday, minimal environmental impact, or monetary loss less than \$50 Thousand.

To determine the appropriate likelihood level as defined in Table II for a given hazard at a given point in time, assess the likelihood of occurrence of a mishap. Likelihood level F is used to document cases where the hazard is no longer present. No amount of doctrine, training, warning, caution, or Personal Protective Equipment (PPE) can move a mishap probability to level F.

**Table II. Likelihood Levels**

Description	Level	Specific Individual Item	Fleet or Inventory
<b>Frequent</b>	A	Likely to occur often in the life of an item	Continuously experienced.
<b>Probable</b>	B	Will occur several times in the life of an item.	Will occur frequently.
<b>Occasional</b>	C	Likely to occur sometime in the life of an item	Will occur several times.
<b>Remote</b>	D	Unlikely, but possible to occur in the life of an item.	Unlikely, but can reasonably be expected to occur
<b>Improbable</b>	E	So unlikely, it can be assumed occurrence may not be experienced in the life of an item	Unlikely to occur, but possible.
<b>Eliminated</b>	F	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.

When available, the use of appropriate and representative quantitative data that defines frequency or rate of occurrence for the hazard, is generally preferable to qualitative analysis. The Improbable level is generally considered to be less than one in a million. In the absence of such quantitative frequency or rate data, reliance upon the qualitative text descriptions in Table II is necessary and appropriate. Assessed risks are expressed as a Risk Assessment Code (RAC) which is a combination of one severity category and one probability level. For example, a RAC of 1A is the combination of a Catastrophic severity category and a Frequent probability level. Table III assigns a risk level of High, Serious, Medium, or Low for each RAC.

**Table III. Risk Assessment Matrix**

<b>Severity/ Probability</b>	<b>Catastrophic (1)</b>	<b>Critical (2)</b>	<b>Marginal (3)</b>	<b>Negligible (4)</b>
<b>Frequent (A)</b>	<b>High</b>	<b>High</b>	<b>Serious</b>	<b>Medium</b>
<b>Probable (B)</b>	<b>High</b>	<b>High</b>	<b>Serious</b>	<b>Medium</b>
<b>Occasional (C)</b>	<b>High</b>	<b>Serious</b>	<b>Medium</b>	<b>Low</b>
<b>Remote (D)</b>	<b>Serious</b>	<b>Medium</b>	<b>Medium</b>	<b>Low</b>
<b>Improbable (E)</b>	<b>Medium</b>	<b>Medium</b>	<b>Medium</b>	<b>Low</b>
<b>Eliminated (F)</b>	<b>Eliminated</b>	<b>Eliminated</b>	<b>Eliminated</b>	<b>Eliminated</b>

***Subsection 6.3 Safety Risk Mitigation***

- 1) Pursuant to 49 CFR Part 673.25(d), SCTA, including ECC, must establish methods or processes to identify safety risk mitigations or strategies necessary as a result of the transit agency’s safety risk assessment to reduce the likelihood and severity of the potential consequences. SCTA must establish an approach to determining when safety risk mitigation is necessary based on assessed safety risk. This may include setting criteria or thresholds for different levels of safety risk, and may involve assigning accountability to levels of management for the safety risk of operations under their control.

Safety Risk Mitigations may:

- Eliminate the safety risk of a hazard;
- Reduce the likelihood of the potential consequences of a hazard; and/or
- Reduce the severity of the potential consequences of a hazard.

The goal of SCTA is to always eliminate the hazard if possible. When a hazard cannot be eliminated, the associated risk should be reduced to the lowest acceptable level within the constraints of cost, schedule and performance by applying the system safety design order of precedence. Ideally, the hazard should be eliminated by selecting a design or material alternative that removes the hazard altogether. Safety risk mitigation enables the transit agency to actively “manage” safety risk in a manner that is aligned with its safety performance targets,

and consists of initial, ongoing, and revised mitigations. When a hazard cannot be eliminated, SCTA will reduce the associated risk to the lowest acceptable level within the constraints of cost, schedules, and performance by applying the design order of precedence as follows:

- Eliminate hazards through design selection;
- Reduce risk through design alteration;
- Incorporate engineered features or devices;
- Provide warning devices; and
- Incorporate signage, procedures, training and personnel protective equipment.

For SCTA, the Department Directors with oversight for their services, will develop mitigations, supported by the SCTA's SRM, the Safety Committee, and SCTA's subject matter experts, as needed. Depending on the nature of the safety risk or mitigation, additional approvals may be required from the Executive Director as the Accountable Executive. Safety risk mitigations must include milestones, schedules, budget and the party(ies) responsible for implementation. Safety Committee will look to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended. This activity may include the use of mitigation monitoring plans. The Department Heads or project manager that developed the mitigation will be responsible for inputting the mitigation information into SCTA's safety informational system. SCTA's SMS Committee will review the status of actions to implement mitigations and report any findings or concerns to the Executive Director. The Safety Manager will include information on the development and implementation of safety risk mitigation in quarterly reports shared throughout SCTA.

For the contracted services by ECC, the Chief Operations Officer and Assistant Directors of Shared Ride Services for RRTA and BARTA, in coordination with the Safety Manager, monitors ECC's safety risk mitigation process through semi-annual on-site record reviews and mitigation documentation submitted by ECC.

- 2) A transit agency must consider, as a source for safety risk mitigation:
  - Guidance provided by FTA;
  - Guidelines to prevent or control exposure to infectious diseases provided by the CDC or the Commonwealth of Pennsylvania Department of Health.
- 3) When identifying safety risk mitigations for the safety risk reduction program related to vehicular and pedestrian safety events involving transit vehicles, including to address a missed safety performance target set by the Safety Committee under §673.19(d)(2), the transit agency and its Safety Committee must consider mitigations to reduce visibility impairments for transit vehicle operators that contribute to accidents, including retrofits to vehicles in revenue service and specifications for future procurements that reduce visibility impairments.
- 4) When identifying safety risk mitigations for the safety risk reduction program related to assaults on transit workers, including to address a missed safety performance target set by the Safety Committee under §673.19(d)(2), the transit agency and its Safety Committee must consider deployment of assault mitigation infrastructure and technology on transit vehicles and in transit facilities. Strategy details can be found on Appendix F.

- 5) When the transit agency's Safety Committee, as part of the safety risk reduction program, identifies and recommends under §673.19(c)(6) safety risk mitigations, including mitigations relating to vehicular and pedestrian safety events involving transit vehicles or assaults on transit workers, based on a safety risk assessment conducted under §673.25(c), the transit agency must include or incorporate by reference these safety risk mitigations in its ASP pursuant to §673.11(a)(7)(iv).
- 6) When the transit agency's Safety Committee recommends a safety risk mitigation unrelated to the safety risk reduction program, and the Accountable Executive decides not to implement the safety risk mitigation, the Accountable Executive must prepare a written statement explaining their decision, pursuant to recordkeeping requirements at §673.31. The Accountable Executive must submit and present this explanation to the transit agency's Safety Committee and Board of Directors.

### ***Section 7 Safety Assurance***

The third component of SCTA's SMS is Safety Assurance, which ensures the performance and effectiveness of safety risk controls established under safety risk management. Safety assurance is also designed to ensure that the Authority meets or exceeds its safety objectives through the collection, analysis, and assessment of data regarding the organization's performance. Safety assurance also includes inspection activities to support oversight and performance monitoring.

SCTA shall identify the data and information it will collect from its operations, maintenance, and public transportation services so that it may monitor the transit agency's safety performance as well of the effectiveness of its SMS. SCTA will monitor its operations and maintenance protocols and procedures, and any safety risk mitigations, to ensure that it is implementing them as planned. Furthermore, SCTA will investigate safety events (as defined above) and any reports of non-compliance with applicable regulations, standards, and legal authority. Finally, SCTA will continually monitor information reported to it through any internal safety reporting programs including the employee safety reporting program.

At present, SCTA routinely monitors the daily operation of both the fixed-route and shared-ride services through the dispatch offices, the AVL and Ecolane Systems for tracking the location and status of vehicles, and the two-way radio communications. The Directors of Operations and the Assistant Directors of Shared Ride Services for RRTA and BARTA monitor the daily communications and respond when necessary if a safety event occurs. As previously noted, data is collected on a daily basis, as needed, and compiled into monthly reports on safety events and service reliability by the maintenance departments.

Directors of Operations, Assistant Directors of Shared Ride for RRTA and BARTA and Directors of Maintenance Departments report on these activities monthly to the Chief Safety Officer. Each report documents, for the previous month, the results of:

- Rules compliance activities in the department, including coaching, retraining, or discipline for unsafe acts,

- Inspections of the department's equipment and infrastructure elements,
- Quality control and quality assurance assessments and reviews in the department, and
- Supervisor observations of activities performed in the department.

Data and information are analyzed to identify trends and allow monthly and annual comparisons.

Based on these reports, the Chief Safety Officer works with the managers in each department to review and investigate findings with implications for agency-wide compliance with and sufficiency of operations and maintenance procedures, and to determine the root cause and contributing factors for any issues.

The Chief Safety Officer presents the results of the reviews and investigations to the Safety Committee quarterly. The Safety Committee recommends what, if any, action is required, and then the CSO directs pertinent department personnel to document and track actions taken in the agency's safety information system.

### ***Subsection 7.1 Safety Performance Monitoring and Measurement***

SCTA's Safety Committee has established tasks to:

- Monitor the system for compliance with, and sufficiency, of the transit agency's procedures for operations and maintenance;
- Monitor its operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended;
- Conduct investigations of safety events to identify causal factors; and
- Conduct safety audits, studies, reviews, and inspections
- Monitor information reported through any internal safety reporting programs.

Safety performance monitoring and measurement involves the continual monitoring of the transit agency's activities to understand safety performance. Through these efforts, SCTA should be able to determine whether it is meeting its safety objectives and safety performance targets, as well as the extent to which it is effectively implementing its SMS. FTA is not prescribing any specific process for investigating safety events, but notes that it is critical for transit agencies to identify and understand the causes of safety events in their systems so that the circumstances leading to the safety events can be mitigated and prevented in the future.

SCTA, to the extent practicable, use the FTA's voluntary minimum safety standards and recommended practices. The category's that are suitable for SCTA operations include the following:

- Category A: Transit Worker Safety – to reduce transit worker fatalities and injuries.
  - Subcategory A.1: Transit Worker Assault Prevention
  - Subcategory A.2: Fatigue Management, Fitness for Duty, and Employee Distraction
- Category B: Pedestrian and Bicyclist Safety – to reduce collisions with pedestrians and bicyclists resulting in fatalities and injuries.
- Category C: Bus Transit Safety – to reduce bus transit collisions resulting in fatalities and injuries.

- Category D: Vehicle Safety – to improve the design and reliability of transit vehicles to protect occupants, communicate safety information, and support emergency access and egress
  - Subcategory D.1: Vehicle Crashworthiness and Brake Testing
  - Subcategory D.2: Vehicle Safety Standards and Practices
- Category E: Operations Procedures, Compliance, and Training – to support compliance with and sufficiency of operations procedures and the training, supervision, and qualification of operations personnel.
- Category F: Maintenance Procedures, Compliance, and Training – to support compliance with and sufficiency of maintenance procedures and the training, supervision, and qualification of maintenance personnel.
- Category G: Precautionary and Reactive Actions during an Emergency – to ensure public and worker health and safety during emergencies.

In the event of a fatality, SCTA must comply with all FTA drug and alcohol requirements and 75 Pa. C.S. §4704. Pursuant to the Commonwealth statute, in the event a motor carrier vehicle or mass transit vehicle is involved in an accident that causes the death of the vehicle operator or another person, the motor carrier vehicle or mass transit vehicle and its equipment, load, driver and documents shall be inspected by a qualified Commonwealth employee as designated by 75 Pa. C.S. §4704 before the vehicle or driver will be allowed to continue operation. SCTA will contact the nearest PUC District Office to request a post-accident MCSAP bus inspection. The following table lists PUC District Offices:

PUC District Office	Manager	Telephone	Fax
Harrisburg District	Alan Taylor	717.787.7598	717.787.3114
Philadelphia District	Anthony Bianco	215.965.3721	215.965.4262
Pittsburgh District	Brian Mehus	412.423.9310	412.820.2607
Scranton District	Alan Taylor	570.963.4590	570.614.2070

Further, SCTA is a member of the Pennsylvania State Association for Transportation Insurance (SAFTI) which is a self-insured insurance pool comprised of 28 transit systems in the state. The insurance pool is managed by a Board of Directors comprised of Executives from the member agencies and employs professional risk management services. The SAFTI Pool has adopted Operating Standards for each system to comply with in terms of policies, procedures, hiring, and training requirements for operators and safety personnel at each Authority. It also includes minimum requirements for contracted services in terms of training and insurance levels. A copy of the SAFTI Standards are included in Appendix G. Statewide data is collected and reviewed by the risk management firm hired by SAFTI that also includes on-site safety inspections annually and anonymous on-board evaluations of operators. The on-going monitoring of operations and facilities is performed as follows:

**Random Observations:** Transportation Supervisors may conduct observations of Bus Operators for compliance with traffic laws, SCTA operating rules, and procedures. Any observed rule violations will be documented and submitted to the Director of Operations.

• **Behavior-Based Safety Observations:** Managers or technical specialists observe employees or contractors performing their assigned tasks and evaluate their actions based on SCTA’s safety policies

and procedures and task-specific processes or procedures, if applicable. After each session, the manager or safety specialist discusses what they observed with the employee or contractor they observed and discusses any unsafe or potentially unsafe acts they may have observed. Sessions focus on constructively and positively reinforcing safe acts, gaining employee commitment to identify and avoid unsafe acts, and encouraging two-way communication about safety-related concerns. The manager or safety specialist performing the observations immediately addresses and acts on any observed life-threatening and unsafe behaviors.

• **Vehicle and Facility Inspections and Records Reviews:** Trained personnel from each SCTA department conduct and document monthly safety inspections at their maintenance and operations facilities for vehicles and infrastructure. These personnel also perform records reviews and trend analyses regarding the results of vehicle and facility inspections to focus follow-up activities. Results are documented on standard SCTA departmental forms.

• **Video Monitoring:** SCTA's onboard monitoring system can be downloaded remotely when needed and when the vehicle is on property, it will download. Operations staff can review video events to ensure timely coaching, retraining, or discipline for unsafe acts in response to complaints or safety event. Coachable events are placed in the coaching queue to be addressed one-on-one with operators by training personnel. Additionally, supervisors review recordings when operators self-report non-compliance with safety rules or as a result of other employee reports. Operations staff also notify the Director of Maintenance of any events that relate to the Maintenance Department for coaching, retraining, and/or discipline. Managers of SCTA's Operations and Maintenance Departments report on these activities monthly to the Chief Safety Officer. Each report documents, for the previous month, the results of:

- Rules compliance activities in the department, including coaching, retraining, or discipline for unsafe acts,
- Inspections of the department's equipment and infrastructure elements,
- Quality control and quality assurance assessments and reviews in the department, and
- Supervisor observations of activities performed in the department.

Data and information are analyzed to identify trends and allow monthly and annual comparisons. Based on these reports, the Chief Safety Officer works with the managers in each department to review and investigate findings with implications for agency-wide compliance with and sufficiency of operations and maintenance procedures, and to determine the root cause and contributing factors for any issues.

Per contractual agreement, SCTA's Assistant Directors of Shared-Ride Services for RRTA and BARTA, in coordination with the Chief Safety Officer, monitors the paratransit contractor's safety risk mitigation monitoring process through quarterly on-site records reviews and documentation that the contractor submits. SCTA provides post-review reports to the contractor and identifies deficiencies in the monitoring process. The contractor must submit a corrective action plan for any deficiency.

Safety Personnel ensures that SCTA carries out and documents all monitoring activities. Safety Personnel reports the results to the Chief Safety Officer and/or executive management as directed by the Accountable Executive. Specific procedures on how to carry out safety risk mitigation monitoring activities and forms to document those activities are on file in the Safety Department.

## Safety Event Investigations to Identify Casual Factors

SCTA maintains documented procedures for conducting investigations of safety events (accidents, incidents, and occurrences, as defined in 49 CFR Part 673) to find causal and contributing factors and review the existing mitigations in place at the time of the safety event.

Local law enforcement also may respond to any SCTA safety event. As noted in SCTA's manual, SCTA will coordinate its investigation process with local law enforcement.

Operations and maintenance management are responsible for immediately notifying the Safety Department of any safety event that meets SCTA's thresholds. The Safety Department notifies the Accountable Executive (or designated personnel) of any events that resulted in a fatality, serious injury, or property damage to SCTA's vehicles or private vehicles that may exceed \$25,000. The Safety Department ensures that all safety events are recorded and tracked in an electronic Safety Event Log in the safety information system.

The Safety Department also ensures compliance with reporting thresholds, requirements, and processes defined in *FTA's NTD Safety and Security Policy Manual* and with notification thresholds established by the National Transportation Safety Board and the Pennsylvania Department of Transportation.

SCTA's general safety investigation process consists of five basic phases.

- **Set up:** Assemble an investigation team with the required skills and expertise.
- **Fact gathering:** Record facts pertinent to understanding the circumstances leading to the safety event.
- **Event reconstruction:** Reconstruct the sequence of events.
- **Data analysis:** Analyze the information obtained through fact gathering and event reconstruction to assess the safety risk and provide explanations of the technical and operational factors and any underlying organizational factors and issues.
- **Establish conclusions:** Draw conclusions from the collected and analyzed information based on: Main and direct causes and contributing factors leading to the event.

Findings that point out additional hazards that have the potential to introduce safety risk but did not play a direct role in the event. Other findings that have potential to improve the safety of the transit system.

## General Investigation Process

### *Safety Event Investigation Procedures*

SCTA's safety event investigation procedures follow these steps:

- Bus Operators or Operations Supervisors notify Control Center/Dispatch of the safety event. The Operator of the affected transit vehicle follows seven basic emergency steps:
  - Stay calm.
  - Assess the situation.
  - Obtain help.
  - Protect people, then property.
  - Reassure and assist the passengers.

- Secure the scene.
- Gather information.
  
- Control Center/Dispatch immediately notifies Operations Management and the designated Safety representative.
- The investigation team is activated. This team normally consists of a trained Safety staff person and a trained Operations Supervisor or Training Instructor. The number and management level of the investigation team is based on the size and scale of the safety event.
- The investigation team arrives at the scene as soon as possible with tools to conduct the investigation. (The Safety Event Investigation Procedures manual provides a list of these tools.)
- The investigation team secures the scene and collects facts about what occurred, including interviewing the operator involved, if possible.
- The investigation team begins the technical investigative process, which includes but is not limited to the following:
  - Noting the environmental factors surrounding the safety event, such as lighting and visibility, road surface conditions, climate, and weather conditions.
  - Collecting vehicle and roadway evidence, including vehicle condition and position for all vehicles involved in the incident.
  - Recording tire marks, skid marks, tire tread prints, and yaw marks.
  - Observing braking-related factors.
  - Observing debris and vehicle fluids.
  - Observing contact and induced damage.
  - Making exterior damage assessments.
  - Photographing the scene.
  - Sketching the field.
  - Interviewing other drivers; witnesses; passengers; fire, emergency medical services, and police personnel at the scene. Interviewing maintenance personnel, if necessary, at a later date.
  - Making a drug-and-alcohol testing decision.
  - Finalizing the vehicle event and incident report form.

### **Identifying Causal and Contributing Factors**

SCTA is committed to examining all safety events to determine causal and latent organizational factors that may have contributed to the safety event. This includes examining:

- Process;
- People/human factors;
- Management decision-making and resource support;
- Equipment, tools, and materials;
- Operating environment;
- Environmental issues;
- Existing relevant mitigations; and
- Other causes and contributing factors, as appropriate.

The investigators prepare a report based on this causal analysis and send copies to the Safety Department for immediate action (if necessary) and to the Accident and Incident Review Board for integration into their analysis of the event.

## **Accident and Incident Review Board**

SCTA's Accident and Incident Review Board reviews information on all accidents and incidents to occur on SCTA property or involving SCTA vehicles, equipment or employees. The Accident and Incident Review Board does not review occurrences, as defined in 49 CFR § 673.5

SCTA's Accident and Incident Review Board consists of five members that include the Director of Fixed Route Operations, Director of Administration and Human Resources, Director of Maintenance and the Safety and Training Manager. The Chief Safety Officer chairs the board. The review board determines whether:

- The accident or incident was preventable or non-preventable
- Personnel require discipline or retraining;
- The causal factor(s) indicate(s) an unexpected or previously unconsidered operating condition or situation or an existing mitigation that may be ineffective, inappropriate, or not implemented as intended; or
- The accident or incident appears to involve underlying organizational causal factors beyond just individual employee behavior.

SCTA's Accident and Incident Review Board refers its findings to the Safety Department for further analysis and potential examination through SCTA's SRM process. Information on causal factors identified or confirmed by SCTA's Accident and Incident Review Board is filed in the CSO's office.

Per contractual agreement, the paratransit contractor must immediately notify SCTA's Assistant Directors of Shared-Ride Services for RRTA and BARTA of any safety event that meets defined minimum thresholds. SCTA also monitors the paratransit contractor's safety investigation processes by reviewing investigation reports, causal analysis activities, and the contractor's response to investigation reports and causal analysis findings. The contractor is required to submit documentation on safety investigation activities to SCTA.

The Chief Safety Officer maintains all documentation of SCTA's investigation policies, and processes. All forms, checklists, activities, and results are found in the Safety Department.

## **Internal Safety Reporting Programs**

The Chief Safety Officer and Safety Committee will review safety data and information captured in employee safety reports and safety meeting minutes. When necessary, the CSO will ensure that the issues and concerns are investigated or analyzed through SCTA's SRM process.

The Chief Safety Officer and Safety Committee also review internal and external reviews, including audits and assessments, compliance with operations and maintenance procedures, and the effectiveness of safety risk mitigations. Then the Chief Safety Officer will discuss relevant safety issues and concerns with the Accountable Executive.

Per contractual agreement, the paratransit contractor must send quarterly reports to SCTA's Assistant Directors of Shared-Ride Services for both RRTA and BARTA documenting information reported through its internal safety reporting programs.

### ***Subsection 7.2 Management of Change***

SCTA must establish a process for identifying and assessing changes that may introduce new hazards or impact SCTA's performance. If SCTA determines that a change may impact its safety performance, the Safety Committee will evaluate the proposed change through its Safety Risk Management process. It is important that SCTA leverage its field monitoring activities to support the identification of changes in a system that may not be planned. SCTA's management of change process is agency-wide and applies to all new and existing system elements. It includes changes identified through the SMS process as well as an active scan of changes resulting from:

- Design and implementation of new systems and other capital projects,
- Changes to existing systems or service,
- New services provided to the public,
- New operations or maintenance procedures,
- Organizational changes, including transit agency Leadership and Accountable Executive changes,
- Changes in capabilities and organizational capacity,
- Procurement process changes, and
- Changes to relevant regulations, laws, policies, or other FTA's National Public Transportation Safety Plan or Safety Directives or Bulletins that may impact SCTA's safety program.

As noted previously, SCTA belongs to a statewide insurance pool that requires each member to conduct annual on-board evaluations of all operators and the Pool conducts on-site inspections of facilities to identify any safety deficiencies. The Pool sends a written report to the Authority that includes a Risk Management Score that requires the Authority to submit a plan on how any deficiencies will be corrected. This process also includes anonymous on-board evaluations of a random number of operators that includes scoring on various aspects of the operator's driving skills and customer service. All of this data is used to evaluate potential shortfalls and needs for training.

On a quarterly basis, under the direction of the Accountable Executive, the MCC requests input from SCTA departments regarding changes with the potential to impact safety performance. SCTA trains its managers on when and how to identify and report anticipated changes to the committee.

Each quarter, the MCC also reviews outputs from SCTA's configuration management process, engineering modification request process, safety certification process, rulebook update and general order system, and route planning process.

When the MCC determines a change may impact SCTA's safety performance, the committee directs the Chief Safety Officer to evaluate the change through the SRM process or to ensure another department or contractor is evaluating it through the SRM process.

The SRM process includes identifying a change's associated hazards and potential consequences, assessing safety risk, and, when necessary, creating new safety risk mitigations or modifying existing mitigations. When ST makes a change that requires new or revised mitigations, it monitors these mitigations as described in the mitigation monitoring section above.

Per contractual agreement, the paratransit contractor must have a management of change process that complies with 49 CFR Part 673 and addresses the changes specified in this section. SCTA's Assistant

Directors of Shared-Ride Services for RRTA and BARTA monitors the contractor's implementation of this process.

The Safety Department maintains policies, procedures, and documentation related to SCTA's management of change activities.

### ***Subsection 7.3 Continuous Improvement***

SCTA must establish a process to assess its safety performance annually. If SCTA identifies any deficiencies as part of its safety performance assessment, the transit agency must develop and carry out, under the direction of the Accountable Executive, a plan to address the identified safety deficiencies. SCTA's process for assessing its safety performance includes:

- Monitoring the achievement of safety objectives and safety performance indicators and targets.
- Reviewing the effectiveness of:
  - Hazard identification, safety risk assessment, safety risk mitigation development, and management of change activities;
  - Operations and maintenance procedure monitoring activities;
  - Safety risk mitigation monitoring activities;
  - Safety investigation activities;
  - Voluntary ESRP;
  - Safety competencies and training efforts; and
  - Safety communication.

The Chief Safety Officer with assistance from the Safety and Training Managers, Directors of Maintenance and the Directors of Operations are responsible for assessing SCTA's safety performance. Strategies for assessing safety performance and the effectiveness of SCTA's SMS include, but are not limited to the following:

- 1) Identification of deficiencies in the transit agency's SMS and deficiencies in the transit agency's performance against safety performance targets required in §673.11(a)(3); Monitor safety performance against annual safety performance targets set by the Safety Committee under §673.19(d)(2) for the safety risk reduction program in §673.11(a)(7).
- 2) If the transit agency does not meet an established annual safety performance target set by the Safety Committee under §673.19(d)(2) for the safety risk reduction program in §673.11(a)(7) must:
  - a) Assess associated safety risk, using the methods or processes established under §673.25(c);
  - b) Mitigate associated safety risk based on the results of a safety risk assessment using the methods or processes established under §673.25(d). The transit agency must include these mitigations in the plan described at §673.27(d)(4) and in the Agency Safety Plan as described in §673.25(d)(5); and
  - c) Allocate its safety set-aside in the following fiscal year to safety-related projects eligible under 49 U.S.C. 5307 that are reasonably likely to assist the transit agency in meeting the safety performance target in the future.

As noted, the monthly accident reports on the preventability of accidents is compiled on an annual basis to determine trends in preventable accident and incidents. This data is reviewed to identify potential areas for increased training and to identify potential hazards through the type and cause of accidents. The SAFTI Insurance Pool also reviews trend in accident and work related injuries to identify training needs and preventive measures that may need to be implemented. The Pool has a Safety Risk Committee comprised of several members Accountable Executives and conducts an annual Safety Risk Meeting of all members for the review of Pool data. These meetings and data are important for making on-going improvements to the Authority's safety program.

SCTA supports continuous improvement by addressing deficiencies it discovers during assessments of safety performance and SMS operations assessments. Corrective action plans, if needed, are carried out under the direction of the Accountable Executive through the safety performance assessment as described in this section.

### ***Section 8 Safety Promotion***

The fourth component of SCTA's SMS is Safety Promotion, which requires a combination of training and communication of safety information to transit workers to enhance the Transit Agency's safety performance. SCTA established competencies and training for all Agency transit workers directly responsible for safety, and to establish and maintain the means for communicating safety performance and safety management information. This training program contains refresher training, as necessary.

SCTA must establish a comprehensive safety training program and must require transit workers and contractors, including the Chief Safety Officer and SCTA's Board of Directors, to complete training to be able to fulfill their safety-related roles and responsibilities. SCTA also must require these individuals to complete refresher training, as necessary, to stay current with the transit agency's safety practices and procedures.

Safety promotion ensures that SCTA transit workers and contractors are aware of policies and procedures related to the safety of the agency, as related to their area of work. SCTA's comprehensive safety training program applies to all SCTA transit workers directly responsible for safety, including:

- Bus and paratransit van vehicle operators,
- Dispatchers
- Maintenance staff
- Managers and supervisors,
- Agency Leadership and Executive Management.
- Chief Safety Officer and Safety related personnel
- Accountable Executive.

Training has been developed for each designated position throughout the agency, appropriate to the position's individual safety-related job responsibilities and role in the SMS. This training includes instruction and testing to verify initial competency, as well as refresher training and recertification requirements to ensure employees remain current on the agency's policies and procedures. Basic training requirements for SCTA transit workers, including frequencies and refresher training, are documented in ST's Safety Training Matrix and the SCTA Employee Handbook.

Operations safety-related skill training includes the following:

- New hire bus operator classroom and hands-on skill training;
- De-escalation training;
- Safety concern identification and reporting training;
- Bus operator refresher training;
- Bus operator retraining (recertification or return to work);
- Skill training for Utility maintenance positions;
- Skill training for bus cleaners;
- Skill training for painting and body-shop personnel;
- Classroom and on-the-job training for control center employees/schedulers/dispatchers at the time of external hire or internal promotion;
- Classroom and on-the-job training for operations supervisors at the time of external hire or internal promotion; and
- Safety event investigation training, including the Transportation Safety Institute (TSI) Fundamentals of Bus Collision Investigation and on-the-job training

Vehicle maintenance safety-related skill training includes the following:

- De-escalation training;
- Safety concern identification and reporting training;
- Ongoing vehicle maintenance technician skill training;
- Ongoing skill training for vehicle maintenance supervisors;
- Safety event investigation training for vehicle maintenance supervisors;
- Ongoing hazardous material training for vehicle maintenance technicians and supervisors; and
- Training provided by vendors.

Facility maintenance safety-related skill training includes the following:

- De-escalation training;
- Safety concern identification and reporting training;
- Ongoing facility maintenance technician skill training;
- Ongoing skill training for facility maintenance supervisors;
- Ongoing hazardous material training for facility maintenance technicians and supervisors; and
- Ongoing fire prevention training for facility maintenance technicians and supervisors.

For the Safety Department, ST participates in the Voluntary Bus Safety Training Program outlined in FTA's Public Transportation Safety Certification Training Program regulation, 49 CFR Part 672. ST's designated Safety Department personnel will complete the following curricula, in accordance with the Program's specifications:

- SMS Awareness (e-Learning);
- Safety Assurance (virtual instructor-led);
- SMS Principles for Transit (classroom); and
- Transit Safety and Security Program managed by TSI: Effectively Managing Transit Emergencies,
- Transit Bus System Safety;

- Fundamentals of Bus Collision Investigation;
- De-escalation training; and
- Safety concern identification and reporting training.

Following the conclusion of this training, designated personnel will complete refresher training that includes, at a minimum, one hour of safety oversight training.

SCTA also conducts SMS initial and refresher training on basic SMS principles and the mandatory and voluntary ESRP for all frontline transit workers.

SCTA's Assistant Directors of Shared Ride Services for RRTA and BARTA regularly monitors contractor safety skill training and SMS training, including refresher training, to ensure the contractor is supporting SCTA's safety and safety management mission and complying with SCTA's requirements. SCTA's Assistant Directors for RRTA and BARTA of Shared-Ride Services documents monitoring activities and results in formal reports and audits

### ***Subsection 8.1 Safety Communication***

SCTA shall communicate safety and safety performance information throughout the Agency's organization that, at a minimum, conveys information on hazards and safety risks relevant to transit workers' roles and responsibilities and informs transit workers of safety actions taken in response to reports submitted through employee transit worker safety reporting program. To provide ongoing emphasis of safety and performance, SCTA has installed video monitors in all the employee lounges, driver's room, and maintenance areas that can be programmed to display custom messages. There are also message boards in the passenger waiting areas that are used for custom messaging and will be included as part of SCTA's effort to promote safety and the adoption of the safety plan. In addition, SCTA utilizes special memos to relay information with copies placed in every employee's in-house mailbox. For staff, SCTA utilizes blast emails to relay timely information, which will be utilized to promote the safety plan and to solicit feedback.

### ***Subsection 8.2 Competencies and Training***

Training of all employees with respect to their role and responsibilities as they relate to the Agency's safety performance is perhaps the most critical driver for successful SMS implementation. It also shapes employee perception of executive management's commitment to safety. Achieving appropriate levels of competency for each staff level enables the consistent application of their skills to help the transit agency achieve its safety performance objectives. Training has been developed for each designated position throughout the Agency, appropriate to the position's individual safety-related job responsibilities and role in the SMS. Operations safety-related skill training includes the following:

- New hire bus and van operator classroom and hands-on skill training;
- De-escalation training;
- Safety concern identification and reporting training;
- Bus and van operator refresher training;
- Bus and van operator retraining (return to work or post-accident)
- Skill training for Utility maintenance positions;
- Skill training for bus cleaners;
- Classroom and on-the-job training for dispatchers for new hires or promotions;

- Classroom and on-the-job training for operations supervisors at the time of hire and refresher training; and
- Safety event investigation training, including the Transportation Safety Institute (TSI) Fundamentals of Bus Collision Investigation and on-the-job training.

Vehicle maintenance safety-related skill training includes the following:

- De-escalation training;
- Safety concern identification and reporting training;
- Ongoing vehicle maintenance mechanic skill training;
- Ongoing skill training for maintenance supervisors;
- Safety event investigation training for maintenance supervisors;
- Ongoing hazardous material training for mechanics and supervisors; and
- Training provided by vendors.

Facility maintenance safety-related skill training includes the following:

- De-escalation training;
- Safety concern identification and reporting training;
- Ongoing facility maintenance skill training;
- Ongoing skill training for facility maintenance supervisors;
- Ongoing hazardous material training for facility maintenance supervisor;
- Ongoing fire prevention training for facility maintenance supervisors.

SCTA budgets a minimum of eight hours of training per year for all operators. SCTA also takes advantage of special training conducted by the insurance pool and PADOT through its RTAP Program, named PennTrain. These special trainings have included certifications in accident investigation, work related injuries, conflict avoidance, operator assault, Incident Management Systems and SMS Principles for Transit. SCTA ensures that the front-line employees that are directly responsible for the implementation of the safety program attend such trainings, including senior management. The Accountable Executive has received all of these trainings to ensure a comprehensive understanding of the needs and evaluation of the Agency's Safety Plan.

SCTA has also developed a comprehensive Operator Training and Policy Manual that is distributed to all employees that includes a detail description of the internal accident reporting system. The Agency is in the process of updating this manual and will include the Agency's Safety Policy and the principles of SMS.

For all safety related positions, SCTA participates in the Voluntary Bus Safety Training Program outlines in FTA's Public Transportation Safety Certification Training Program regulation, 49 CFR Part 672. SCTA's designated safety personnel will complete the following curricula, in accordance with the Program's specifications:

- SMS Awareness;
- Safety Assurance
- SMS Principles for Transit; and
- Transit Safety and Security Program managed by TSI:
  - Effectively Managing Transit Emergencies,

- Transit Bus System Safety, and
- Fundamentals of Bus Collision Investigation.

Following the conclusion of this training, designated personnel will complete refresher training that includes, at a minimum, one hour of safety oversight training. SCTA also conducts SMS initial and refresher training on basic SMS principles and the mandatory and voluntary ESRP for frontline and supervisory operations and maintenance employees. SCTA's Safety and Training Managers, and the Assistant Directors of Shared Ride Services for RRTA and BARTA regularly monitor contractor safety skill training and SMS training, including refresher training, to ensure the contractor is supporting SCTA's safety and safety management mission and complying with SCTA's requirements. All monitoring efforts are documented and results in formal reports and audits.

### ***Section 9 Documentation***

Pursuant to 49 CFR Part 673.31, SCTA shall maintain records of its documents that are developed in accordance with this policy and FTA requirements. FTA expects SCTA to maintain documents that set forth its Public Transportation Agency Safety Plan, including those related to the implementation of its SMS such as the results from SMS processes and activities. For the purpose of reviews, investigations, audits, or other purposes, this section requires the transit agency to make these documents available to Penn DOT, FTA, and other Federal agencies as appropriate. The Agency shall maintain these documents for a minimum of three years after they are created.

SCTA and its contractor will maintain documentation related to the implementation of its SMS; the programs, policies, and procedures used to carry out this Agency Safety Plan; and the results from its SMS processes and activities for three (3) years after creation. This documentation will be available to the Federal Transit Administration or other Federal or oversight entity upon request.

**RESOLUTION 21 - 2025**

**RESOLUTION ADOPTING THE UPDATED SAFETY PLAN FOR SOUTH CENTRAL TRANSIT AUTHORITY**

WHEREAS, the South Central Transit Authority (SCTA) supports the management of safety through the provision of appropriate resources that will result in an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results of other management systems of SCTA; this includes processes and procedures to implement Safety Management Systems through the SCTA established Safety Committee, which comprised of an equal number of frontline employee representatives and management representatives.

WHEREAS, SCTA will integrate the management of safety among the primary responsibilities of all managers and employees;

WHEREAS, SCTA will clearly define for all staff, managers and frontline transit workers alike, their accountabilities and responsibilities for the delivery of the transit agency's safety performance and the performance of SCTA's Safety Management System;

WHEREAS, SCTA has established a Safety Committee that will identify and recommend risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the SCTA safety risk assessment; identify mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended in order to eliminate or mitigate the safety risks of the consequences of hazards resulting from SCTA's operations or activities to a point which is consistent;

WHEREAS, SCTA will ensure that no action will be taken against any employee who discloses a safety concern through the transit worker safety reporting program, unless disclosure indicates, beyond a reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures;

WHEREAS, SCTA will comply with, and whenever possible, exceed, legislative and regulatory requirements and standards;

WHEREAS, SCTA will ensure that sufficient skilled and trained human resources are available to implement the safety management process;

WHEREAS, SCTA, through the Safety Committee, will ensure that all transit workers are provided with adequate and appropriate safety-related information and training, are competent in safety management matters, and are allocated on tasks commensurate with their skills;

WHEREAS, SCTA will establish and measure safety performance through management processes that ensure that appropriate safety management action is taken and is effective; and

WHEREAS, SCTA will ensure externally supplied systems and services to support operations are delivered meeting safety performance standards.

NOW, THEREFORE BE IT RESOLVED:

The Board of SCTA hereby adopts the SCTA Safety Plan in accordance with the requirements of the Federal Transit Administration and certifies that SCTA is in compliance with 49 U.S.C. § 5329(d), and SCTA's Transit Asset Management Plan in accordance with 49 U.S.C. § 5326.

**Certification**

I, Gail Landis, Secretary of the Board of the South Central Transit Authority, do hereby certify that the foregoing is a true and correct copy of a resolution adopted at a regular meeting of the Board held on the 17<sup>th</sup> day of December 2025.

---

Gail Landis, Secretary  
SCTA Board

December 17, 2025



Appendix B - Certificate of Compliance

**CERTIFICATE OF COMPLIANCE**

In accordance with the requirements of 49 CFR Parts 673.13(a) the South Central Transit Authority (SCTA) as authorized in 49 CFR Parts 673.11(d), hereby certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of this part effective April 9,2024.

*The South Central Transit Authority further certifies that on an annual basis it will certify its compliance with **49 CFR Parts 673.13 (b)** in accordance with the SCTA Safety Plan adopted by the Board of Directors on December 17, 2025.*

BY:  \_\_\_\_\_ DATE: 12/3/25 \_\_\_\_\_  
Gregory Downing, Executive Director  
SCTA



**BERKS AREA REGIONAL TRANSPORTATION AUTHORITY**

**FIXED ROUTE ACCIDENT SUMMARY**

	<u>SEPTEMBER</u>			<u>YEAR-TO-DATE</u>		
	<u>2022</u>	<u>2023</u>	<u>% CHG</u>	<u>2022</u>	<u>2023</u>	<u>% CHG</u>
<b><u>PREVENTABLE ACCIDENTS</u></b>						
Stationary Objects	2	6	200%	24	31	29%
Moving Objects	1	0	-100%	5	3	-40%
Pass Injury Only	1	0	-100%	4	3	-25%
Other	0	0	#DIV/0!	0	0	#DIV/0!
Sub-Total	4	6	50%	33	37	12%
<b><u>NON-PREVENTABLE ACCIDENTS</u></b>						
Standing Collision	1	4	300%	8	15	88%
Moving Collision	1	1	0%	14	13	-7%
Pass Injury Only	1	0	-100%	4	2	-50%
Other	0	0	#DIV/0!	0	0	#DIV/0!
Sub-Total	3	5	67%	26	30	15%
<b><u>TOTAL ACCIDENTS</u></b>	<b>7</b>	<b>11</b>	<b>57%</b>	<b>59</b>	<b>67</b>	<b>14%</b>
<b><u>INCIDENTS</u></b>						
Pass Fall No Injury	0	8	#DIV/0!	29	35	21%
Thrown Objects No Damage	0	0	#DIV/0!	1	2	100%
Other	7	13	86%	63	53	-16%
<b>Total Incidents</b>	<b>7</b>	<b>21</b>	<b>200%</b>	<b>93</b>	<b>90</b>	<b>-3%</b>
<b>TOTAL ACCIDENTS/INCIDENTS</b>	<b>14</b>	<b>32</b>	<b>129%</b>	<b>152</b>	<b>157</b>	<b>3%</b>
<b><u>REVENUE MILES</u></b>						
Per Preventable Accidents			<u>2022</u>			<u>2023</u>
			3,855			3,449
Per Non-Preventable Accidents			4,893			4,253
Per Total Accidents			2,156			1,904
Per Total Accidents & Incidents			837			813
<b>TOTAL REVENUE MILES</b>	<b>2022</b>		<b>127,218</b>			
	<b>2023</b>		<b>127,600</b>	<b>CHG</b>	<b>0.30%</b>	



## Berks Area Regional Transportation Authority

1700 North 11th Street, Reading, PA 19604

Phone – 610.921.0601



Fax – 610.921.9420

[www.bartabus.com](http://www.bartabus.com)



email – [barta@bartabus.com](mailto:barta@bartabus.com)

### Near Miss Report Form

What's the difference between a "near miss" and an accident? A near miss is similar to an accident with the exception that **a near miss does not result in injury or property damage**. No matter how trivial they are, near misses should be reported to your supervisor just as accidents are. As an employee, you need to understand that it's just as important (and part of your responsibility) to report a near miss as it is to report an accident. Reporting near misses in a timely manner can help determine how to prevent a recurrence that could result in a serious injury.

Unsafe working conditions, unsafe employee work habits, improper use of equipment, use of malfunctioning equipment, unsafe intersections, hazardous areas along your route or any hazards on Authority property, all have the potential to cause work related injuries and property damage.

Please complete this form to assist in bringing awareness of any unsafe acts or unsafe conditions.

Date of Occurrence: \_\_\_\_\_

Location of Occurrence: \_\_\_\_\_

Bus #: \_\_\_\_\_ Route #: \_\_\_\_\_ Stop Location: \_\_\_\_\_

Department: (Circle) Admin Fixed Route Special Serv. Maintenance

Time of Occurrence: \_\_\_\_\_ a.m. / p.m.

Please check all that apply:

\_\_\_\_\_ Unsafe Act      \_\_\_\_\_ Unsafe Condition

\_\_\_\_\_ Unsafe Equipment      \_\_\_\_\_ Unsafe Use of Equipment

Describe the near miss occurrence in detail. Try to answer the Who, What, Where, When, Why and How questions with regard to the occurrence: (Use the other side if necessary)

Completed by (optional): \_\_\_\_\_ Date: \_\_\_\_\_

\*\* Forward this report to your supervisor for review and follow-up, in coordination with the Director of Operations or the Safety & Training Manager. \*\*

Please check box if you want a copy of this form sent to the President of ATU, Local 1345.



Appendix E - SCTA Monthly Maintenance Report

2024 - 2025 SCTA Monthly Performance Report

Month:	November, 2024			In NTD?	Fiscal Year to Date		
	Reading	Lancaster	Total		Reading	Lancaster	Total
<b>Fixed Route (MB DO)</b>							
Passengers			0		773,701	443,487	1,217,188
Revenue Miles	127,924		127,924		662,932	562,202	1,225,134
Revenue Hours	11,019		11,019		57,533	39,269	96,802
Passenger Complaints			0		40	45	85
Mechanical (Major) Breakdowns	13	3	16		47	40	87
Non-Mechanical (Minor) Breakdowns	4	0	4		26	5	31
<b>Total Breakdowns</b>	<b>17</b>	<b>3</b>	<b>20</b>		<b>73</b>	<b>45</b>	<b>118</b>
Miles Between Mechanical (Major) Breakdowns	9,840	0	7,995		14,105	14,055	14,082
Miles Between Non-Mechanical (Minor) Breakdowns	31,981	#DIV/0!	31,981		25,497	112,440	39,520
Miles Between All Breakdowns	7,525	0	6,396		9,081	12,493	10,382
Fixed Route Telephone Calls Received	2,078	1,204	3,282		11,223	4,556	15,779
Fixed Route Telephone Calls Answered	1,865	1,081	2,946		10,348	4,054	14,402
Call Answer Rate	89.75%	89.78%	89.76%		92.20%	88.98%	91.27%
Passengers / Hour	0.00	#DIV/0!	0.00		13.45	11.29	12.57
Vehicles Operated in Maximum Service (VOMS)	42	33	75		42	33	75
<b>Shared Ride</b>							
Passengers - DR DO	8,261		8,261		44,977		44,977
Passengers - DR PT	2,506	14,058	16,564		13,630	74,505	88,135
<b>Total Passengers</b>	<b>10,767</b>	<b>14,058</b>	<b>24,825</b>		<b>58,607</b>	<b>74,505</b>	<b>133,112</b>
Revenue Miles - DR DO	46,795		46,795		246,067		246,067
Revenue Miles - DR PT	24,914	117,147	142,061		134,311	625,295	759,606
<b>Total Revenue Miles</b>	<b>71,709</b>	<b>117,147</b>	<b>188,856</b>		<b>380,378</b>	<b>625,295</b>	<b>1,005,673</b>
Revenue Hours - DR DO	3,546		3,546		19,050		19,050
Revenue Hours - DR PT	1,375	7,454	8,829		7,338	39,572	46,910
<b>Total Revenue Hours</b>	<b>4,921</b>	<b>7,454</b>	<b>12,375</b>		<b>26,388</b>	<b>39,572</b>	<b>65,960</b>
Passenger Complaints	0	0	0		0	1	1
On-Time Performance	89%	89.0%	89%		71.6%	89.0%	80.3%
Mechanical (Major) Breakdowns - DR DO	1		1		3		3
Mechanical (Major) Breakdowns - DR PT	0	0	0		0	11	11
<b>Total Mechanical (Major) Breakdowns</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>3</b>	<b>11</b>	<b>14</b>
Non-Mechanical (Minor) Breakdowns - DR DO			0		0		0
Non-Mechanical (Minor) Breakdowns - DR PT	2	16	18		2	39	41
<b>Total Non-Mechanical (Minor) Breakdowns</b>	<b>0</b>	<b>16</b>	<b>16</b>		<b>2</b>	<b>39</b>	<b>41</b>
Miles Between Mechanical (Major) Breakdowns - DR DO	46,795		46,795		82,022		82,022
Miles Between Mechanical (Major) Breakdowns - DR PT	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!	56,845	69,055
Miles Between Non-Mechanical (Minor) Breakdowns - DR DO	#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
Miles Between Non-Mechanical (Minor) Breakdowns - DR PT	12,457	7,322	7,892		67,156	16,033	18,527
Miles Between All Breakdowns - DR DO	46,795		46,795		82,022		82,022
Miles Between All Breakdowns - DR PT	12,457	7,322	7,892		67,156	12,506	14,608
<b>Miles Between All Shared-Ride Breakdowns</b>	<b>23,903</b>	<b>7,322</b>	<b>9,940</b>		<b>76,076</b>	<b>12,506</b>	<b>18,285</b>
Shared Ride Telephone Calls Received	10,959	8,244	19,203		60,691	42,161	102,852
Shared Ride Telephone Calls Answered	10,633	7,873	18,506		57,861	39,549	97,410
Call Answer Rate	97.03%	95.50%	96.37%		95.34%	93.80%	94.71%
Passengers / Hour	2.19	1.89	2.01		2.22	1.88	2.02
Vehicles Operated in Maximum Service - DR DO (VOMS)	30		30		30		30
Vehicles Operated in Maximum Service - DR PT (VOMS)	9	49	58		9	49	58

## *Appendix F - Assault on Transit Worker Strategy*

The SCTA has developed strategies to assess, mitigate and monitor the safety risk associated with assaults on transit workers. The term “assault on a transit worker” means a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

The joint labor-management safety committee will identify safety risk mitigations to reduce the likelihood and severity of consequences identified through the transit agency’s safety risk assessment.

The safety committee will identify patterns, such as routes, day of week, time of day, substance abuse contribution, etc. If a pattern is established, strategies can be employed.

SCTA currently has transit worker safety strategies in place and listed below:

- Protective operator barriers;
- Real Time video surveillance;
- Automatic Vehicle Location (AVL) Systems;
- Emergency Communications;
  - Covert alarms
  - Safe words
- Training;
  - De-escalation
  - Customer Service
  - Managing Difficult Passengers & Situations
- Passenger Code of Conduct;
- Service Suspension Policy;
- Security Guards.

# SAFTI Standards

## Required Policies

SAFTI members will have all applicable policies required by SAFTI standards.

- Administrative/Personnel Policy (includes Sexual Harassment, Family Medical Leave, and Drug Free Workplace provisions)
- Driver Management Policy
- Driver Medical Qualifications Policy
- Environment, Health, & Safety Policy
- Substance Abuse Policy
- Light Duty/Return to Work Policy
- Vehicle Maintenance Policy
- Accident Reporting & Investigation Policy

These policies will be approved by the governing board and communicated to employees and documented via policy communication sign-off.

Member policies will be reviewed periodically by SAFTI legal counsel.

All personnel will undergo Harassment Training every three years at a minimum.

## Accident Investigation

SAFTI members will meet minimum standards for accident reporting and investigation.

Any supervisor visiting an accident scene and/or filling out an accident report will have completed either the T.S.I. 5-day accident investigation course or Daecher Consulting's 2-day accident investigation training.

All SAFTI members will use the approved reporting forms for vehicle and workplace accidents.

All vehicle and workplace incidents and accidents will be reported through Gallagher Bassett's Risx-Facs online system within 48 hours.

All preventable vehicle and workplace accidents will result in appropriate discipline and/or remedial training.

Vehicle and workplace accident files will be reviewed annually by Daecher Consulting Group.

## Driver Hiring and Training

SAFTI members will use an approved Driver Management Policy for hiring – reasonable standards for driving experience, driving record, and criminal record.

- Bus Drivers
  - ⇒ Minimum of 3 years licensed (any class) for all drivers
  - ⇒ Minimum hiring age of 21 with additional hiring criteria as follows:
    - Additional hiring criteria for ages 21 and 22 as follows:
      - 100% clean MVR at hire
      - Pass a Personality Assessment approved by SAFTI
      - Quarterly MVR checks until age 23
      - At least one documented anonymous onboard evaluation or vehicle shadowing observation annually from date of hire until age 23
      - At least one quarterly documented random video review from date of hire until age 23 \* Documentation of evaluations and observations must be completed on standard SAFTI forms and be a minimum of 15 minutes in length.
    - Additional hiring criteria for ages 23 and 24 as follows:
      - 100% clean MVR at hire
      - Pass a Personality Assessment approved by SAFTI
- Mechanics & Service Workers
  - ⇒ Minimum hiring age of 16 with additional hiring criteria as follows:
    - Additional hiring criteria for ages 16 to 17 as follows:
      - No driving of authority vehicles
      - All required workplace safety policies and procedures must be developed
      - New hire workplace safety orientation training must be developed and documented
      - Mechanics and service workers must be supervised at all times
      - Company mechanic must inspect work prior to being placed into service
    - Additional hiring criteria for ages 18 to 23 as follows:
      - 100% clean MVR at hire
      - Age 18-20 can only drive buses on authority property
      - Age 21-22 can test drive or switch out buses with no customers onboard
      - 23 and over can drive buses in revenue service

SAFTI members will develop and meet minimum training standards for:

- New Driver Training – All new driver hires will undergo new driver training through
  - PennTRAIN’s Master Trainer, TransitSCORE, or PennSCORE programs,
  - Daecher Consulting’s online modules, and/or
  - TAPTCO video training.

- Remedial Training – All preventable accidents will result in appropriate remedial training.
- Refresher Training – All drivers who have been employed for at least 12 months will complete annual refresher training.

SAFTI members will have a graduate of PennTRAIN's Master Trainer, TransitSCORE, or PennSCORE on staff or will have access to a graduate who will supervise driver training. Training files will be reviewed annually by Daecher Consulting Group.

## **Supervisor Training**

SAFTI members will meet minimum training standards for supervisors.

All supervisors who manage/supervise employees must complete the CTAA Certified Community Transportation Supervisor (CCTS) course through PennTRAIN.

All new supervisors should complete the CCTS web-based prerequisite course as soon as possible after their hire/promotion. They must complete the 2-day instructor-led course within 12 months from their date of their hire/promotion.

Supervisors who have more than 5 years of supervisor experience and have completed PennTRAIN's Professional Supervisor Program (PSP) Training courses are exempt from this training requirement.

Training files will be reviewed annually by Daecher Consulting Group.

## **Onboard Evaluations**

SAFTI members will document at least one onboard evaluation annually for each driver. A supervisor will have a face-to-face meeting annually with each driver to review his/her performance. The evaluation will result in remedial training where appropriate.

Driver files will be reviewed annually by Daecher Consulting Group.

## **Annual Risk Management Seminar**

At least one supervisor/manager from each SAFTI member is required to attend the annual Risk Management Seminar each year.

All Transportation and Maintenance Directors are strongly encouraged to attend annually as are supervisors with Human Resource responsibilities.

*\*Model policies, forms, and other documents can be found on the Daecher Consulting Group SAFTI website.*

Standards unanimously approved  
November 2007  
Updated April 2009  
Updated September 2016  
Updated February 2020  
Updated August 2022  
Updated February 2023

## Contractor Insurance Requirements

*Adopted April 11, 2009*

### *If all vehicles are provided by contractor*

Prior to the start of work, contractor shall provide the Authority with evidence of insurance in form and substance acceptable to the Authority. Contractor agrees to maintain the same or equivalent insurance during the entire term of this Agreement. Minimum insurance requirements are outlined below.

#### 1) Insurance Limits

##### a) Workers' Compensation Insurance

Insurance in accordance with the laws of the Commonwealth of Pennsylvania and, if applicable,

Other workers' compensation type insurance (e.g. USL&H).

\$1,000,000 Employer's Liability

##### b) Automobile Liability Insurance

\$2,000,000 combined single limit per occurrence (Insurance Code 1 –any vehicle)

\$5,000 Personal Injury Protection limit per person

##### c) General Liability

\$2,000,000 per occurrence. Annual aggregate limit, if any, must be at least \$3,000,000 with at least

\$2,000,000 applying exclusively to this agreement.

These limits can be any combination of insurance such as primary \$1,000,000 combined single limit per occurrence with \$2,000,000 specific job aggregate limit plus \$1,000,000 umbrella

limit. Contractor agrees that if \$1,000,000 or more of the primary aggregate limit is exhausted by paid and/or reserve claim(s) and/or any event(s) reasonably likely to be a claim(s), contractor will purchase insurance to fully replenish the aggregate unless the aggregate is so diminished after insurance policy expiration.

#### 2) Policy form on 'Occurrence' basis

#### 3) Insurance company with A.M. Best's Rating or A- or higher and VI or higher

4) Federal Transit Administration, the Commonwealth of Pennsylvania, the Authority and their board members, officials, employees (AND OTHERS AS APPROPRIATE) added as Additional Insured for Automobile and General Liability as respects this Agreement.

- 5) Insurance company must provide (not just endeavor) the Authority Executive Director (change title as required) with at least thirty (30) day notice of cancellation or material change.
- 6) Policy terms (conditions, exclusions, limitations, etc.) must be acceptable to Authority
- 7) No Cross liability exclusion
- 8) Certificate of insurance must not include a Matter of Information only limitation

These are only minimum insurance requirements acceptable to the Authority. These requirements may not be adequate to fully honor the indemnification agreement or otherwise protect the interests of the Contractor.

***If Contractors Drives Any Authority Vehicle***

Prior to the start of work, contractor shall provide the Authority with evidence of insurance in form and substance acceptable to the Authority. Contractor agrees to maintain the same or equivalent insurance during the entire term of this Agreement. Minimum insurance requirements are:

- 1) Insurance Limits
  - a) Workers' Compensation Insurance  
Insurance in accordance with the laws of the Commonwealth of Pennsylvania and, if applicable,  
Other workers' compensation type insurance (e.g. USL&H).  
\$1,000,000 Employer's Liability
  - b) Automobile Liability Insurance  
\$2,000,000 combined single limit per occurrence (Insurance Code 1 –any vehicle)  
\$5,000 Personal Injury Protection limit per person
  - c) Automobile Physical Damage  
Comprehensive and Collision coverage with actual cash valuation  
\$2,500 or less deductible per vehicle (contractor is responsible for the deductible)
  - d) General Liability  
\$2,000,000 per occurrence. Annual aggregate limit, if any, must be at least \$3,000,000 with at least  
\$2,000,000 applying exclusively to this agreement.

These limits can be any combination of insurance such as primary \$1,000,000 combined single limit per occurrence with \$2,000,000 specific job aggregate limit plus \$1,000,000 umbrella

limit. Contractor agrees that if \$1,000,000 or more of the primary aggregate limit is exhausted by paid and/or reserve claim(s) and/or any event(s) reasonably likely to be a claim(s), contractor will purchase insurance to fully replenish the aggregate unless the aggregate is so diminished after insurance policy expiration.

- 2) Policy form on 'Occurrence' basis
- 3) Insurance company with A.M. Best's Rating or A- or higher and VI or higher
- 4) Federal Transit Administration, the Commonwealth of Pennsylvania, the Authority and their board members, officials, employees (AND OTHERS AS APPROPRIATE) added as Additional Insured for Automobile and General Liability as respects this Agreement.
- 5) Insurance company must provide (not just endeavor) the Authority Executive Director (change title as required) with at least thirty (30) day notice of cancellation or material change.
- 6) Policy terms (conditions, exclusions, limitations, etc.) must be acceptable to Authority
- 7) No Cross liability exclusion
- 8) Certificate of insurance must not include a Matter of Information only limitation

## *Appendix H - Easton Coach Company Safety Program*

### **Easton Coach Company Safety Program**

Easton Coach Company (“ECC”) is deeply committed to the importance of a strong safety and training program at all of our transportation locations, including our SCTA operations in Lancaster and Reading, as further described in the following sections:

- A. Safety Program Overview
- B. Safety Effectiveness
- C. Incident and Accident Reporting and Procedures/Timely Notification
- D. School Bus Safety and TAPTCO Paratransit Driver Training
- E. Lytx/DriveCam
- F. ECC Wheelchair Securement Certification Program
- G. Ongoing Driver Training and On-Road Quality Assurance
- H. Driver Recruitment, Screening, Hiring and Training
- I. Driver Training

#### **A. Safety Program Overview**

Safety is paramount to ECC and all its operations. We are committed to stringent driver qualification, initial and ongoing training, effective management, driver monitoring, innovative use of technology, and strong vehicle maintenance - all key ingredients to a strong safety program.

ECC’s safety team is overseen by Jim Barnwell, our Corporate Director of Safety and Training. Jim joined Easton Coach Company in 2023 with over 12 years’ experience in the transportation field. Prior to joining ECC Jim served as an Area Safety Manager with National Express LLC and a similar role with the United States Navy’s Strategic Weapons System. Previously, Jim served as a Master Training Specialist in the Navy and has over 6 years as a professional trainer and 6 years as a School Bus Safety Company and TAPTCO Paratransit Company driving instructor.

Jim oversees the company’s 15 Safety Managers and their teams of driver trainers. Each of ECC’s satellite operations are staffed with a Safety/Training Manager and local project manager.

ECC’s safety/training staff certifications include DriveCam, PASS trainer (CTAA) and PennScore. Curriculum in the PennScore certification includes:

1. Completion of PennScore\* 100 Hour training program
  - a. 8 hours training - Customer Service
  - b. 8 hours training - Hiring Great Drivers
  - c. 16 hours training - System Safety Orientation
  - d. 16 hours training - Understanding and Avoiding Conflict
  - e. 16 hours training - Defensive Driving for the Van / Bus Operator
  - f. 16 hours training - Essential Training Skills
  - g. 20 hours training - Passenger Assistance

\*PennScore is a comprehensive operator hiring and training program developed through the cooperative efforts of the Pennsylvania Public Transportation Association (PPTA), the Pennsylvania Transportation Institute at Penn State University (PennTrain), and the Pennsylvania Department of Transportation.

2. Community Transportation Association - Passenger Service and Safety (PASS) Train the Trainer (Certified)
3. "Sure-Lok" Wheelchair and Occupant Restraint Systems - Completion of the "Train the Trainer" program
4. DSI Medical Services, Inc. - Completion of the "Substance Abuse Awareness and the Manifestations and Characteristics of Behavior Impairment" (49 CFR Parts 382.603 & 655.14)
5. National Transit Institute (Rutgers University) - 6 hour Infectious Disease Awareness and Prevention "Train the Trainer" program

**B. Safety Effectiveness**

ECC prides itself on conducting monthly telephonic safety meetings to review new accidents and incidents (including DriveCam incidents) and any other safety matters, including the progress of safety and training initiatives such as School Bus Safety Company and TAPTCO Paratransit driver training, ride-alongs (physical and virtual), and risk management. These meetings are led by the Safety management and attended by members of the Safety Committee. The committee consists of a cross section of management and employees from various functions within the company, including our president, senior operations management, risk manager, the corporate director of safety, location safety managers and other management and driver advocacy group representatives.

**C. Incident and Accident Reporting and Procedures/Timely Notification**

ECC maintains a comprehensive policy and system of procedures for any vehicle accident or passenger incident. This policy includes definitions (accident, incident), driver responsibilities segregated by type and severity of accident (vehicular, slip/fall, etc.), post-accident procedures (including adoption of all FTA regulations), follow-up and emergency evacuation procedures.

Pursuant to ECC policies, all defined accidents or incidents, regardless of severity or location, must be reported to the customer immediately. Initial reports shall be made by telephone, with written reports provided to the customer within contractually-stipulated time frames.

Below please find a copy of ECC's current "Accident Procedures" policy.

**EASTON COACH COMPANY  
ACCIDENT PROCEDURES**

Definition of an Accident: Any contact of your vehicle with another vehicle, fixed object, animal, or pedestrian. Completion of the 2-sided form is required.

Definition of an Incident: Includes slips, trips, and falls of your passenger. May also include a medical incident such as seizures, etc. Completion of a separate form is required for those incidents.

The driver is responsible for the completion of the appropriate report by the end of his/her shift. Completed reports may be given to the dispatcher if the safety manager is not available.

Accident involving crash with one or more vehicles:

Assess the condition of any passengers onboard.

Move vehicle from active lane of traffic if possible and shut off engine.

Evacuate if necessary, then contact dispatch.

Contact the dispatcher over the radio by declaring "Emergency" and identifying yourself.

Communicate with the dispatcher the following:

Who is involved?

What happened, what is the severity of the accident, what is the condition of any passengers, what help do you need i.e. fire, police, E.M.S., etc.?

Where are you?

Attend to your passengers (if any)

Gather information at the scene – use the appropriate report located onboard to assist you in the process.

When possible, another staff member will respond to the scene.

Take photographs of any vehicle, property damage, and surroundings.

Cooperate with all law enforcement by providing necessary documents (driver's license, insurance, registration) as well as assisting in their investigation by answering any questions.

Do not speak to any media directly. All incidents and accidents are "under investigation" and when appropriate, a statement in writing would come from the company president or vice-president.

Incident involving a slip, trip, or fall:

Assist the passenger at the time of the incident.

Assess the condition of the passenger.

Contact the dispatcher. Inform dispatch of the situation and if you need any medical attention (such as EMS).

Complete the required form.

Turn in the completed form by the end of your shift.

Post Accident Procedures

Easton Coach Company follows all FTA regulations related to post accident testing for drug abuse and alcohol misuse.

The Safety Department will investigate all accidents and will, as required, post accident test a driver meeting the criteria to test.

Following any collision, the driver's schedule is covered and the driver does not drive pending the outcome of the investigation.

Reports are filed to our insurance carrier within 24hrs.

The Safety Committee reviews all accidents on a weekly basis. A determination of whether an accident was preventable, non-preventable or non-determinable will be made. A recommendation from the safety committee will be given to the driver along with a plan for any additional training as deemed necessary.

- Number of exits
- Throw radio microphone out the window
- Tell all ambulatory to assist injured and/or non-ambulatory passengers
  - Remain calm, give clear, concise instructions
- Lead and Participate in the Evacuation (know your own limitations)
  - Release passenger(s) from their safety belts
  - Lead to the most usable exit
  - Assist ambulatory passengers
  - Assist non-ambulatory passengers
- Verify all passengers have been evacuated and move passengers a safe distance from the vehicle.
- Contact the Dispatcher
- Place warning devices (triangles) if possible
- Provide support to evacuated passengers

In summary, should the situation warrant evacuation:

**Stop - Shut down - Evacuate - Call for Assistance**

Don't worry about material things on your bus; take care of yourself and passengers first.

Below please find an excerpt from Easton Coach Company Driver Manual which outlines our "Driver Accident Procedures":

**EASTON COACH COMPANY  
DRIVER ACCIDENT PROCEDURES**

Accident involving crash with one or more vehicles:

1. Assess the condition of any passengers onboard.
2. Move vehicle from active lane of traffic if possible and shut off engine.
1. Evacuate if necessary, then contact dispatch.
2. Contact the dispatcher over the radio by declaring "Emergency" and identifying yourself.
3. Communicate with the dispatcher the following:
  - Who is involved?
  - What happened, what is the severity of the accident, what is the condition of any passengers, what help do you need i.e. fire, police, E.M.S., etc.?
  - Where are you?
4. Attend to your passengers (if any)
5. Gather information at the scene – use the appropriate report form located onboard accident report kit to assist you in the process. When possible, a safety staff member will respond to the scene.
6. Take photographs of any vehicle, property damage, and surroundings.
7. Cooperate with all law enforcement by providing necessary documents (driver's license, insurance, registration) as well as assisting in their investigation by answering any questions. When providing information to the police or exchanging information with the other parties, use Easton Coach's phone number as your phone. Do not give your personal home or cell phone number.
8. Do not admit fault or liability, even in speaking with the police.
9. Do not disclose the presence or functionality DriveCam to anyone except Easton Coach safety/management personnel.
10. Do not speak to any media directly. All incidents and accidents are "under investigation" and when appropriate, a statement in writing would come from the company president or vice-president.
11. Do not speak with another insurance company's representative.
12. Easton Coach uses the latest technology when investigating an incident

Incident involving a slip, trip, or fall, or any other medical emergency:

1. If onboard vehicle enroute, stop as soon as possible in a safe location.
2. Assist the passenger as you are able.
3. Assess the condition of the passenger.
4. Contact the dispatcher. Inform dispatch of the situation and if you need any medical attention.

0. Complete the required form.
1. Turn in the completed form by the end of your shift.

Post-accident procedures

1. Easton Coach Company follows all FTA regulations related to post accident testing for drug abuse and alcohol misuse.
2. The Safety Department will investigate all accidents and will, as required, escort the driver for post accident testing when required.
3. Following any collision, the driver's schedule is covered. Safety department personnel will be sent to the scene to investigate. The driver does not continue his/her run pending the outcome of the investigation. The driver does not leave the accident site unless released by the safety department.
4. Reports are required filed to our insurance carrier within 24 hours.
5. The insurance company will require a driver's statement in most cases. The safety department will provide the driver with the telephone number and claim number so that the driver can speak with the insurance company agent.
6. The Safety Committee reviews all accidents on a weekly basis. A determination of whether an accident was "preventable", "non-preventable" or "non-determinable" will be made. A recommendation from the safety committee will given to the driver along with any additional training.

#### **D. School Bus Safety and TAPTCO Paratransit Driver Training**

ECC utilizes the School Bus Safety and TAPTCO Paratransit driver training programs at all locations. This system has existed for over 30 years and has become the leader in the training of professional drivers on how to avoid accidents. The LLLC program is built around Four Driving principals:

- Look Ahead** – Gathering information down the road ahead
- Look Around** – Gathering information around the vehicle
- Leave Room** – Managing space around the vehicle
- Communicate** – Communicating safely with motorists and pedestrians

These four principals to driving safety provide an easy-to-understand framework for professional defensive driving techniques.

Below is an excerpt from TAPTCO Paratransit Company website:

***Bus Driver Training Courses for Transit & Paratransit Drivers, Trainers, Safety Leaders and Shop Employees***

*Our transit and paratransit bus driver training courses change the behavior of drivers to avoid accidents and keep every passenger safe. The courses are built around high-quality [driver and passenger safety videos](#) designed to engage the class and provide effective learning.*

*For more than 30 years, the safety experts at the Transit & Paratransit Company have been designing [bus driver training](#) programs to reduce accidents and improve the safety of bus drivers and their passengers. Over 450 agencies and almost every major contractor use the TAPTCO training courses at their every location to improve safety efforts. Each agency or contractor has the highest standard in the industry thanks to TAPTCO.*

*The [TAPTCO training courses](#) are video-based and delivered by many professional narrators. They clearly show the desired behaviors of bus drivers. There are many techniques to maintain trainee attention such as driver pop-ups, alternative views, and many stops to inspire discussion.*

### **E. Lytx/DriveCam**

DriveCam is a vital component of ECC's company-wide safety, training, and observation/virtual ride observation program. Currently, we have DriveCam in over 600 ECC-operated vehicles including many with the latest generation of DriveCam SF300.

We were one of the early adopters of DriveCam and have been using DriveCam for almost twenty years. It is a simple-to-use continuous video recorder. It constantly monitors driving activity and records unusual events such as hard braking, no seatbelts, eating while driving, excessive curve speed, crash, or collision along with offering 200 hours of continuous recordings. DriveCam now combines artificial intelligence with machine vision, in the latest version, offering real time coaching and enhanced triggers.

DriveCam can improve driving habits, reduce accidents, protect against lawsuits, and is highly regarded by insurance carriers. It is extremely valuable as the device continuously records and, as such, takes a lot of the guess work out of investigations. With the continuous recording feature, we have almost real time video for over 95% of our accidents and incidents. In our experience, DriveCam's greatest value is in identifying coachable habits of our drivers by cataloguing incidents and "near-misses" that demonstrate such habits. Insurance carriers estimate that there is one accident for every ten near misses. DriveCam captures the near misses so that we can re-train, proactively observe, and discipline (including, if severe enough, termination) offending drivers before an actual accident occurs.

This technology enhances our safety program by allowing us the opportunity to observe the driving habits of our employees through virtual observations and develop customized training programs as necessary. If required, an in-person ride-along with a member of the safety team would occur to further evaluate driving skills and re-train in areas of need. It has been a game changer to our risk management team as we evaluate exposure with real time video and are able to develop specific claim strategies expeditiously. These virtual observations can be done at any time and in real time (and could go back several weeks if warranted) so our safety team has no restrictions on when they can observe a driver's performance. The ability to perform observations virtually eliminates the possibility of a getting an inauthentic perspective of a driver who is on his "best behavior" with a live reviewer on board.

We estimate that DriveCam has reduced cell phone usage by our drivers by over 75% because every driver knows that if s/he is caught on DriveCam using a cell phone or other hand-held electronic device that severe discipline will ensue.

### **F. ECC Wheelchair Securement Certification Program**

ECC maintains a "Wheelchair Securement Certification Program" in which all paratransit drivers must demonstrate proficiency in wheelchair securement techniques prior to completion of the training course and at regular periods thereafter. ECC drivers are certified to competence levels according to manufacturers', ADA and ECC standards. Initial certification, issued for a period of no longer than three months, allows safety and supervisory personnel to reevaluate new drivers within that period to ensure compliance with all safety procedures and policies. Driver wheelchair securement proficiency is recertified periodically (at least annually) throughout their tenure at ECC.

## **G. Ongoing Driver Training and On-Road Quality Assurance**

ECC's Safety Program emphasizes our ongoing Driver training and quality assurance currently in place at all of our operations.

Company-wide ongoing training consists primarily of quarterly drivers' meetings, regular road observations performed in person or virtually via the DriveCam systems by our safety team (the key element of our road supervision program), and driver specific follow-up after accidents or incidents (particularly DriveCam events).

ECC holds driver meetings every three months at each of our locations that emphasize safety, customer service and customer sensitivity topics and issues. Meetings typically consist of: (1) a review of recent accident/incident information that includes actual DriveCam footage demonstrating events and driver patterns and a detailed review of five or so specific accidents and the application of the TAPTCO Four Driving principals; and (3) specific training and retraining in relevant topics including Wheelchair Securement, Passenger Assistance and/or Customer Service and Sensitivity Training. We also utilize guest speakers from third parties such as our insurance carriers and other safety-related sources and vendors. These meetings also offer drivers a forum to voice their observations, issues and concerns.

To provide ongoing consistent communication of important safety and other matters, ECC utilizes workplace mounted TV monitors using repeated visual exposure with the intent to engage, inform and motivate employees and change behavior. Content is designed by ECC or selected from thousands of available contents and displayed continuously on the TVs at select intervals.

ECC's On-Road Quality Assurance is based on our commitment to road observation and supervision, ongoing training and our safety program.

Due to safety concerns during the COVID pandemic, in 2020 ECC accelerated a transition to reduce the number of on-board, on-road observations and inspections and instead increased the use of real-time monitoring of actual trips using the Lytx/DriveCam Camera Systems. Under the latest generation of DriveCam products, ECC can immediately access "live" camera data (both forward looking and vehicle interior/driver view) from any PC at any location at any time. The DriveCam system has always constantly monitored driving activity and recorded unusual events such as hard braking, no seatbelts, eating while driving, excessive curve speed, crash, or collision; now there is real-time access to the camera views along with storing the last 200 hours of every vehicle operations. Given the ease of use of the DriveCam virtual observation system and the time-savings available by eliminating the commuting, deadhead and other non-productive in-vehicle time, we are able to perform far more frequent (and authentic and insightful) observations than were achievable under the old ride-along system.

Using this new technology, our Operations Managers and Safety/Training Managers perform virtual road supervision and ride observations of drivers. We find these virtual observations to be a good reminder to drivers that keeps them focused on the TAPTCO LLLC tenets of maintaining a safe cushion of space around their vehicles as circumstances dictate and keeping their eyes moving.

ECC's safety and operations managers will observe and evaluate Drivers and vehicles throughout the normal workday, including routine observations, virtual DriveCam observations, on-time performance, safety skills, MDT/Tablet usage, accident/incident investigations, ride and site checks and customer

service checks. Our managers also routinely visit larger centers and drop-off/pick-up points to observe drivers and formulate specific refresher and retaining regimens as necessary.

Any driver about whom we get a complaint, or who has been involved in a significant preventable accident or incident (often noted via DriveCam) will get coaching/remedial training that could include some or all of the following: (1) a remedial ride-along/skills assessment shortly after the incident in question; (2) a repeat of the BTW training for a few days and; (3) a road test. A written progressive discipline policy is in effect and followed throughout our organization.

**H. Driver Recruitment, Screening, Hiring and Training**

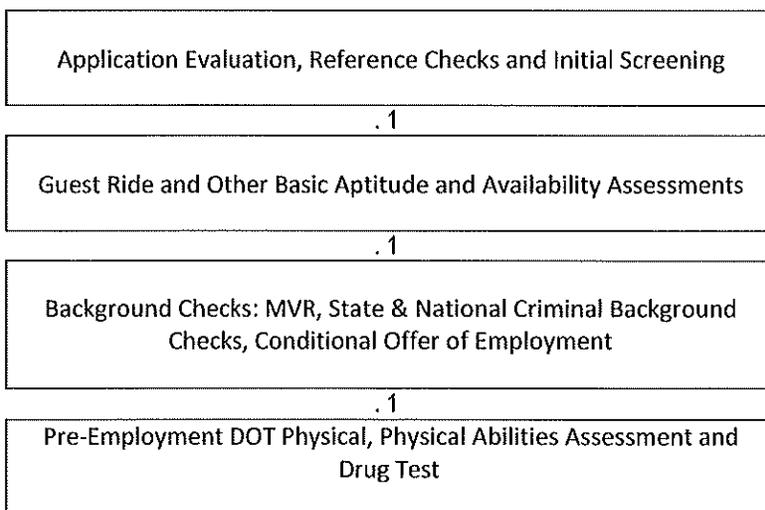
ECC is deeply committed to the importance of a strong driver recruitment, qualification and training program which are key ingredients to a strong and safe paratransit operation.

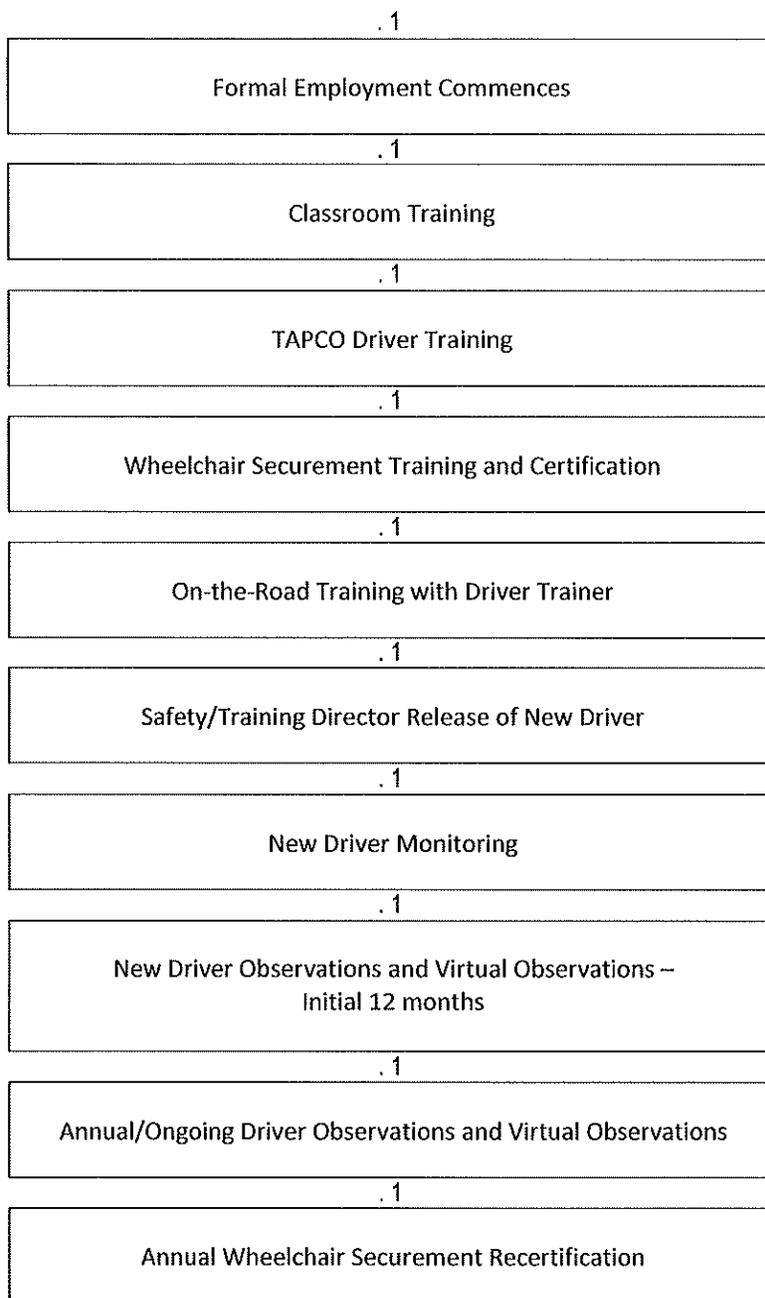
Our driver philosophy emphasizes retention of good drivers. Beginning with the hiring process and throughout a driver’s tenure with ECC, we focus on identifying and keeping quality people. ECC driver retention performance is as successful as any transportation company, and we invest heavily in recruitment, selection, training, retention, and promotion. ECC offers a strong and highly competitive compensation and benefits package to all of its employees including drivers and support staff.

ECC currently hires several hundred drivers each year in Pennsylvania and New Jersey. Our driver philosophy emphasizes recruitment and retention of good drivers. Beginning with the hiring process and throughout a driver’s tenure with ECC, we focus on identifying and keeping quality people. ECC driver retention performance stacks up well against any others in the paratransit business. Turnover rates typically average about 15% to 20% across our various paratransit operations.

All ECC drivers are employees of the company. No “lease” programs, Form 1099-type contractors, or other “contractual arrangements” are used by ECC to retain drivers.

Below please find an outline of the typical ECC recruitment and hiring process applied at our various operations, as well as an overview of these key driver recruitment, qualification and training steps.





### **I. Driver Training Program**

After approval and presentation and acceptance of a job offer, the comprehensive training program begins. ECC driver training programs are customized to conform to each specific contract and customer requirements.

Typically, the ECC program includes one week on-site or “classroom” training in our local facility and up to two weeks on-the-road with an experienced driver/trainer. Generally, our training focuses on customer

service, driving skills development, safety, vehicle pre/post trip and route planning. Our classroom curriculum also includes extensive training on handling persons with specialized needs and customer service skills.

During and following the training, each ECC driver trainee undergoes an extensive evaluation with written comments and grading at several important job elements, including professionalism (appearance, punctuality, positive attitude, etiquette), customer service (passenger interactions, radio use, knowledge of codes, etc.), pre- and post-trip routines, mapping/geographical skills, paperwork traits (manifest documentation, other key forms), wheelchair lift and securement procedures, basic driving skills (speed, turns, RR crossings, lane changes, mirror use, etc.).

Each driver must also go through a defensive driving instruction program. Every ECC driver must complete the TAPCO instructional training course, widely recognized as the industry standard. DriveCam clips are another effective training tool used to demonstrate our high priority for safety.

The training session typically begins with an introduction and overview provided by an ECC Training representative and covers the Employee Handbook, Drug, Alcohol and Sexual Harassment policies and utilizes third party videos to communicate these topics.

Driver expectations are addressed during the first portion of training, including an overview of ECC's safety and training program, manifests and schedules, customer service/passenger assistance topics and job-related personal habits.

Customer service topics are thoroughly addressed, including passenger assistance, customer sensitivity and the Americans with Disabilities Act (ADA). Disability types, limitations the passenger may have and communication techniques are also covered extensively. The training material is modeled after PennSCORE programs and the CTAA's (Community Transportation Association of America) "PASS" Program.

The applicable fleet of vehicles is introduced and thoroughly covered, including exterior, dimensions, interior controls, seating, securement equipment and locations, lift operations, emergency equipment and exit procedures. Wheelchair securement is a highly-emphasized component of ECC training and includes both classroom training and on-vehicle practical experience and instruction with various types and makes of wheelchairs. Upon completion of the wheelchair training sessions and prior to a driver being released to solo duty, drivers must receive their first wheelchair securement certification.

Vehicle pre-trip and post-trip procedures are also addressed and demonstrated with instruction from ECC maintenance team members. Senior ECC maintenance staff also provides an overview of vehicle and maintenance matters including PMs, common maintenance problems, dual rear wheels, charging system, lift problems, seats and seatbelts, engine basics, transmission, brakes, vehicle clearance and the completion of the Vehicle Inspection Report (VIR).

Driving skills and philosophies are extensively addressed through ECC's adaptation of the TAPCO for paratransit operators (as further described below).

Other topics of instruction include site specific policy and procedures, dispatch roles and functions, manifests and data collection, street network, mapping and local geography, schedules, fare structures,

collections and codes, uniforms and codes of conduct, fueling, emergency procedures, blood borne pathogens, etc.

During and following the training, each ECC driver trainee typically undergoes an extensive evaluation including written comments and grading at several important job elements, including professionalism (appearance, punctuality, positive attitude, etiquette), customer service (passenger interactions, radio transmissions (use, knowledge of codes, etc.), pre- and post-trip routines, mapping/geographical skills, paperwork traits (manifest documentation, other key forms), wheelchair lift and securement procedures, basic driving skills (speed, turns, RR crossings, lane changes, mirror use, etc.)

Road tests are used to evaluate the driving skills of the trainee and identify any areas that may require any additional training. Evaluation includes a variety of routine driving conditions, roadways, signage, etc.

Finally, written reviews are utilized to evaluate a trainee's understanding of the information covered during class. If there is an area that requires additional clarification, ECC trainers will work with each trainee to convey the information and develop the skills necessary to complete the task.

ECC drivers also must demonstrate proficiency in wheelchair securement techniques prior to completion of the training course and at least annually thereafter. ECC drivers are certified to proficiency according to manufacturers', ADA and ECC standards. Initially, this certification is no longer than six months so as to allow safety and supervisory personnel to re-evaluate new drivers within that period and better ensure compliance with all safety procedures and policies. Driver wheelchair securement proficiency is recertified periodically (at least annually) throughout a person's tenure at ECC.



**This is a service to provide employees with a hotline to anonymously report any of the following incidents:**

- Ethical Violations
- Wrongful Discharge
- Unsafe Working Conditions
- Internal Controls
- Quality of Service
- Vandalism and Sabotage
- Improper Conduct
- Discrimination
- Conduct Violations
- Alcohol and Substance Abuse
- Threats
- Fraud
- Bribery and Kickbacks
- Conflict of Interest
- Misuse of Company Property
- Theft and Embezzlement
- Violation of Company Policy
- Violation of the Law
- Falsification of Contracts, Reports or Records

**Regular business issues and matters not requiring anonymity should be directed to the employee's supervisor or the HR department.**

## ANONYMOUS REPORTING HOTLINE

# 833-210-4017

All calls are confidential and the identity of the caller will remain anonymous.  
 Para hacer una denuncia anónima en español, por favor llame a 800-216-1288.

**Or visit: [www.lighthouse-services.com/SAFTI](http://www.lighthouse-services.com/SAFTI) Or email: [report@lighthouse-services.com](mailto:report@lighthouse-services.com)  
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**END OF ITEM**

# Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
 From: Mary Siu, Lancaster County Planning Department (LCPD)  
 Date: January 28, 2026  
 Re: Annual Listing of Federally Obligated Projects  
 Attachments: B7.a How to Read the Annual List of Obligated Projects Report 25  
 B7.b Lancaster FFY 2025 Annual Obligations Report Highway & Bridge  
 B7.c Lancaster FFY 2025 Annual Obligations Report Public Transit  
 Links: <https://lancastercountypanning.org/315/Other-Plans-Programs-Studies>

## Recommended Action:

No action. For information only.

## Summary:

An obligated report is a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal highway, bridge, or transit funds were obligated in the preceding program year. The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP. The lists are split into two types based on what their funding was for: Highways & Bridges and Public Transit. The lists contain the location and funding information, including descriptions, for each project. Both the full Highways & Bridges and Public Transit reports are included in the packet. They are also listed on the Lancaster County planning website: [Other Plans, Programs, & Studies | Lancaster County Planning Department, PA](http://lancastercountypanning.org/315/Other-Plans-Programs-Studies)

### FFY 2025 Highway & Bridge Projects by Phase

The total federal funding obligated to projects was \$18,649,773 while a total of \$5,082,764 was de-obligated from projects that have been completed and projects that no longer had programmed funding. The graph below shows the phase from which all federal funds were obligated and de-obligated in FFY 2025.

Phase	Obligated	De-Obligated
Preliminary Engineering	\$1,293,299	\$398,731
Final Design	\$2,408,845	\$307,670
Right of Way	\$640,000	\$1,052,399
Utilities	\$147,600	\$0
Construction	\$14,160,029	\$3,323,965
<b>Total</b>	<b>\$18,649,773</b>	<b>\$5,082,764</b>

### FFY 2025 Transit Projects

The total federal funding obligated to six (6) transit projects in FFY 2025 was \$1,863,903.

## Lancaster Metropolitan Planning Organization (MPO)

### Annual Listing of Federally Obligated Projects

**FFY 2025 (October 1, 2024 – September 30, 2025)**

The Annual List of Obligated Projects report is a requirement of current federal transportation law, known as the Fixing America's Surface Transportation Act (FAST Act), which requires MPOs to publish an annual report on the projects for which federal funding has been obligated during the federal fiscal year from October 1 to September 30. The federal regulation states that:

"An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which federal funds have been obligated in the preceding program year shall be published or otherwise made available through the cooperative effort of the state, public transportation operator(s), and metropolitan planning organization. The listing shall be consistent with the categories identified in the TIP."

The Federal Highway Administration defines obligation as the "federal government's legal commitment (promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs." Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. This reimbursement can be for projects that have been initiated in previous years or will not be completed until future years, and the final cost of a project may be different from the amount obligated. Funding can also be "de-obligated" from projects in response to lower-than-expected costs, project cancellation, or other factors, and these released resources are often redirected to other projects.

This report responds to the directive set forth in federal statute. It lists all federally funded transportation projects in the Lancaster MPO region that were obligated during Federal Fiscal Year 2025 (October 1, 2024 to September 30, 2025).

The following is an explanation of the items in this report:

- MPMS is the project identification number in PennDOT's Multi-modal Project Management System (MPMS). This is a unique identifier for each project. stands for Multi-modal Project Management System number. It is an inventory of Highway/Bridge and Rail/Freight projects that contains information about project phase milestones, funding, and status. Additional project information can be found at [PennDOT's OneMap](#) interactive online map and searching by the MPMS # as the Asset ID. This interactive map also provides project search by region, route, address or intersection options and gives project details such as let date, estimated completion date, etc.

- Project Title is the name of the project as it can be found in MPMS
- Project Description is the brief project description from MPMS
- Municipality is the name of the municipality or municipalities where the project is located
- Project Administrator identifies who is responsible for completing the project
- Phase is the list of phases associated with a particular project that is on the Transportation Improvement Program (TIP). PE (Preliminary Engineering); FD (Final Design); UTL (Utilities); ROW (Right of Way); CON(Construction); Study
- SR is the State Route and section number where the project is located
- Obligation\* FFY 2025 is the amount of obligated federal funds for the FFY of this report
- Prog. Total FFY 2025 to 2028 is the amount of federal funds programmed for the project
- Fed. Funds Remaining is the amount of federal funding remaining and available for subsequent years



Lancaster MPO Obligation Report 2025  
**Annual Listing of Federally Obligated Projects**  
 October 1, 2024 to September 30, 2025

MPMS	PROJECT TITLE	PROJECT DESCRIPTION	MUNICIPALITY	PROJECT ADMINISTRATOR	PHASE	STATE ROUTE	OBLIGATION* FFY 2025	PROG. TOTAL FFY 2025 TO 2028	FED FUNDS REMAINING
114218	Strasburg Pike to South Oakview Road Trail	This project consists of bike and pedestrian improvements with the construction of the multi-use trail from Strasburg Pike at Flory Park eastward to South Oakview Road then northbound on the western side of South Oakview Road to Route 30 intersection in Lancaster County, East Lampeter Township. This multi-use trail will connect Flory Park to residences to the east as well as connect business along Route 30 with a connection to the Walmart and East Town Mall. Further, the multi-use trail will eventually be connected to the remainder of the Route 30 multi-use trail which has been or will continue to be established along Route 30 as the Lincoln Highway Streetscape Plan Phase 2 is further implemented.	East Lampeter Township	PENNDOT	Construction		\$1,200,417	\$1,200,419	\$2
112615	Enola Low Grade Trail East	This project consists of bike and pedestrian improvements in the form of addressing facility deficiencies identified along a 3-mile section of the Enola Low Grade Trail as proposed within Quarryville Borough, Eden and Bart Townships, Lancaster County, Pennsylvania. The project will include improving the existing, unimproved surface that contains road fines by adding a crushed limestone surface. Stormwater improvements of a prior existing drainage swale, as installed by the railroad, will be restored to address cross drainage to existing facilities and the construction of new stormwater facilities will be completed to control sediment runoff from the adjacent farmland.  A pedestrian crosswalk will be included in the design at Bushong Road (T-740) at-grade road crossing. The trailhead at Bushong Road will be improved to address the insufficient parking facilities and will provide a safe parking area adjacent to the trail. In total, the proposed trail corridor improvements will extend approximately 3-miles from Quarryville Borough at the western terminus, to Hollow Road at the eastern terminus.  The western segment of the trail from Bushong Road to the trailhead in Quarryville Borough will be closed during construction and a detour is not warranted. Local user groups will be notified of the temporary trail closure prior to construction.	Quarryville Borough, Eden Township, and Bart Township	PENNDOT	Construction		\$69,000	\$69,000	\$0
123108	Lancaster County Systemic Lane Departure Improvements	This project may consist of lane departure safety improvements in various locations county wide, Lancaster County. The lane departure improvements consist of systemically implementing shoulder and edge line and centerline rumble strips, enhancing curve signage, updating pavement markings, and installing in lane curve warning markings can address lane departure crashes. These low-cost safety improvements, installed systemically across multiple locations can proactively prevent and minimize these crash types head on, run off road, non-intersection, hit fixed object, and sideswipe. The addition of HFST (High Friction Surface Treatment), can also reduce these lane departure crashes in areas where there is a high friction demand.	Various locations county wide	PENNDOT	Preliminary Engineering	10	\$50,000	\$50,000	\$0
110556	Main Street Sidewalk Improvements	This project consists of sidewalk improvements on PA 23 (Main Street) in Upper Leacock Township, Lancaster County.	Upper Leacock Township	PENNDOT	Right of Way	23	\$150,000	\$150,000	\$0
110502	US 30 and PA 462 Improvements	The project consists of interchange improvements at US 30 and PA 462 (Lincoln Highway East) in East Lampeter Township, Lancaster County. There are a large number of crashes that occur at the intersection of PA 462 eastbound / US 30 eastbound off-ramp and Oakview Road. This is due to the separate lanes of PA 462 and the US 30 off-ramp converging into one intersection approach. Left turns are not allowed from the US 30 off-ramp to Oakview Road, because this movement crosses the adjacent eastbound through lanes from PA 462. Drivers attempting to make this turn illegally have caused many crashes. The proposed project will combine both PA 462 eastbound and the US 30 eastbound off-ramp into a single approach and will eliminate the potential for illegal turns across adjacent through lanes and the resulting crashes.  The project will provide safe vehicular movement through the interchange by realigning the eastbound PA 462 lanes to a new signalized intersection with the US 30 eastbound bypass off-ramp, modifying the typical section of US 30 east of Oakview Road, to Mennonite School Road, to eliminate one eastbound through lane, upgrading signalized intersections at Strasburg Pike, US 30 eastbound off-ramp/Wal-mart Driveway, and Oakview Road, and improving pedestrian connections through the project area.  Project will also improve pedestrian mobility by constructing a continuous sidewalk on the south side of Lincoln Highway from the Walmart driveway to the Oakview Road intersection, including a signalized pedestrian crossing of the US 30 eastbound bypass off-ramp.	East Lampeter Township	PENNDOT	Final Design	30	\$269,128	\$269,128	\$0
121060	Intelligent Transportation System (ITS) - Lancaster Transportation Systems Management and Operations (TSMO) 2025-2026	This project may consist of upgrading three signal systems to connect to PennDOT's Unified Command and Control (UCC) system. Also, adding six Intelligent Transportation System (ITS) signal CCTVs and one Dynamic Message Sign (DMS) with a CCTV to help manage traffic within the US 30 system in East Lampeter Township, Lancaster County.	East Lampeter Township	PENNDOT	Preliminary Engineering	30	\$328,539	\$328,539	\$0
114324	Main Street Traffic Signal Upgrades	This project consists of traffic signal updates, update controllers, detectors, signal supports and hardware, ADA updates, and install turning lanes on PA 72 at the intersection of Main Street (PA 72) and Graystone Road (SR 4013) in East Petersburg Borough, Lancaster County. This project will improve traffic flow through the intersection. This project will not result in additional signals and synchronization is not identified for this location.	East Petersburg Borough	PENNDOT	Construction	72	\$946,518	\$946,518	\$0



123107	Lancaster County Systemic Intersection Improvements	This project may consist of intersection safety improvements in various locations county wide, Lancaster County.  Improvements may consist of oversized intersection warnings, stop ahead, and stop signs, retroreflective sheeting on sign posts, enhanced pavement markings, intersection specific pavement markings, properly placing a stop bar, and increasing sight distance by removing shrubbery or cutting back embankments.	Various locations county wide	PENNDOT	Preliminary Engineering	72	\$50,000	\$50,000	\$0
97013	US 222 /US 30 Interchange Improvements	This project consists of interchange improvements which involve US 30 interchange ramp widening and reconstruction to accommodate two lane ramps from US 222 South to US 30 West and from US 30 East to US 222 North. US 30 Westbound will be widened between PA 23 and PA 272 for improved weaving and US 30 Eastbound will include minor reconstruction to the outside thru-lane for the conversion to an optional exit lane to the US 222 Northbound ramp. The US 222 ramp bridge over US 30 will be replaced and Eden Road overhead bridge will be rehabilitated and US 222 lowered to provide additional vertical clearance. This project is in Manheim Township, Lancaster County.	Manheim Township	PENNDOT	Construction	222	\$6,497,308	\$6,549,626	\$52,318
109618	US 222 Reconstruction	This project may consist of a Roadway Reconstruction and Conversion to 6-lanes on US 222 from one-mile north of US 30 to north of Jake Landis Interchange (SR 8030) in Manheim Township, Lancaster County. 2.9 miles on US 222.	Manheim Township	PENNDOT	Final Design	222	\$330,000	\$6,000,000	\$5,670,000
116658	Church Street Resurface	This project consists of resurfacing, corridor, and intersection improvements along US 222 (Queen Street) south of the intersection of PA 72 (Queen Street) and US 222 (Church Street), and continues along US 222 (Church Street), and ends along US 222 (Lime Street) north of the intersection of US 222 (Church Street/Vine Street/Lime Street) in City of Lancaster, Lancaster County. The existing cross section along US 222 (Church Street) is a one-way route with three travel lanes, parking lanes and sidewalks on both sides of the street. The proposed project will remove one travel lane and install a shared use path, landscaping, decorative brick, and parking lane on the north side of US 222 (Church Street). Additional improvements along the corridor include milling and paving, curb extensions at pedestrian crossings, traffic signal replacements, signing and pavement markings, and ADA curb ramp upgrades.	City of Lancaster	PENNDOT	Final Design	222	\$309,496	\$309,496	\$0
116658	Church Street Resurface	This project consists of resurfacing, corridor, and intersection improvements along US 222 (Queen Street) south of the intersection of PA 72 (Queen Street) and US 222 (Church Street), and continues along US 222 (Church Street), and ends along US 222 (Lime Street) north of the intersection of US 222 (Church Street/Vine Street/Lime Street) in City of Lancaster, Lancaster County. The existing cross section along US 222 (Church Street) is a one-way route with three travel lanes, parking lanes and sidewalks on both sides of the street. The proposed project will remove one travel lane and install a shared use path, landscaping, decorative brick, and parking lane on the north side of US 222 (Church Street). Additional improvements along the corridor include milling and paving, curb extensions at pedestrian crossings, traffic signal replacements, signing and pavement markings, and ADA curb ramp upgrades.	City of Lancaster	PENNDOT	Utility	222	\$75,000	\$75,000	\$0
120663	US 222 Resurfacing 3	This project involves the resurfacing on US 222 (North of Lausch Road to South of Mohler Church Road) in Ephrata and East Cocalico Townships, Lancaster County.	Ephrata Township and East Cocalico Township	PENNDOT	Construction	222	\$2,000,000	\$2,000,000	\$0
121064	Uninterruptible Power Supply (UPS) for Existing Sites - Lancaster Transportation Systems Management and Operations (TSMO) 2025-2026	This project may consist of installation of 22 new Uninterruptible Power Supplies (UPS), remote power strips, and network switches in existing CCTV and Dynamic Message Sign (DMS) sites on PA 283, US 30, US 222 in Lancaster County.	Various locations county wide	PENNDOT	Preliminary Engineering	300	\$46,280	\$46,280	\$0
119670	Columbia Avenue Safety Improvements	This project may consist of safety improvements on PA 462 (Columbia Avenue) from Malibou Drive to West End Boulevard in Manor, East Hempfield and Lancaster Townships and City of Lancaster, Lancaster County.	East Hempfield Township, Lancaster Township, and City of Lancaster	PENNDOT	Preliminary Engineering	462	\$272,036	\$285,900	\$13,864
119672	Lititz Pike Safety Improvements	This project may consist of safety Improvements on PA 501 (Lititz Pike) from Belmont Avenue to Golf Drive in Manheim Township, Lancaster County.	Manheim Township	PENNDOT	Preliminary Engineering	501	\$196,456	\$199,900	\$3,444
100543	Millersville Road Bridge	This project consists of a bridge preservation on PA 741 (Millersville Road) over Conestoga River in Lancaster Township, Lancaster County.	Lancaster Township	PENNDOT	Construction	741	\$95,062	\$95,062	\$0
114206	McGovernville Road Improvements	This project consists of a roundabout installation at the intersection of McGovernville Road (PA 741) and the on/off ramp of PA 283 in Manheim Township, Lancaster County.	Manheim Township	PENNDOT	Final Design	741	\$693,498	\$693,498	\$0
114206	McGovernville Road Improvements	This project consists of a roundabout installation at the intersection of McGovernville Road (PA 741) and the on/off ramp of PA 283 in Manheim Township, Lancaster County.	Manheim Township	PENNDOT	Utility	741	\$20,000	\$20,000	\$0
114206	McGovernville Road Improvements	This project consists of a roundabout installation at the intersection of McGovernville Road (PA 741) and the on/off ramp of PA 283 in Manheim Township, Lancaster County.	Manheim Township	PENNDOT	Right of Way	741	\$400,000	\$400,000	\$0
121062	PA 741 Signals - Lancaster Transportation Systems Management and Operations (TSMO) 2025-2026	This project may consist of upgrading nine signalized intersections to connect to PennDOT's Unified Command and Control (UCC) system on PA 741 in East Hempfield Township, Lancaster County.	East Hempfield Township	PENNDOT	Preliminary Engineering	741	\$46,280	\$46,280	\$0
63227	Greenville Road Bridge-B	This project consists of a bridge replacement on SR 1053 (Greenville Road) over Cocalico Creek in West Cocalico Township, Lancaster County.	West Cocalico Township	PENNDOT	Construction	1053	\$2,991,349	\$2,991,349	\$0
121063	New Holland Pike Signals - Lancaster Transportation Systems Management and Operations (TSMO) 2025-2026	This project may consist of updating the New Holland Pike (PA 23) traffic signal system to connect to PennDOT's Unified Command and Control (UCC) system in Lancaster City and Manheim Township, Lancaster County.	Manheim Township and City of Lancaster	PENNDOT	Preliminary Engineering	1063	\$46,280	\$46,280	\$0
19763	Strasburg Pike over Pequea Creek	This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 2029 (Strasburg Pike) over Pequea Creek in West Lampeter and Strasburg Townships, Lancaster County.	West Lampeter Township and Strasburg Township	PENNDOT	Preliminary Engineering	2029	\$75,500	\$75,500	\$0



101290	Franklin Road over Strickler Run	This project consists of a bridge preservation on State Route 3036 (Franklin Road) over Strickler Run in West Hempfield Township, Lancaster County.	West Hempfield Township	PENNDOT	Final Design	3036	\$177,380	\$177,380	\$0
101290	Franklin Road over Strickler Run	This project consists of a bridge preservation on State Route 3036 (Franklin Road) over Strickler Run in West Hempfield Township, Lancaster County.	West Hempfield Township	PENNDOT	Right of Way	3036	\$15,000	\$15,000	\$0
101152	Elizabethtown Road over Brubaker Run	This project consists of a bridge rehabilitation on State Route 4008 (Elizabethtown Road) over Brubaker Run in Rapho Township, Lancaster County.	Rapho Township	PENNDOT	Final Design	4008	\$311,915	\$311,915	\$0
101152	Elizabethtown Road over Brubaker Run	This project consists of a bridge rehabilitation on State Route 4008 (Elizabethtown Road) over Brubaker Run in Rapho Township, Lancaster County.	Rapho Township	PENNDOT	Utility	4008	\$15,000	\$15,000	\$0
101152	Elizabethtown Road over Brubaker Run	This project consists of a bridge rehabilitation on State Route 4008 (Elizabethtown Road) over Brubaker Run in Rapho Township, Lancaster County.	Rapho Township	PENNDOT	Right of Way	4008	\$25,000	\$25,000	\$0
117456	Milton Grove Road over Back Run	This project consists of a bridge replacement on SR 4033 (Milton Grove Road) over Back Run in Rapho Township, Lancaster County.	Rapho Township	PENNDOT	Final Design	4033	\$312,728	\$312,728	\$0
117456	Milton Grove Road over Back Run	This project consists of a bridge replacement on SR 4033 (Milton Grove Road) over Back Run in Rapho Township, Lancaster County.	Rapho Township	PENNDOT	Right of Way	4033	\$50,000	\$50,000	\$0
64767	Centerville Road Interchange	This project consists of a bridge replacement, widening, turning lanes, recovery lanes on Centerville Road (T-408), including the State Route 4057 bridge, between US Route 30 interchange and PA 23. PA 23 between Centerville Road and Stoney Battery Road. This project is located in East Hempfield Township, Lancaster County.	East Hempfield Township	PENNDOT	Construction	4057	\$360,375	\$360,375	\$0
89288	Rohrerstown Road Bridge	This project consists of a bridge replacement on Rohrerstown Road over Little Conestoga Creek in Manheim Township, Lancaster County.	Manheim Township	PENNDOT	Final Design	7101	\$4,700	\$4,700	\$0
89288	Rohrerstown Road Bridge	This project consists of a bridge replacement on Rohrerstown Road over Little Conestoga Creek in Manheim Township, Lancaster County.	Manheim Township	PENNDOT	Utility	7101	\$37,600	\$37,600	\$0
79102	Mohler Church Road over Cocalico Creek	This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on Mohler Church Road (T-668) over Cocalico Creek in Ephrata Township, Lancaster County.	Ephrata Township	PENNDOT	Preliminary Engineering	7218	\$181,928	\$181,928	\$0
106626	Safe Harbor Trestle Bridge	Improvements to railroad bridge for the Enola Low Grade rail trail over the Conestoga River in Manor and Conestoga Townships, Lancaster County.	Manor Township and Conestoga Township	PENNDOT	Construction		\$(2)	\$0	\$0
104473	PA 23 Traffic Systems Management (TSM) Improvements 2	Install center turn lane, install curb and sidewalks and signal replacement on PA 23 (Main Street) from SR 1003 (Hellers Church Road) to Granger Road in Upper Leacock Township, Lancaster County.	Upper Leacock Township	PENNDOT	Construction	23	\$(249,240)	\$0	\$0
97250	US 30 Improvements	This project consists of Intersection and Safety Improvements, as identified in a Road Safety Audit, on US Route 30 (Lincoln Highway) from PA 896 (Hartman Bridge Road) to just west of PA 772 (Newport Road) in Paradise, East Lampeter, Leacock and Salisbury Townships, Lancaster County. The improvements can include resurfacing, intersection realignments, upgrades to existing intersections such as signage, pavement markings and sight distance improvements.	Paradise Township, East Lampeter Township, Leacock Township, and Salisbury Township	PENNDOT	Right of Way	30	\$(1,023,899)	\$0	\$0
106587	Intelligent Transportation System (ITS) - Lancaster Phase 4	This project consists of installing Highway Advisory Radio at 6 locations along US Route 30 from the Susquehanna River Bridge to State Route 340, US Route 222 from US Route 30 to US Route 322 & on PA 283 from the Dauphin County Line to US Route 30, Lancaster County.	Various locations county wide	PENNDOT	Construction	30	\$(187,000)	\$0	\$0
87500	Lincoln Highway Bridge # 3	This project consists of bridge replacements on US Route 30 (Lincoln Highway) over Houston Run in Salisbury Township, Lancaster County.	Salisbury Township	PENNDOT	Preliminary Engineering	30	\$(24,803)	\$0	\$0
87535	US 30 Bridge	This project consists of a bridge replacement on US Route 30 (Lincoln Highway) over tributary to Pequea Creek in East Lampeter Township, Lancaster County.	East Lampeter Township	PENNDOT	Preliminary Engineering	30	\$(46,919)	\$0	\$0
97013	US 222 /US 30 Interchange Improvements	This project consists of interchange improvements which involve US 30 interchange ramp widening and reconstruction to accommodate two lane ramps from US 222 South to US 30 West and from US 30 East to US 222 North. US 30 Westbound will be widened between PA 23 and PA 272 for improved weaving and US 30 Eastbound will include minor reconstruction to the outside thru-lane for the conversion to an optional exit lane to the US 222 Northbound ramp. The US 222 ramp bridge over US 30 will be replaced and Eden Road overhead bridge will be rehabilitated and US 222 lowered to provide additional vertical clearance. This project is in Manheim Township, Lancaster County.	Manheim Township	PENNDOT	Final Design	222	\$(307,670)	\$0	\$0
64829	State Road Interchange and Amtrak Bridge	The State Road Interchange project consists of widening and improving PA 722 (State Road) from near Yellow Goose Road to approximately 1,000 feet north of the PA 722 / PA 283 Interchange, including the PA 722 / PA 283 Interchange, to correct operational deficiencies and safety issues. Will widen and replace the bridge over PA 283 and the locally owned bridge over Amtrak. East Hempfield Township, Lancaster County.	East Hempfield Township	PENNDOT	Construction	722	\$(2,723,747)	\$0	\$0
87703	Marietta /Mt. Joy Avenue Bridge-B	Bridge replacement on PA 772 (Anderson Ferry Road) over Donegal Creek in East Donegal Township, Lancaster County.	East Donegal Township	PENNDOT	Construction	772	\$(2,311)	\$0	\$0
19916	South Bridge Street Bridge	This project consists of a bridge replacement on SR 2025 (Bridge Street) over Williams Run in Christiana Borough, Lancaster County.	Christiana Borough	PENNDOT	Preliminary Engineering	2025	\$(41,219)	\$0	\$0
19916	South Bridge Street Bridge	This project consists of a bridge replacement on SR 2025 (Bridge Street) over Williams Run in Christiana Borough, Lancaster County.	Christiana Borough	PENNDOT	Right of Way	2025	\$(28,500)	\$0	\$0
101281	Safe Harbor Road over Indian Run	This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on State Route 3017 (Safe Harbor Road) over Indian Run in Manor Township, Lancaster County.	Manor Township	PENNDOT	Preliminary Engineering	3017	\$(285,790)	\$0	\$0



7895	Kinderhook Road over Little Chiques Creek	This project consists of a bridge replacement on State Route 4003 over Little Chiques Creek in West Hempfield & Rapho Townships, Lancaster County.	West Hempfield Township and Rapho Township	PENNDOT	Construction	4003	\$(111,663)	\$0	\$0
94754	T-325 over Peters Creek	This project consists of a bridge replacement on Peters Creek Road over Peters Creek in Fulton Township, Lancaster County.	Fulton Township	PENNDOT	Construction	7219	\$(16,138)	\$0	\$0
94747	Cedar Street over Lititz Run	This project consist of bridge replacement on Cedar Street over Lititz Run in Lititz Borough, Lancaster County.	Lititz Borough	PENNDOT	Construction	7409	\$(33,864)	\$0	\$0

\* Negative amounts in the obligation column are a result of de-obligating unused funds for a project. De-obligation is a release of funds due to either the cancelation or completion of a project

MPMS	PROJECT TITLE	PROJECT DESCRIPTION	FEDERAL FUND CATEGORY	FEDERAL AMOUNT REQUESTED 2019-2020	FEDERAL AMOUNT REQUESTED 2021-2022	FEDERAL AMOUNT REQUESTED 2023-2026	FEDERAL AMOUNT REQUESTED 2025-2028	FEDERAL FUNDS PRIOR OBLIGATION	FFY 2025 OBLIGATION	FEDERAL FUNDS REMAINING
102414	Queen Street Station Upgrades	Design services for the replacement of the roof and HVAC system at Queen Street Station	5307	\$0	\$1,630,000	\$3,896,552	\$0	\$1,693,977	\$80,426	\$3,752,149
102426	Purchase Maintenance Equipment	Purchase of hot water pressure washer	5307	\$0	\$700,141	\$0	\$0	\$238,131	\$6,264	\$455,746
110265	Queen Street Station Upgrades	Design services for the replacement of the roof and HVAC system at Queen Street Station	5307	\$400,000	\$600,000	\$0	\$0	\$586,992	\$20,275	\$392,733
110274	Erick Road Upgrades	Design services for the replacement of the HVAC system and oil-water separator at Erick Road Operations Center	5307	\$0	\$665,200	\$0	\$0	\$0	\$216,255	\$448,945
114355	Computer Hardware/Software and Communications/ Security	Purchase of Mitel server upgrade, Avail Navigation Equipment kits, Dell Domain backup storage, 15 Dell Pro Micro Computers	5307	\$0	\$236,480	\$136,000	\$60,000	\$102,770	\$56,263	\$273,447
114362	Purchase Shared Ride Buses	Purchase of 7 Ford E450 Shared ride buses	5307	\$0	\$0	\$1,108,646	\$0	\$0	\$314,854	\$793,792
114366	Purchase Shared Ride Buses	Purchase of 7 Ford E450 Shared ride buses	5307	\$0	\$0	\$668,000	\$0	\$0	\$401,521	\$266,479
117699	Maintenance Upgrades	Purchase of the bus wash replacement and hot water pressure washer for Maintenance at Erick Road Operations Center	5307	\$0	\$0	\$80,000	\$0	\$0	\$80,000	\$0
117779	Erick Road upgrades	Design services for the generator replacement and oil-water separator replacement	5307	\$0	\$0	\$160,000	\$0	\$0	\$61,662	\$98,338
119946	Purchase Bus Shelters	Purchase and installation of 16 bus shelters	5307	\$0	\$0	\$240,000	\$0	\$0	\$138,432	\$101,568
121132	Erick Road Upgrades	Design services for the generator replacement and installation of the bus wash replacement	5307	\$0	\$0	\$0	\$1,146,550	\$0	\$487,951	\$658,599

**TOTAL FEDERAL FUNDS OBLIGATED IN FFY 2025 \$1,863,903**

Note: The FTA definition of obligation was used to determine the funding amounts reported as obligated. For the FTA, funds are obligated when a contract is awarded for the purchase of goods or services. For example, a contract can be awarded for the purchase of buses and the funds obligated in one fiscal year but the actual expenditure of funds may not occur until the next fiscal year based on the production and delivery schedule for the bus.

**Funding Sources**

- 5307 Federal - Urbanized Area Formula Program
- 5339 Federal - Bus and Bus Facilities Program

**END OF ITEM**



## Memorandum

To: Lancaster County Metropolitan Planning Organization (MPO)  
From: Kristiana Barr, Lancaster County Planning Department (LCPD)  
Date: February 3, 2026  
Re: Transportation Management Area (TMA) Certification Review Scheduled  
Attachments: B8.a Notification Letter  
B8.b Notification Letter Enclosure  
Links: None

### Recommended Action:

No action. For information only.

### Summary:

On December 19, 2025, Lancaster County Planning Department and South Central Transit Authority staff were officially notified by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) staff will be conducting a Certification Review of the transportation planning process for the Lancaster County Transportation Management Area (TMA) on Tuesday, April 21, 2026, and Wednesday, April 22, 2026. A TMA is an urban area with a population over 200,000. Certification of the transportation planning process in TMAs is required every four years. The intent of the review is to highlight good practices, exchange information, and identify opportunities for improvement. See the letter and enclosure from FHWA for more details on the upcoming review.

A public meeting for MPO members, local officials, and the general public to provide comments to FHWA and FTA on the transportation planning process in Lancaster County is scheduled for Tuesday, April 21, 2026, from 5:00PM to 6:00PM in the Community Room at the Lancaster Public Library, 151 North Queen Street Lancaster, PA 17603. FHWA and FTA will provide a virtual option for participation in the meeting.



U.S. Department  
of Transportation

**Federal Highway  
Administration**

**Pennsylvania Division**

30 North Third Street, Suite 700  
Harrisburg, PA 17101-1720  
Pennsylvania.FHWA@dot.gov  
(717) 221-3461

In Reply Refer To:  
HDA-PA

Commissioner Ray D'Agostino,  
Chairperson Lancaster Metropolitan  
Planning Organization  
c/o Lancaster County Planning Commission  
150 North Queen Street, Suite 320  
Lancaster, PA 17603

Subject: Lancaster County Transportation Management Area Certification Review Notification Letter

Dear Commissioner D'Agostino:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will be conducting a Certification Review of the transportation planning process for the Lancaster County Transportation Management Area (TMA) on **April 21 and 22, 2026**. These dates were selected in consultation with the Lancaster Metropolitan Planning Organization (MPO) staff, South Central Transit Authority (SCTA), and the Pennsylvania Department of Transportation (PennDOT). The Certification Review will be conducted in-person at Lancaster County Government Center, Rooms 102/104, located at 150 North Queen Street in Lancaster, PA.

The Bipartisan Infrastructure Law (BIL) continues the requirement for certification of the transportation planning process in urban areas over 200,000 in population once every four years. Certification Reviews are conducted with the objective of evaluating the transportation planning process in the region. Accordingly, FHWA and FTA will not be conducting a pass/fail review, but rather intend to highlight good practices, exchange information, and identify opportunities for improvement. The process will rely extensively on knowledge gained from routine participation by FHWA and FTA in the MPO's planning process.

FHWA and FTA will accomplish the Certification Review through the following tasks:

- 1) A desk review of planning products and processes.
- 2) A site visit to include:
  - a. Discussions with representatives from the MPO Board and Staff, PennDOT, and transit providers; and
  - b. An opportunity for local officials and the public to speak directly with FHWA and FTA to share their views on the TMA's transportation planning process.
- 3) A Certification Review Report summarizing the review process and key findings.

- a. FHWA and FTA will prepare a Certification Review Report after the conclusion of the site visit. The MPO will be given 15 calendar days to review the report and provide factual verification on the content before it is finalized.

To maximize public participation, FHWA and FTA will work with the MPO planning staff to determine the specific mechanisms for providing comment opportunities for MPO members, local officials, and the general public. Based on recent coordination with MPO staff, this will include a public meeting that will take place on April 21, 2026. This outreach should be performed in a manner consistent with the MPO's adopted public participation plan, as well as federal public involvement guidelines for Certification Reviews.

As a next step, FHWA and FTA ask that you provide an electronic copy of the desk review documentation specified in Enclosure 1 by **Feb 9, 2026**. Upon completion of the desk review, FHWA and FTA will coordinate with MPO staff in advance of the site visit to share the agenda and public meeting details as part of a formal desk review findings letter.

If you have any questions concerning the upcoming Certification Review, please contact Ronnique Bishop, FHWA Pennsylvania Division, at (717) 221-2276, or Tim Lidiak, FTA Region III, at (215) 656-7084.

Sincerely,

Jennifer Crobak, AICP  
Director of Planning, Environment, and Finance

Enclosure:

ec: Will Clark, Lancaster MPO  
Kristiana Barr, Lancaster MPO  
Gary Jones, Lancaster MPO  
Keith Boatman, South Central Transit Authority  
Lauri Ahlskog, South Central Transit Authority  
Kristin Mulkerin, PennDOT Deputy Secretary for Planning  
Danielle Spila, PennDOT Bureau of Public Transportation  
Mark Tobin, PennDOT Program Center  
Jim Mosca, PennDOT Program Center  
Ted Sheeche, PennDOT Program Center  
Humaira Nabeela, PennDOT Program Center  
Megan Peterson, PennDOT Bureau of Equal Opportunity  
Aleshia Amadi, PennDOT Bureau of Equal Opportunity

Kevin Keefe, P.E., PennDOT District 8-0  
Carey Mullins, PennDOT District 8-0  
Emily Osilka, PennDOT District 8-0  
Greg Becoat, EPA Region 3  
Tony Tarone, FTA Region 3  
Laura Keeley, FTA Region 3  
Tim Lidiak, FTA Region 3  
Jennifer Crobak, FHWA  
Gene Porochniak, FHWA  
Ronnique Bishop, FHWA

## Enclosure 1 - Desk Review Documentation

Please provide the requested documentation by **February 9, 2026**, to Ronnique Bishop at [ronnique.bishop@dot.gov](mailto:ronnique.bishop@dot.gov).

### Electronic Files Requested

1. MPO Bylaws and/or formal operational procedures, staff organization chart, and committee structure
2. Background/educational materials/packet provided to new board members, if available
3. A recent example of the MPO's public meeting notices
4. Current Long Range Transportation Plan (LRTP) development processes
5. 2025 Transportation Improvement Program (TIP) development processes (and Draft 2027 TIP development processes, if available)
6. Description of Project Selection Processes for ranking, prioritizing, and selecting Asset Management, CMAQ, HSIP, and CRP candidate projects for the 2025 TIP (and Draft 2027 TIP, if available)
7. Documentation of the MPO's efforts to incorporate performance measures including Transportation Performance Measures (TPM), Transit Asset Management (TAM) targets and any written provisions or other planning agreements
8. Congestion Management Process (CMP)
9. Bicycle and Pedestrian Plan or other multimodal studies
10. Title VI Program/Plan
11. Safety planning documents, Road Safety Audits, and safety studies
12. Freight Plan and/or related freight planning information
13. FFY 2025 Annual Listing of Obligated Projects
14. MOU(s) and/or Planning Agreements that the MPO has with the transit agency, PennDOT, and/or other planning agencies
15. Public Transportation Agency Safety Plan (PTASP)
16. Coordinated Public Transit-Human Services Transportation Plan
17. Any other pertinent MPO materials to showcase how the region conducts their 3-C planning process, including public outreach materials, visualization tools and other resources

**END OF ITEM**



## **Written Reports: February 24, 2026**

The following written updates will not be presented during the meeting. Discussion on these items can occur upon request during the Written Reports segment of the meeting

### **A. Lancaster County Planning Department (LCPD)**

1. **Local Technical Assistance Program (LTAP)**
2. **ACT 167 (Stormwater Management Plan)**
3. **Lancaster Train Station Small Area Plan**
4. **Highway Performance Monitoring System (HPMS) Vehicle Counts and Road Sample Segments**
5. **Bicycle and Pedestrian Count**
6. **Safety Evaluation of Transportation Improvement Program (TIP) Projects**
7. **Federal Functional Classification Update**
8. **2025-2027 Unified Planning Work Program (UPWP) Update**

### **B. PennDOT - Central Office**

1. **Lancaster Train Station Pedestrian Bridge**
2. **Multimodal Transportation Fund (MTF) Awards**
3. **Green Light-Go (GLG) Program Awards**

### **C. South Central Transit Authority**

1. **Public Transportation Agency Safety Plan (PTASP) Update 2026**

### **D. Commute PA**

1. **Employer & Community Events/Meetings**
2. **Current promotions & marketing campaigns**
3. **TDM Initiatives**
5. **December 2025 Commute PA Statistics**



## February 2026 MPO Update on Lancaster County Planning Department Work

### Local Technical Assistance Program (LTAP)

Currently in Lancaster County:

- In 2025:
  - Scheduled twelve classes, two of which were cancelled for low enrollment
  - Registered 238 people
- Lancaster County municipalities and entities enrolling include:
  - East Cocalico Township
  - East Lampeter Township
  - Ephrata Borough
  - Lancaster Township
  - Leacock Township
  - Manheim Township
  - Marietta Borough
  - Mount Joy Borough
  - Upper Leacock Township
  - West Donegal Township
  - West Earl Township
  - West Hempfield Township
  - West Lampeter Township
  - Lancaster County
- Other counties and entities represented include:
  - Adams
  - Chester
  - Dauphin
  - Delaware
  - Lycoming
  - York
  - PennDOT
- In 2026 we have held the following classes:
  - Curves on Local Roads, held at the Lancaster County Public Safety Training Center, with 18 registrants
  - Speed Limits & Speed Management, held at Lancaster County Public Safety Training Center, with 18 registrants
  - Pavement Markings, held at Paradise Township, with 28 registrants
- The following LTAP classes are currently scheduled and open for registration in 2026:
  - Erosion and Sedimentation Control 3/12/2026
  - STOP Signs & Intersection Traffic Control 3/19/2026
  - Trucks on Local Roads: Issues and Solutions, 3/25/2026

- Current host facilities include Ephrata Borough, Lancaster Township, Paradise Township, West Hempfield Township, West Lampeter Township, and the Lancaster County Public Safety Training Center
- Staff has sent out a survey to all municipalities to gauge interest in courses for 2026; so far, 12 municipalities have responded.
- Staff continue to refine a contact list for all municipal Roadmasters and Directors of Public Works as needed
- Scheduling of classes and outreach to municipalities is ongoing

### **ACT 167 (Stormwater Management Plan)**

The County, consultant HRG and LandStudies, our core planning team, and the Watershed Advisory Committee (WPAC), wrapped up work on Phase I by producing the Scope of Study report. This was submitted to DEP at the end of December 2025. DEP has 90 days to review this report. As we wait for approval the team is looking at schedule and funding options. After we receive approval, have a consensus with the WPAC, and have identified funding sources, we will be able to proceed with Phase 2, the technical part of the plan.

### **Lancaster Train Station Small Area Plan**

An Implementation Committee meeting was held on January 28<sup>th</sup>, 2026. Partners reported on activities they are engaged in with direct or indirect impacts on the planning area. Both municipalities are initiating updates to their zoning ordinance in 2026. This is an opportunity to coordinate zoning in both municipalities in the area of the train station. It was noted that PennDOT did not advertise the Train Station and Pikes Study yet, but it did publish a notice to prospective consulting firms that the RFP would be released in February. Assuming that responses to the RFP would be due the end of February, the consultant would probably be selected in the April-May timeframe, with a contract taking another month or two. PennDOT would likely announce the selected consultant publicly around July. Also, PennDOT provided the status report on the construction of the pedestrian bridge at the train station:

Current Status as of January 5, 2026

- Pier 2 (Amtrak ROW): Construction has been completed, including brick veneer.
- Pier 1 (Keller Avenue Lot): Construction has been completed.
- Foundation Work: Work is complete for the stair/elevator tower, retaining wall, and bicycle canopy.
- Stair and Elevator Tower / Bicycle Canopy: Structural steel is anticipated to arrive in February, with installation to follow.
- Bridge: Structural steel has been ordered; delivery is anticipated in late spring.

## **Highway Performance Monitoring System (HPMS) Vehicle Counts and Road Sample Segments**

The Highway Performance Monitoring System (HPMS) is an annual data reporting program created by the Federal Highway Administration (FHWA) to meet their need to provide information to Congress for development and analysis of national policy and programs relating to highways.

This monitoring system includes annual counts of traffic volume and classification of vehicles on Lancaster County roadways. The 2026 traffic count season will begin this Spring.

Also included within the HPMS is the annual inventory of Road Sample Segments. This inventory is conducted in the field to verify the extent, condition, performance, use, and operating characteristics of the nation's highways. Field checks of 182 road sample segments across Lancaster County were completed in November 2025.

### **Bicycle and Pedestrian Count**

Acting on the Lancaster County MPO Active Transportation Plan, a bicycle and pedestrian program was implemented during the summer of 2023, with the first of three groups of temporary count sites gathering data on cyclists and pedestrians.

Bicycle and pedestrian data were collected at the third group of count locations during summer 2025. In summer 2026, bicycle and pedestrian data collection will return to the first group of count sites where counts were previously conducted in 2023. This is part of establishing a yearly trend in bicycle and pedestrian activity.

A report of bicycle and pedestrian data collected during summer 2025 will be presented later this spring.

### **Safety Evaluation of Transportation Improvement Program (TIP) Projects**

Preventing serious injuries and fatalities on roadways is a critical priority across the nation. Transportation Improvement Program (TIP) Safety Projects are designed to reduce both the frequency and severity of motor vehicle crashes. To evaluate the effectiveness of these projects, the Lancaster County MPO has developed a comprehensive report analyzing their impact on roadway safety. Crash data from the Pennsylvania Crash Information Tool (PCIT) was compiled into this report, which includes five years of crash data prior to the construction of each safety project and up to five years following its completion. The report compares annual totals of crashes, categorized by type and severity, to determine how these projects have influenced overall crash trends. This analysis provides valuable insight into whether TIP safety projects are achieving their intended goal of making Lancaster County's roadways safer. The Safety Evaluation of Transportation Improvement Program Projects report can be found with this link: [Performance Management | Lancaster County Planning Department, PA](#)

### **Federal Functional Classification Update**

The Lancaster County MPO approved 17 proposed changes to the Federal Functional Classification of roadways in Lancaster County at the October 28, 2025, meeting. PennDOT Bureau of Planning & Research has reviewed the proposed changes and has asked for fuller justifications for several of the locations. After putting forward our strongest justifications in favor of the proposed changes, Bureau of Planning & Research staff have indicated that one location cannot be passed on to FHWA for further review. The location that will not be included in the submission to FHWA is Greenfield Road (SR 1001, segment 10) located at the US 30 interchange.

PennDOT forwarded the remaining 16 proposed changes to FHWA for review on February 9, 2026.

**2025-2027 Unified Planning Work Program (UPWP) Update**

Lancaster County Planning Department worked with PennDOT Central Office staff to make an administrative modification to the current 2025-2027 Unified Planning Work Program (UPWP). Under Task I – Administration, subtask D – Training, we added membership to the [Association of Metropolitan Planning Organizations \(AMPO\)](#). This annual membership would cost \$2,871.43 and start July 1, 2026. AMPO educates and supports staff to improve planning, programming, and coordination. See page 24 of the updated 2025-2027 UPWP for more information:

<https://lancastercountyp Planning.org/DocumentCenter/View/7268/Lancaster-County-MPO-2025-2027-UPWP-1-30-26---No-Taglines>

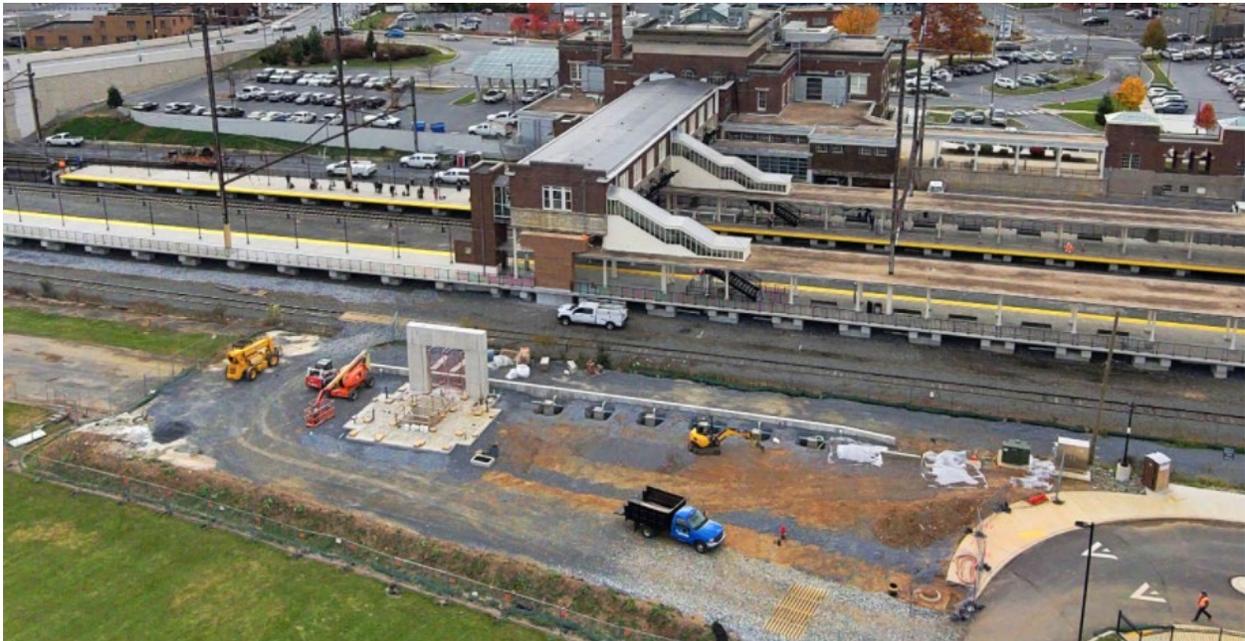
## Lancaster MPO TTAC January 2026 Meeting

PennDOT Central Office Update

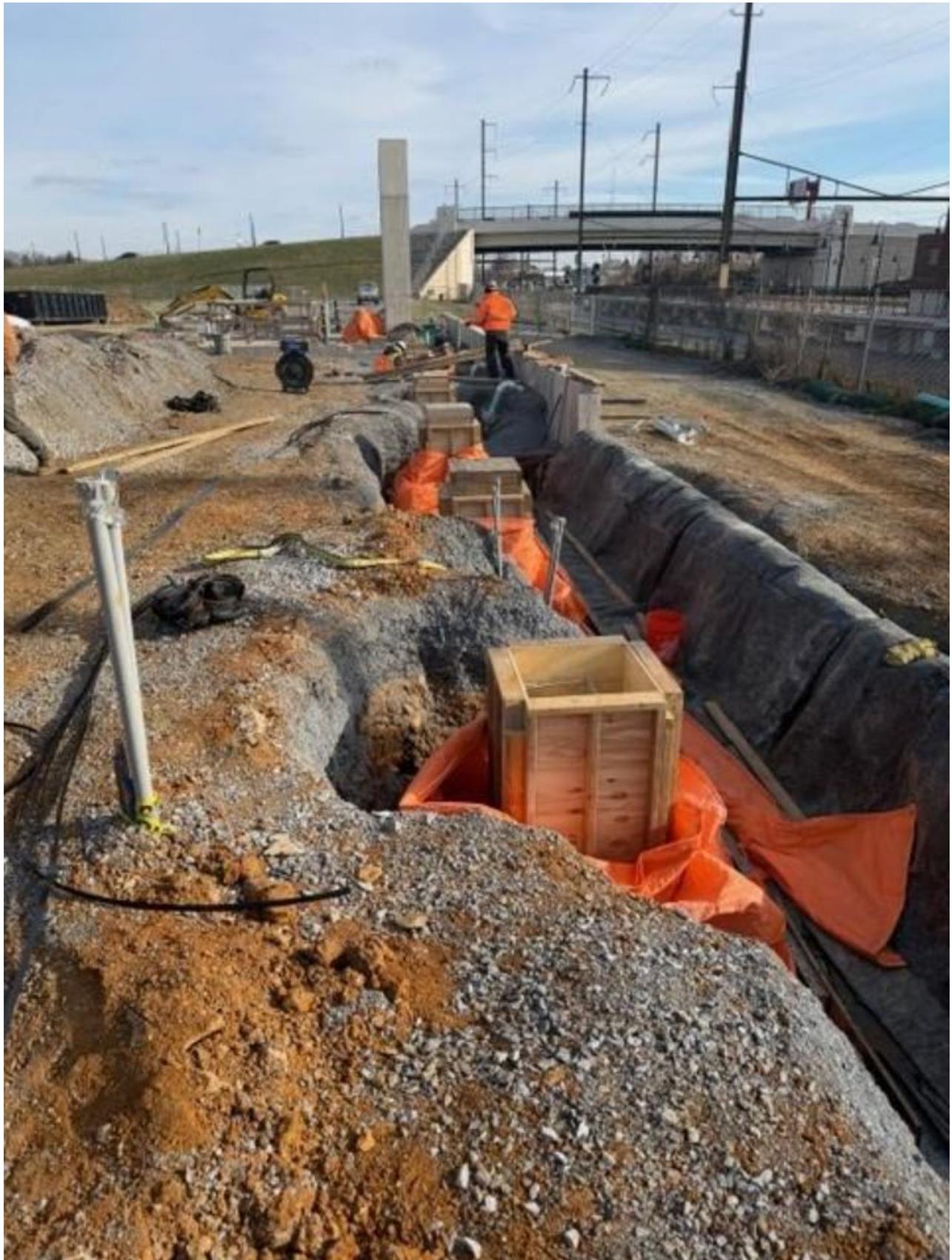
### Lancaster Train Station Pedestrian Bridge

#### Current Status as of January 5, 2026

- **Pier 2 (Amtrak ROW):** Construction has been completed, including brick veneer.
- **Pier 1 (Keller Avenue Lot):** Construction has been completed.
- **Foundation Work:** Work is complete for the stair/elevator tower, retaining wall, and bicycle canopy.
- **Stair and Elevator Tower / Bicycle Canopy:** Structural steel is anticipated to arrive in February, with installation to follow.
- **Bridge:** Structural steel has been ordered; delivery is anticipated in late spring.



*Figure 1: Drone Flight photo (November)*



*Figure 2: Bicycle Canopy Pier Forms (December)*



*Figure 3: Backfilling the Retaining Wall (January)*

## **Multimodal Transportation Fund (MTF) Awards**

The Shapiro Administration announced the selection of 54 multimodal transportation projects across 34 counties for funding through the Multimodal Transportation Fund (MTF), totaling more than \$47 million statewide.

The Multimodal Transportation Fund provides grant funding to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, and ports and rail freight entities to improve transportation assets that enhance communities, pedestrian safety, and transit access.

The 2025-26 budget signed by Governor Shapiro allocates over \$1.8 billion in funding to repair roads and bridges and continues to sustainably fund the Pennsylvania State Police by reducing their reliance on the Motor License Fund. Since taking office, the Governor has secured \$391.7 million in additional funding for roads and bridges. Under the Shapiro Administration, 17,722 miles of roadway have been improved and work has advanced on 1,540 state and local bridges. According to the Federal Highway Administration, in 2023 — Governor Shapiro's first year in office — Pennsylvania repaired or replaced more than 200 bridges, resulting in 90 fewer bridges rated in poor condition, the largest improvement of any state in the nation.

The next round of MTF grant applications will open on January 5, 2026, with applications due by February 13, 2026. Grant recipients for funding available in Summer 2026 are expected to be announced next year. To learn more about the projects and programs improving transportation across Pennsylvania, visit the [PennDOT website](#).

### **Below is the Lancaster County recipient(s) for the current round of awards:**

- **Borough of Marietta:** \$267,382 for road resurfacing, curb bump-outs, ADA improvements, and bike sharrows on Front Street.

## **Green Light-Go (GLG) Program Awards**

The Shapiro Administration announced nearly \$30 million in [Green Light-Go Program](#) funding to improve traffic safety and mobility by reducing congestion and improving traffic flow. in 57 municipalities. Many of the funded projects will upgrade traffic signal detection and control technology, allowing signals to respond to real-time traffic conditions, reduce congestion, and improve safety for drivers, pedestrians, and cyclists.

Green Light-Go grants are provided as reimbursements to municipalities for projects that improve the efficiency and operation of existing traffic signals. These projects are funded through the FY 2025–26 budget. Eligible improvements include, but are not limited to, installation of light-emitting diode (LED) technology, traffic signal retiming, special-event traffic planning, traffic signal monitoring, and upgrades to modern signal technologies.

### **Below is a list of awarded projects in Lancaster County:**

- **City of Lancaster:** Funding awarded to study and remove unwarranted traffic-control signals.
- **City of Lancaster:** Funding awarded to modernize multiple intersections.
- **Earl Township:** Funding awarded to modernize U.S. 322 and Railroad Avenue.
- **East Lampeter Township:** Funding awarded to modernize Route 340 intersections.
- **Lititz Borough:** Funding awarded to upgrade traffic signal detection equipment.

**Manheim Township:** Funding awarded to install LED traffic signal modules at multiple locations.

## **Public Transportation Agency Safety Plan (PTASP) Update 2026**

SCTA has completed an update to its Public Transportation Agency Safety Plan (PTASP) and targets for 2026. The updated plan can be found on SCTA's website <https://www.sctapa.com/what-were-about/about-us/safety-plan>. The targets for 2026 are on page 11.

Although MPO approval is not required for the safety plan, SCTA is providing the plan to keep the MPO informed about the transit planning process that may result in a safety project being programmed on the Transit TIP.

The Public Transportation Agency Safety Plan (PTASP) Rule was published in 2018 by the Federal Transit Administration (FTA), requiring public transportation providers to develop a new safety plan as a requirement to receive federal funding. The PTASP establishes a Safety Management System (SMS), which is comprised of data driven processes to proactively manage risks and assure the effectiveness of safety risk mitigations. The PTASP and SMS intend to change the Agency's safety culture and reduce safety events by making safety everyone's responsibility, empowering employees to play a role in safety, and encouraging employees and contractors to report safety concerns. The FTA requires transit agencies to have an agency safety committee comprised of equal parts of labor and management to update the safety plan and present it to the SCTA Board for approval. The updated plan was approved by the SCTA Board on December 17, 2025.

### **BOARD OF DIRECTORS**

**Chairman** James Schlegel   **Vice-Chairman** June Wolf   **Secretary** Gail Landis   **Treasurer** Cheryl Love

Bonnie Glover   Joy Ashley   Timothy Snyder   Jessica Jones   Sandra Burke   Gaetan Giannini

**Executive Director** Gregory Downing

Outreach Activities Report  
December 2025/January 2026  
Lancaster MPO 1-27-26

**Employer & Community Events/Meetings:**

Aerotek Meeting	County of Lancaster Meeting
Lancaster County Reentry Meeting	PA CareerLink Lancaster Meeting
RRTA Meeting	PA CareerLink Lancaster Lunch & Learn Event
County of Lancaster Meeting	Elizabethtown College Meeting
Four Seasons Meeting	Masonic Villages Meeting
Eurofins Virtual Refer a Friend Event	Masonic Villages Fair
PA CareerLink Job Fair	
LCPC & City of Lancaster Bikeshare Meeting	
Elizabethtown Community Housing & Outreach Services Presentation	

**Current promotions & marketing campaigns:**

Clash of the Counties—November  
– Lancaster County took 1<sup>st</sup> place with 177 trips recorded during two-week challenge

Transit Refer A Friend Month—November

Domestic Violence Services of Lancaster County became a new community partner

**TDM Initiatives:**

Carpool Club—outreach continues  
Lancaster County target area: Conestoga, Holtwood, Quarryville

Regional Bike Share-quarterly meeting held in November and City of Lancaster in attendance

**December 2025 Commute PA Statistics:**

100 new members joined Commute PA  
165,884 miles removed by trackers

9022 trips tracked in December  
\$116,134 dollars saved by trackers

**END OF PACKET**