

# Lancaster County Transportation Technical Advisory Committee (TTAC)

## Public Meeting

**Tuesday, March 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/82793669674?pwd=VfuDKNluKzxAW9Xxbreecr7dWLoy8y.1>  
Webinar ID 827 9366 9674  
**Passcode 122361**

**Phone:** +1 305 224 1968  
Webinar ID 827 9366 9674  
**Passcode 122361**

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@lanastercountypa.gov](mailto:wclark@lanastercountypa.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.



Translation & Interpretation Services



LANCASTER COUNTY  
TTAC

<b>March 24, 2026</b>	
Call to Order & Call to Audience	
Approval of Minutes	
<i>Presentations</i>	
A	Community Demographic Assessment
<i>For Action</i>	
A1	Draft 2027 TIP Public Comment
<i>For Information</i>	
B1	2025 TIP Modifications
B2	PennDOT Projects In Design
B3	PennDOT Active Construction
Other Business	
Written Reports, Public Comment, and Adjournment	

# March 24, 2026

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*Please use the buttons below to open a separate browser to download and print documents*

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[Packet](#)

[Written Reports](#)



**Call to Order & Call to Audience**

Approval of Minutes

*Presentations*

A Community Demographic Assessment

*For Action*

A1 Draft 2027 TIP Public Comment

*For Information*

B1 2025 TIP Modifications

B2 PennDOT Projects In Design

B3 PennDOT Active Construction

Other Business

Written Reports, Public Comment, and Adjournment

# Call to Order

Terry Martin, 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

January 27, 2026, Transportation Technical Advisory Committee (TTAC) Public Meeting

**Draft Minutes**



**I move that the Lancaster County  
Transportation Technical Advisory  
Committee approve the January 27, 2026,  
meeting minutes as presented.**

**Recommended Motion**



LANCASTER COUNTY  
TTAC

March 24, 2026

Call to Order & Call to Audience

Approval of Minutes

***Presentations***

A Community Demographic Assessment

*For Action*

A1 Draft 2027 TIP Public Comment

*For Information*

B1 2025 TIP Modifications

B2 PennDOT Projects In Design

B3 PennDOT Active Construction

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Written Reports, Public Comment,  
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# Presentations



LANCASTER COUNTY  
TTAC

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# Community Demographic Assessment

Matt Hoyer  
Lancaster County Planning Department



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# For Action



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# Draft 2027-2030 Transportation Improvement Program (TIP): Public Review and Comment Period

Gary Jones  
Lancaster County Planning Department

Memo

Attachments



LANCASTER COUNTY  
TTAC

# Draft 2027-2030 Transportation Improvement Program (TIP): Public Review and Comment Period

I move that TTAC recommends to the MPO that they authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft 2027-2030 TIP, the Draft Air Quality Conformity Analysis for the 2027-2030 TIP, and other supporting documentation.

**Recommended Motion**



LANCASTER COUNTY  
TTAC

March 24, 2026

Call to Order & Call to Audience

Approval of Minutes

*Presentations*

A Community Demographic Assessment

*For Action*

A1 Draft 2027 TIP Public Comment

***For Information***

B1 2025 TIP Modifications

B2 PennDOT Projects In Design

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# For Information



LANCASTER COUNTY  
TTAC

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# 2025 Transportation Improvement Program (TIP) Administrative Modifications

Emily Osilka  
 PennDOT District 8-0

	Item
a.	Highway & Bridge

Memo

Highway & Bridge



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# PennDOT Projects in Design

Emily Osilka  
PennDOT District 8-0

Memo

Attachments



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# PennDOT Active Construction Projects

Emily Osilka  
 PennDOT District 8-0

Memo

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LANCASTER COUNTY  
 TTAC

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# Other Business

## NEVI Community Charging



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# Written Reports

- |           |  |
|-----------|--|
| <b>A.</b> | <b>Lancaster County Planning Department (LCPD)</b> |
| <b>B.</b> | <b>PennDOT</b>                                     |
| <b>C.</b> | <b>Commute PA</b>                                  |

Memo

Attachments



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# 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.*



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# Adjournment

Next Scheduled Meeting:

**Tuesday, May 26, 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/82793669674?pwd=VfuDKNluKzxAW9Xxbreecr7dWLoy8y.1>  
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# Upcoming Meetings and Events

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Lancaster County Planning Commission (LCPC)	April 13, 2026	2:30 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.
Active Transportation Advisory Committee (ATAC)	May 14, 2026	6:00 p.m.
Transportation Technical Advisory Committee (TTAC)	May 26, 2026	1:30 p.m.

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# Language Access Taglines

<p><b>English</b> Hello! We provide translation and interpretation services. You can leave a request by calling our inbox at 717-299-8333 and pressing "7," or sending us an email at <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>. All document requests must include a return email or mailing address. For meetings, you must leave an interpretation request at least five business days before the intended meeting date.</p>	<p><b>Español (Spanish)</b> ¡Hola! Ofrecemos servicios de traducción e interpretación. Puede dejar 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>. Todas las solicitudes de documentos deben incluir una dirección de correo electrónico o postal para la devolución. Para las reuniones, debe dejar su solicitud de interpretación 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. Quý vị có thể 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>. Tất cả các yêu cầu về tài liệu phải bao gồm email gửi lại hoặc địa chỉ gửi thư. Đối với các cuộc họp, quý vị phải để lại yêu cầu thông dịch tối thiểu 5 ngày làm việc trước ngày họp dự kiến.</p>	<p><b>Українська мова (Ukrainian)</b> Доброго дня! Ми надаємо послуги письмового та усного перекладу. Ви можете залишити 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>. Усі запити стосовно документів повинні включати зворотну адресу електронної або фізичної пошти. Стосовно зустрічей, ви можете залишити запит на усний переклад щонайменше за п'ять робочих днів до цільової дати зустрічі.</p>
<p><b>Deutsch (German)</b> Hallo! Wir bieten Übersetzungs- und Dolmetscherdienste an. Sie können Ihre Anfrage telefonisch unter der Nummer 717-299-8333 stellen und die "7" drücken, oder Sie können uns eine E-Mail schicken an <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>. Jede Anforderung von Dokumenten muss eine Rücksende-E-Mail oder eine Postanschrift enthalten. Anträge auf Verdolmetschung für Sitzungen müssen mindestens fünf Arbeitstage vor dem geplanten Sitzungstermin eingereicht werden.</p>	<p><b>Français (French)</b> Bonjour! Nous fournissons des services de traduction et d'interprétation. Vous pouvez déposer une demande en appelant notre boîte de réception au 717-299-8333 et en appuyant sur « 7 », ou en nous envoyant un e-mail à <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>. Toutes les demandes de documents doivent inclure un e-mail de retour ou une adresse postale. Pour les réunions, vous devez déposer une demande d'interprétation au moins cinq jours ouvrables avant la date prévue de la réunion.</p>	<p><b>မြန်မာ (Burmese)</b> မင်္ဂလာပါ။ ကျွန်ုပ်တို့သည် ဘာသာပြန်ခြင်းနှင့် စကားပြန်ခြင်းဝန်ဆောင်မှုများကို ဆောင်ရွက်ပေးပါသည်။ ကျွန်ုပ်တို့၏ 717-299-8333 သို့ခေါ်ဆိုပြီး "7" ကိုနှိပ်ခြင်းဖြင့် သို့မဟုတ် <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a> သို့ အီးမေးလ်တစ်စောင်ပေးပို့ခြင်းဖြင့် တောင်းဆိုမှုတစ်ခုချန်ထားနိုင်ပါသည်။ စာရွက်စာတမ်း တောင်းဆိုမှုအားလုံးတွင် ပြန်ပို့ရမည့် အီးမေးလ် သို့မဟုတ် စာပို့လိပ်စာ ပါဝင်ရပါမည်။ အစည်းအဝေးများအတွက် သင်သည် စီစဉ်ထားသည့် အစည်းအဝေးရက်မတိုင်မီ အနည်းဆုံး ရုံးဖွင့်ရက် ငါးရက်အလိုတွင် စကားပြန်တောင်းဆိုချက်ကို ချန်ထားရပါမည်။</p>	<p><b>Kinyarwanda (Kinyarwanda)</b> Muraho! Dutanga serivisi zo guhindura indimi no gusemura. Niba ushaka gusoma iyi inyandiko muri rurimi runaka, nyamuneka tugezeho icyifuzo uhamagara kuri 717-299-8333 maze ukande "7," cyangwa utwoherereze imeri kuri <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>. Ubusabe bwose bugomba kuba bufite imeri tuzagusubirizaho. Ku nama, ugomba gusaba gusemurirwa byibuze iminsi itanu yakazi mbere y'itariki inama izaberaho.</p>
<p><b>नेपाली (Nepali)</b> नमस्कार! हामी दोभासे तथा अनुवादन सेवा प्रदान गर्छौं। तपाईं हाम्रो फोन नम्बर 717-299-8333 मा फोन गरेर र "7" थिचेर वा हामीलाई <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a> मा इमेल पठाएर अनुरोध छोड्न सक्नुहुन्छ । सबै कागजातहरूमा अनिवार्य रूपमा फिर्ता इमेल वा पत्राचार ठेगाना उल्लेख गर्नु पर्दछ । बैठकहरूका लागि, तपाईंले अनिवार्य रूपमा अपेक्षित बैठक मितिभन्दा कम्तीमा पाँच कारोबार दिनअघि दोभासे सेवा अनुरोध गर्नु पर्दछ ।</p>	<p><b>한국인 (Korean)</b> 안녕하세요! 현재 다양한 언어로 번역 및 통역 서비스를 제공하고 있습니다. 717- 299-8333번으로 전화 후 "7"을 누르거나 <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>로 이메일을 보내 요청을 남길 수 있습니다. 모든 서면 요청에는 회신 이메일이나 우편 주소가 포함되어야 합니다. 회의 통역의 경우, 예정된 회의 날짜로부터 근무일 기준 최소 5일 전에 통역 요청을 남겨야 합니다.</p>	<p><b>Kiswahili (Swahili)</b> Hujambo! Tunatoa huduma za tafsiri na ukalimani. Unaweza kuwasilisha ombi kwa kupigia kisanjuku pokezi chetu simu katika 717-299-8333 na kubonyeza "7," au kututumia barua pepe katika <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a> Lazima maombi yote ya hati yajumuishie barua pepe ya au anwani ya kutuma barua. Kwa mikutano, ni lazima uwasilishe ombi la tafsiri angalau siku tano za kazi kabla ya tarehe ya mkutano iliyokusudiwa.</p>	<p><b>اللغة العربية (Arabic)</b> مرحبًا! نحن نقدم خدمات الترجمة التحريرية والفورية. يُرجى تقديم الطلب من خلال الاتصال بصندوق بريدنا الصوتي على الرقم 717-299-8333 واختيار الرقم "7" أو من خلال إرسال رسالة إلكترونية إلى البريد الإلكتروني <a href="mailto:planning@lancastercountypa.gov">planning@lancastercountypa.gov</a>. يجب ذكر عنوان البريد الإلكتروني أو عنوان مراسلات في جميع طلبات خدمة الترجمة التحريرية لاستلام النسخة المترجمة من المستند. ويجب تقديم طلبات خدمة الترجمة الفورية قبل تاريخ الاجتماع بخمسة أيام عمل على الأقل.</p>





LANCASTER COUNTY

**TTAC**

Transportation Technical Advisory Committee

## Meeting Agenda

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

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Online: <https://lancastercountypa.gov.zoom.us/j/82793669674?pwd=VfuDKNluKzxAW9Xxbreecr7dWLoy8y.1>

Passcode: 122361

### Call to Order

Terry Martin, TTAC 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

January 27, 2026, Transportation Technical Advisory Committee meeting

### Presentations

- A. **Community Demographic Assessment**  
Matt Hoyer, Lancaster County Planning Department

### New Business

- A. **For Action**
  - 1. **Draft 2027-2030 Transportation Improvement Program (TIP): Public Review and Comment Period**  
Gary Jones, Lancaster County Planning Department

**B. For Information**

1. **2025 Transportation Improvement Program (TIP) Administrative Modifications**  
Emily Osilka, PennDOT District 8-0
  - a. **Highway and Bridge**
2. **PennDOT Projects in Design**  
Emily Osilka, PennDOT District 8-0
3. **PennDOT Active Construction Projects**  
Emily Osilka, PennDOT District 8-0

**Other Business**

**A. NEVI Community Charging**

**Written Reports**

- A. Lancaster County Planning Department
- B. PennDOT
- C. 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**

<b>Upcoming Meetings and Events</b>		
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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.*

## 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@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></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@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></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@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></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@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></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@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>(Arabic) اللغة العربية</b></p> <p>مرحبًا! نحن نقدم خدمات الترجمة التحريرية والشفوية، إذا كنت ترغب في حضور مترجم فوري هذا الاجتماع يُرجى تقديم طلب بذلك من خلال الاتصال بصندوق بريدنا الصوتي على الرقم 8333-299-717 "أو من خلال البريد الإلكتروني 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 إليها 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 တောင်းဆိုမှုတစ်ခုချန်ထားခဲ့နိုင်ပါသည်။ 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> 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 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> 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> 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 ujumuishe:</p> <ul style="list-style-type: none"> <li>• jina, tarehe na saa za mkutano;</li> <li>• na lugha iliyooombwa 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, January 27, 2026, at 1:30 p.m.

Held virtually only via Zoom.

### Organizational Meeting

Will Clark, Lancaster County Planning Department

Mr. Clark called the organizational meeting to order at 1:38 p.m.

#### Voting Committee Members

Lancaster County Planning Commission

- ✓ Terry Martin, Chair
- Randy Good
- ✓ Heather Zink
- John O. Yoder III*
- Will Clark*

South Central Transit Authority

- ✓ Keith Boatman
- ✓ *Lauri Ahlskog*

Active Transportation Advisory Committee

- ✓ Nate McCulloch
- Bill Swiernik*
- Bill Hoffman*

Lancaster Airport Authority

- ✓ Austin Beiler
- Ed Foster*

City of Lancaster

- ✓ Cindy McCormick
- Karl Graybill*

Lancaster Inter-Municipal Committee

- ✓ Rick Kane
- ✓ *Rebecca Denlinger*

Boroughs Association of Lancaster County

- ✓ Elijah Yearick
- James Fisher*

Lancaster County Association of Township Supervisors

- ✓ Kirsten Peachey

PennDOT District 8-0

- ✓ Carey Mullins
- Richard Reisinger*
- ✓ *Benjamin Singer*
- ✓ *Kyle Snyder*
- ✓ *Emily Osilka*

Communitywide Interests

- ✓ Kate Gonick
- Ezra Rothman
- Heather Valudes
- ✓ Melissa Ressler
- ✓ Tom Kifolo
- Zack Germak

X Present    ✓ Virtual attendee    *Alternate*

#### Department Staff

Will Clark, Kip Van Blarcom, Kristiana Barr, Renee Addleman, Gary Jones, Sharon Cino, Mike Domin, Trevor West, Mary Siu, Nicole Deeley, Faith Kelleher, and Nick Shenk were present.

### **Other**

Commissioner Yoder, Humaira Y. Nabeela, Ted Sheehe, Joe Rineer, Carol Moulds, Zack Germak, Bill Sauers, Chris Caba, David Jenkins, Dan Bost, Chad Peters, Kathleen Baddick, and Emma Hamme were present.

#### **A. Introduction of New TTAC Members**

[0:00:20](#)

Kristana Barr, Lancaster County Planning Department

Ms. Barr introduced Tom Kifolo as a Community-wide Interest member, Heather Zink as a Lancaster County Planning Commission member, and Nate McCulloch as an Active Transportation Advisory Committee member.

#### **B. TTAC Chair and Vice-Chair Appointment**

[0:03:42](#)

Will Clark, Lancaster County Planning Department

Ms. McCormick informed the committee that the TTAC nominating committee is recommending Terry Martin for Chair and Randy Good for Vice-Chair.

**Mr. Clark made a motion for Terry Martin to be nominated to serve as Lancaster County Transportation Technical Advisory Committee (TTAC) Chair from January 27, 2026, until December 31, 2027. Mr. Martin abstained, the motion carried.**

**Mr. Clark made a motion for Randy Good to be nominated to serve as Lancaster County Transportation Technical Advisory Committee (TTAC) Vice-Chair from January 27, 2026, until December 31, 2027. The motion passed unanimously.**

### **Call to Order**

Mr. Martin called the meeting to order.

### **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 Monday, November 25, 2025, meeting.

**Mr. Kifolo made a motion to approve the minutes as submitted. Ms. Gonick seconded the motion. The motion passed unanimously.**

## Presentations

- A. **Manheim Central Comprehensive Plan** [0:08:15](#)  
Renee Addleman, Lancaster County Planning Department

Mr. Van Blarcom provided an overview of the *places2040* Big Ideas and went over the different character sectors. He noted proposed investment areas will be added to *places2040* in the future.

Ms. Addleman provided an overview of the Manheim Central Comprehensive Plan.

Ms. Gonick asked if there were any aerial shots that showed topography. Mr. Van Blarcom stated the primary way natural areas were shown in the plan was through character sectors.

## New Business

- A. **For Action** [0:28:40](#)

1. **Norman Wood Bridge**  
Terry Martin, Lancaster County Planning Commission

Mr. Clark informed the committee that the current price range estimate for the Norman Wood Bridge project was \$44 million to \$400 million.

Ms. Gonick asked if there was a timeline yet. Mr. Mullins stated the study is expected to be completed by the end of Fall 2026.

Ms. Gonick voiced concerns over the possible overlap between the Wrightsville Bridge project and Norman Wood Bridge project. Mr. Clark stated the Norman Wood Bridge project is expected to start after the Wrightsville Bridge project is completed.

**Ms. Zink made a motion for LCPD and PennDOT to present the status of the Norman Wood Bridge and cost ranges to the MPO for awareness and to provide TTAC direction due to the estimated construction cost exceeding one year of TIP funding. Ms. Gonick seconded the motion. The motion passed unanimously.**

2. **12-Year Program (TYP) Project Review** [0:35:20](#)  
Will Clark, Lancaster County Planning Department  
Mary Siu, Lancaster County Planning Department

Mr. Clark shared a list of projects on the 12-Year Program (TYP). He stated the bottom five projects are being recommended for removal from the TYP. Mr. Clark noted these projects will still be TIP candidates.

**Mr. Yearick made a motion for the Lancaster MPO to 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.

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

3. **2027 Highway and Bridge Transportation Improvement Program (TIP) Air Quality Significant Projects** [0:41:55](#)  
Gary Jones, Lancaster County Planning Department

Mr. Jones provided an overview of the 2027 Transportation Improvement Program (TIP) Air Quality Significant projects. He stated these projects are being sent to PennDOT to be reviewed for an Air Quality Conformity Report.

Mr. Kifolo asked if this is a federal model or a state model. Mr. Clark stated the Environmental Protection Agency developed the model.

Mr. McCulloch asked how the air quality is taken into account for 222 Reconstruction project. Mr. Jones stated there is a 20-year time frame estimate.

**Ms. Gonick made a motion for TTAC to recommend the Lancaster 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). Mr. Mullins seconded the motion. The motion passed unanimously.**

4. **2025 Transportation Improvement Program (TIP) Administrative Action**

a. **Highway and Bridge**

1. **MPMS# 120872 – Marshall Avenue Multimodal Corridor Special Endorsement Administrative Action** [0:53:12](#)  
Manheim Township

Mr. Peters provided an overview of the Marshall Avenue Multimodal Corridor Special Endorsement project.

Mr. McCulloch asked if there was any consideration with the adjacent developer on including bike or pedestrian facilities on the property. Mr. Peters stated there was not.

**Ms. McCormick made a motion for TTAC to recommend the Lancaster 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. Ms. Zink seconded the motion. The motion passed unanimously.**

## B. For Information

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

#### b. **Transit**

[1:03:50](#)

Ted Sheehe, PennDOT Central Office

Mr. Sheehe provided an overview of the Transit 2025 TIP Administrative Modifications. He added that Strasburg Railroad is receiving \$1.2 million dollars to rehabilitate 3000 feet of track, improve a grade crossing, and install permanent bulk transloading equipment.

#### a. **Highway and Bridge**

[1:08:15](#)

Emily Osilka, PennDOT District 8-0

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

### 2. **PennDOT Projects in Design**

[1:10:18](#)

Emily Osilka, PennDOT District 8-0

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

### 3. **PennDOT Active Construction Projects**

[1:13:57](#)

Emily Osilka, PennDOT District 8-0

Ms. Osilka provided an overview of the PennDOT Active Construction Projects.

### 4. **2027 Transit Transportation Improvement Program (TIP) Development**

[1:15:58](#)

Lauri Ahlskog, South Central Transit Authority

Ms. Ahlskog provided an overview of the 2027 Transit TIP Development.

### 5. **Safety Evaluation of Transportation Improvement Program (TIP) Projects Report**

[1:18:30](#)

Trevor West, Lancaster County Planning Department

Mr. West provided an overview of the Safety Evaluation of TIP Projects Report. He stated the three objectives for the Safety Evaluation were Safety Impact, Cost Effectiveness, and Best Practices.

### 6. **Annual Listing of Federally Obligated Projects**

[1:25:00](#)

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

Ms. Siu provided an overview of the Highway and Bridge Annual Listing of Federally Obligated Projects noting there were 50 2025 Highway and Bridge projects.

Ms. Ahlskog provided an overview of the Transit Annual Listing of Federally Obligated Projects.

## Other Business

- A. **Job Update** [1:28:10](#)  
Melissa Ressler, TTAC Community-wide Interest Member

Ms. Ressler informed the committee that she is now working as the Executive Director of the Central Market Trust.

- B. **Future MPO Education Session Scheduling** [1:29:10](#)  
Carey Mullins, PennDOT District 8-0

Mr. Mullins informed the committee that an MPO Education Session will be scheduled in the future.

- C. **TTAC Community-wide Interests Vacancy** [1:32:00](#)  
Will Clark, Lancaster County Planning Department

Mr. Clark informed the committee that Kate Gonick will be resigning from TTAC, and a Community-wide Interests membership position is now open.

## Written Reports [1:33:20](#)

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

## Public Comment

No one from the audience provided any comments.

## Adjournment

**Mr. Kane made a motion to adjourn. Mr. Kifolo seconded the motion. The motion passed unanimously, and the meeting adjourned at 3:13 p.m.**

Link to recorded meeting: <https://vimeo.com/1159754301?share=copy&fl=sv&fe=ci>

*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: Transportation Technical Advisory Committee (TTAC)  
From: Gary Jones, Lancaster County Planning Department (LCPD)  
Date: March 10, 2026  
Re: Draft 2027-2030 Transportation Improvement Program (TIP): Public Review and Comment Period

Attachments: A1.1 2027-2030 TIP Development Schedule  
A1.2 Highway & Bridge Performance Measures  
A1.3 Transit Performance Measures Narrative  
A1.4 2027-2030 Highway & Bridge TIP with Public Narrative  
A1.5 2027-2030 Transit TIP with Public Narrative  
A1.6 Financial Constraint Chart  
A1.7 Public Review and Comment Period Advertisement  
A1.8 Title VI Policy Statement

Links: [2027-2030 Highway & Bridge TIP Selection Process](#)  
[Public Participation Plan \(April 2023\)](#)

### Recommended Action:

TTAC recommends to the MPO that they authorize staff to open a minimum 30-day public comment period for the purpose of gathering public and agency comments on the Draft 2027-2030 TIP, the Draft Air Quality Conformity Analysis for the 2027-2030 TIP, and other supporting documentation.

### Summary:

Federal law and planning regulations require the development and adoption of a Transportation Improvement Program (TIP) by the Lancaster County Transportation Coordinating Committee (MPO) for the metropolitan region to be eligible to receive Federal transportation funds. The TIP is updated every two years and is a cooperative effort with PennDOT and the South Central Transit Authority. One requirement of the TIP adoption process is that the TIP, along with supporting documentation, must be advertised for a minimum 30-day public review and comment period. An additional requirement is that under the Federal air quality conformity rule, the TIP must not cause new air quality violations, worsen existing violations, or delay timely attainment of Federal standards and conform to the State Implementation Plan (SIP) for air quality.

The total funding of the draft Highway & Bridge TIP is \$366,885,000. The total Transit TIP funding is \$115,415,180.

Several items are listed as attachments at the top of the memo. These documents will form the basis of this month's request for authorization to conduct the public review and comment for the draft Lancaster MPO 2027-2030 TIP. A brief overview of the attached supporting items will be provided at the meeting.

Some of the supporting documentation for the public review and comment period is not yet ready. Air Quality Conformity Analysis is still being run, and the TIP Modification Procedures document is still being finalized. Both documents will be presented to the MPO at the April 28<sup>th</sup> meeting before they are released for public review and comment.

The public review and comment period will be conducted in accordance with the Lancaster MPO Public Participation Plan as well as federal and state requirements. If approved, the public review and comment period will be open from May 1 through May 31, 2026.

Adoption of the TIP is anticipated at the June 23, 2026, MPO meeting.

## 2027 Transportation Improvement Program (TIP) Development Schedule

### Lancaster County MPO

Date	Milestone
April 1, 2025	MPO adopts 2027-2030 Highway & Bridge Transportation Improvement Program Selection Process.
April 3, 2025	Online portal is set up to receive Transportation Needs Identification submissions from municipalities.
April 22, 2025	TTAC reviews unfunded candidates from 2025 TIP and new candidates from transportation needs identified by municipalities and PennDOT. Review funding and carryover projects from 2025 TIP.
May 21, 2025	Lancaster County Planning Department (LCPD) staff participate in Spring/Summer PennDOT Planning Partners Call.
May 27, 2025	LCPD, PennDOT District 8-0, and PennDOT Central Office staff hold initial program update coordination meeting.
June 2, 2025	Open call is sent out to municipalities for Transportation Needs Identification submissions.
June 4, 2025	PennDOT District 8-0 Planning Partner Call: Financial Guidance and General Procedural Guidance.
June 26, 2025	LCPD staff and PennDOT District 8-0 discuss carryover projects and available funds for 2027 TIP.
July 1, 2025	Transportation Needs Identification submission period for municipalities closes and submissions are reviewed by LCPD staff.
July 24, 2025	LCPD receives paving and bridge list from PennDOT.
August 26, 2025	Further coordination with PennDOT District 8-0 on carryover projects for 2027 TIP.
September 10, 2025	Community Demographic Analysis (CDA) 2027 TIP provided by PennDOT Central Office.
October 22, 2025	Final Allocation Balances discussion with PennDOT District 8-0.
November 3, 2025	LCPD receive Highway Safety Network Screening (HSNS) single sheets from PennDOT.

December 22, 2025	Final review of 2027 TIP with new candidate projects.
January 5, 2026	LCPD and PennDOT District 8-0 staff "Teams" call to further discuss programing.
January 27, 2026	TTAC recommends approval of air quality significant projects for conformity analysis.
January 29, 2026	Biennial TIP Air Quality Conformity & CMAQ Kickoff Meeting (Training).
February 3, 2026	LCPD, PennDOT District 8-0, and PennDOT Central Office staff hold draft 2027 Program Review Meeting.
February 24, 2026	MPO approves air quality significant projects for conformity analysis.
March 24, 2026	Anticipated: TTAC recommends MPO approves Public Review and Comment Period for Draft 2027 TIP and supporting documents.
April 28, 2026	Anticipated: MPO approves Public Review and Comment Period for Draft 2027 TIP and supporting documents.
May 1, 2026	Anticipated: Public Review and Comment Period Opens.
May 26, 2026	Anticipated: TTAC recommends adoption of 2027 TIP to MPO, meeting acts as public meeting.
May 30, 2026	Anticipated: Public Review and Comment Period Closes.
June 23, 2026	Anticipated: MPO adopts 2027 TIP and supporting documentation.

## Transportation Performance Management

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

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

National Goal Areas	
<b>Safety</b>	<ul style="list-style-type: none"> <li>To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.</li> </ul>
<b>Infrastructure Condition</b>	<ul style="list-style-type: none"> <li>To maintain the highway infrastructure asset system in a state of good repair</li> </ul>
<b>Congestion Reduction</b>	<ul style="list-style-type: none"> <li>To achieve a significant reduction in congestion on the National Highway System</li> </ul>
<b>System Reliability</b>	<ul style="list-style-type: none"> <li>To improve the efficiency of the surface transportation system</li> </ul>
<b>Freight Movement and Economic Vitality</b>	<ul style="list-style-type: none"> <li>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</li> </ul>
<b>Environmental Sustainability</b>	<ul style="list-style-type: none"> <li>To enhance the performance of the transportation system while protecting and enhancing the natural environment</li> </ul>
<b>Reduced Project Delivery Delays</b>	<ul style="list-style-type: none"> <li>To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices</li> </ul>

## Performance Based Planning and Programming

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

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- Statewide Transportation Improvement Program (STIP)

- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

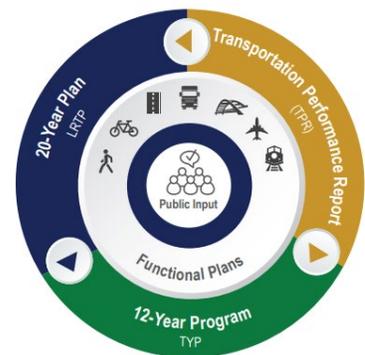
The above documents in combination with data resources including PennDOT’s bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate needs across the state. Based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



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets.

## Evaluating 2027-2030 STIP Performance

The Federal Fiscal Year (FFY) 2027-2030 Statewide Transportation Improvement Program (STIP) supports the goal areas established in PennDOT’s current long range transportation plan ([Pennsylvania 2045](#)). These include safety, mobility, equity, resilience, performance, and resources. The goals are aligned with the national goal areas and federal performance measures and guide PennDOT in addressing transportation priorities.



The following sections provide an overview of the federal performance measures and how the current project selection process for the FY2027-2030 STIP supports meeting future targets. Over the 4-year STIP, nearly 85% of the total funding is associated with highway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to highway safety and traffic reliability for both passenger and freight

travel. Through the federal performance measures, PennDOT will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

## Safety Performance Measures (PM1)

Background		
The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (HSIP) ( <a href="#">81 FR 13881</a> and <a href="#">81 FR 13722</a> ) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at <a href="#">23 CFR 490 Subpart B</a> and <a href="#">23 CFR 924</a> . Targets for the safety measures are established on an annual basis.		
Data Source		
Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS).		
2026 Safety Measures and Targets (Statewide)		
Measure	Baseline (2020-2024)	Target (2022-2026)
Number of fatalities	1,174.8	<b>1,140.4</b>
Rate of fatalities per 100 million VMT	1.216	<b>1.176</b>
Number of serious injuries	4746.2	<b>4722.0</b>
Rate of serious injuries per 100 million VMT	4.914	<b>4.870</b>
Number of non-motorized fatalities & serious injuries	864.6	<b>944.0</b>
Methods for Developing Targets		
An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on the five-year average value for each measure from 2020-2024. The 2025 and 2026 values are projected from the actual 2024 values. A determination of having met or made significant progress toward meeting the 2024 safety targets will be issued by the FHWA in April 2026.		

### Progress Towards Target Achievement and Reporting:

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

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

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

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

Pennsylvania has not made significant progress toward meeting the statewide targets in recent years and has been subject to the provisions of [23 U.S.C. 148\(i\)](#). This has required the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department has been subject to obligation requirements. The requirements to complete an implementation plan and meet annual obligation targets will be in place for every year Pennsylvania does not meet its safety performance targets.

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

Pennsylvania has been subject to the Vulnerable Road Users Safety special rule since 2023 requiring the obligation of at least 15% of HSIP funding toward projects that address the safety of vulnerable road users. This requirement will remain in place for each year that Pennsylvania triggers this special rule.

In addition, Pennsylvania triggers the High Risk Rural Roads special rule when the rate of fatalities and serious injuries on rural roads increases over the most recent 2 year period. Additional obligation requirements are imposed, such as they were during 2026, that direct HSIP funds toward rural major and minor collectors and rural local functional class roadways.

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

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

#### Lancaster County MPO

- As part of the annual target coordination with the MPOs, the Department has provided the planning partners with their comparable data so they can evaluate their target setting with regards to the methodology that is being used from a statewide perspective.
- The MPOs can access data about their region through the Pennsylvania Crash Information Tool (PCIT).
- The Lancaster MPO reviews the 5-year Rolling Averages every year as part of the adoption of a safety target. Lancaster County MPO has always adopted and supported the statewide targets.
- The Lancaster MPO utilizes the Highway Safety Network Screening Tool to develop candidate projects. The Planning Department staff presents the highest rated locations that have not been physically altered with improvements within the last 6 years. The PennDOT or Planning staff utilize engineering contracts to conduct safety profiles on the top-rated locations. The MPO is presented with the list of safety projects and the cost benefits prior to programming on the TIP.
- PennDOT Staff identifies systemic improvements throughout the County and provides the candidates to the Lancaster MPO for consideration.

PM-1 Targets		
Performance Measure	Lancaster MPO (2022-2026)	Pennsylvania (2022-2026)
Number of Fatalities	52.200	1,140.400
Fatality Rate	1.210	1.176
Number of Serious Injuries	250.800	4,722
Serious Injury Rate	5.811	4.870
Number of Non-motorized Fatalities and Serious Injuries	58.500	944.000

#### Evaluation of STIP for Target Achievement:

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2027-2030 STIP includes \$536 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis that is generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process of selecting safety projects for inclusion in the STIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is available for use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPOs in evaluating different factors to address the safety concern.
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.<sup>1</sup>
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638 and Publication 638A. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

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<sup>1</sup> For more information on SPFs: [https://www.pa.gov/content/dam/copapwp-pagov/en/pennidot/documents/travelinpa/safety/documents/pa-hsm-tools\\_and\\_data/d---pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf](https://www.pa.gov/content/dam/copapwp-pagov/en/pennidot/documents/travelinpa/safety/documents/pa-hsm-tools_and_data/d---pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf)

### Lancaster County MPO

- Network screening is a part of the PennDOT District 8-0's Highway Safety Improvement Program (HSIP) process for candidate project selection and application for HSIP funding. Lancaster County Planning Department reviewed freeway segments, ramp terminal segments, urban segments, rural segments, urban intersections, and rural intersections throughout the County. The locations with the greatest excess value overall were identified to advise the MPO) on how to prioritize the locations.
- The PA 72 and Lititz Rd Intersection Improvements (MPMS 118260) uses \$9,595,957 of HSIP funding.
- The Lititz Pike Safety Improvements (MPMS 119672) uses \$ 479,440 of HSIP funding.
- The McGovernville Road Improvements (MPMS 114206) uses \$ 581,560 of HSIP funding and \$264,840 of Non-HSIP funding.
- The Strasburg Pike Improvements (MPMS 114205) uses \$3,395,237 of HSIP funding.
- The Prospect Rd and Fairview Rd Int Safety Improvements (MPMS 119673) uses \$991,806 of HSIP funding.
- The Intercourse Village Safety Improvements (MPMS 110557) uses \$1,586,211 of Non-HSIP funding.

### Safety Projects on the Lancaster 2027-2030 TIP

MPMS	Project	Location	Description
118260	PA 72 and Lititz Road Intersection Improvements	East Hempfield Township, Penn Township	Safety improvements at the intersection of PA 72 (Lancaster Road) and Lititz Road
119672	Lititz Pike Safety Improvements	Manheim Township	Safety Improvements on SR 0501 (Lititz Pike) from Belmont Avenue to Golf Drive
114206	McGovernville Rd Improvements	Manheim Township	Safety improvements at the intersection of McGovernville Rd (PA 741) and the on/off ramp of PA 283
114205	Strasburg Pike Improvements	East Lampeter Township, West Lampeter Township	Safety improvements at the intersection of Strasburg Pike (SR 2029) and Rockvale Road
119673	Prospect Rd and Fairview Rd Intersection Safety Improvements	West Hempfield Township	Safety improvements on SR 4001 (Prospect Road) at the intersection of Fairview Road
110557	Intercourse Village Safety Improvements	Leacock Township	Intercourse Village on PA 772 (Newport Road) from PA 340 (Old Philadelphia Pike) to East of Carriage Drive and on PA 340 (Old Philadelphia Pike) from West of PA 772 (Newport Road) intersection and East of Hollander Road

## Pavement/Bridge Performance Measures (PM2)

<b>Background</b>			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program ( <a href="#">82 FR 5886</a> ) became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The measures are commonly known as PM2. The current regulations are found at <a href="#">23 CFR 490</a> . Targets are established for these measures as part of a four-year performance period. This STIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
<b>Data Source</b>			
Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS). The VMT are derived from the Highway Performance Monitoring System (HPMS).			
<b>2022-2025 Pavement Performance Measure Targets (Statewide)</b>			
<b>Measure</b>	<b>Baseline 2021</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
<b>Bridge Performance Measure Targets (Statewide)</b>			
<b>Measure</b>	<b>Baseline 2021</b>	<b>2-year Target 2023</b>	<b>4-year Target 2025</b>
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%
<b>Methods for Developing Targets</b>			
Pennsylvania's pavement and bridge targets were established by PennDOT in February 2023. The targets were developed through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. <sup>2</sup> Targets were			

<sup>2</sup> For more information on LLCC: <https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/asset-management/lowest-life-cycle-cost-infographic.pdf>

	calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the STIP along with planned state funded maintenance projects.
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### **Progress Towards Target Achievement and Reporting:**

At the mid-performance period, PennDOT has met the 2023 pavement and bridge targets for all measures except the “% of NHS bridges by deck area in Good condition”. The timing of project completion likely caused the target to not be met, as more recent data has shown values that meet the target. Assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026. The Baseline Performance Period report containing targets for the period from 2026-2029 will also be due for submission to FHWA by October 1, 2026. MPOs/RPOs will be responsible for adopting targets 180 days after the submission of the Baseline Performance Period report.

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

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

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

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

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

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

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

#### Lancaster MPO

- The Lancaster MPO's Metropolitan Transportation Plan, connects2050, that was adopted in June 2024, provides an overview of roadway condition and state bridge conditions in Lancaster County.
- From the 2024 Performance Measures Annual Report -- Pavements2024 MAP-21 Pavement Performance by Business Plan Network (Based on Total PA Lane Miles)
  - Poor pavement condition non-Interstate NHS: 0.82% in 2024.
  - Excellent and Good pavement condition non-interstate NHS: 55.76% in 2024.
- From the End of Calendar Year 2024 Performance Measures Annual Report – Bridges MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)
  - Poor bridge deck area on non-interstate NHS bridges :0.40% in 2024

#### Evaluation of STIP for Target Achievement:

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

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2027 Twelve Year Program (TYP) and 2027-2030 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT, MPOs/RPOs, FHWA, and FTA jointly developed and approved General and Procedural Guidance and Transportation Program

Financial Guidance documents.<sup>3</sup> The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.

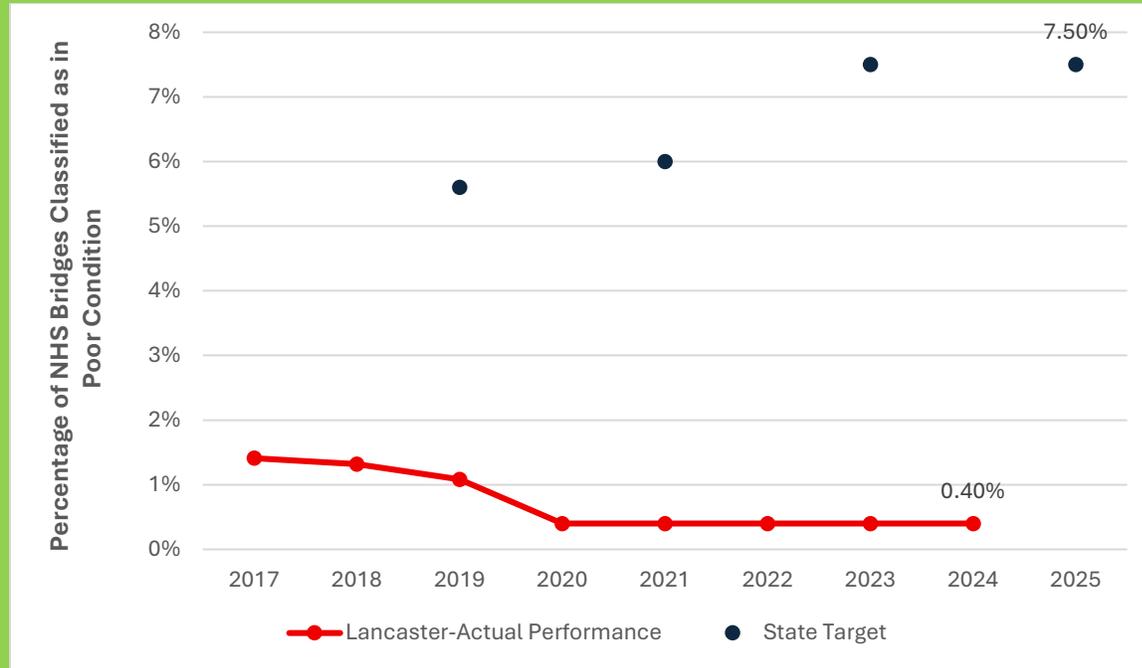
- The General and Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2027 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

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<sup>3</sup> The 2027 Financial Guidance can be found at: <https://www.talkpatransportation.com/how-it-works/tip>

**Lancaster MPO**

- In 2022, Lancaster only had 3.5 miles of Poor NHS pavement. 2024 data indicate an increase to 3.7 miles of poor pavement.
- In 2022 and 2024, Lancaster only had 0.4% Poor NHS Deck Area (.006 Msf).



- Lancaster MPO was awarded \$20 million in NHPP spike funding for MPMS 109618 US 222 Reconstruction. This is the only NHS project on the 2027-2030 TIP.

**NHS Bridges on 2027-2030 TIP**

MPMS	Project	Location	Description	Poor Deck Area Sq. Ft.
109618	US 222 Reconstruction	Manheim Township	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.	Fair
<b>Total</b>				0 Sq. Ft.

**NHS Pavements on 2027-2030 TIP**

MPMS	Project	Location	Description	Poor IRI Miles
109618	US – 222 Reconstruction	Manheim Township	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.	Fair
<b>Total</b>				0 Miles

## Non-NHS (Large Bridge Investments)

MPMS	Project	Location	Description	Poor Deck Area Sq. Ft.
79020	Veteran's Memorial Bridge Rehab	West Hempfield Township, Columbia Borough, Wrightsville Borough	Bridge rehabilitation (Veterans Memorial Bridge) on PA 462 over Susquehanna River Also includes the SR 462/2nd Street intersection improvement, bike/pedestrian connection from bridge to the river park and trails, and bridge lighting enhancement.	Good
115004	Norman Wood Bridge Study	Lower Chanceford Township, Martic Township	A study of Norman Wood Bridge to determine needs and potential alternatives for SR 372 over the Susquehanna River.	121800
<b>Total</b>				121800 Sq ft

## System Performance Measures (PM3)

Background				
<p>The FHWA final rule for the <i>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program</i> (82 FR 5970) became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at <a href="#">23 CFR 490 Subparts E, F, G &amp; H</a>. Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.</p>				
Data Source				
<p>The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and emissions measures.</p>				
Travel Time and Annual Peak Hour Excessive Delay (PHED) Targets				
Measure	Area	2-Year (2023) Actual	2-year Target 2023	4-year Target 2025
Interstate Reliability	Statewide	92.0%	89.5%	89.5%
Non-Interstate Reliability		92.4%	88.0%	88.0%
Truck Reliability Index		1.30	1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia	13.9	15.2	15.1
	Pittsburgh	11.6	10.5	10.5
	Reading	5.8	6.5	6.5
	Allentown	8.2	8.4	8.4
	Harrisburg	7.2	9.1	9.1
	York	5.2	6.4	6.4
	Lancaster	4.1	3.7	3.7
Non-SOV Travel Measure Targets				
Measure	Area	2-Year (2023) Actual*	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia	32.8%	30.0%	30.0%
	Pittsburgh	29.8%	27.0%	27.0%
	Reading	24.2%	20.2%	20.2%
	Allentown	22.3%	18.6%	18.6%
	Harrisburg	24.2%	20.2%	20.2%
	York	20.0%	15.8%	15.8%
	Lancaster	22.1%	21.9%	21.9%
CMAQ Emission Targets				
Measure	Area	2-Year (2023) Actual	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	Statewide	40.044	46.000	93.000
NOx Emissions (kg/day)		782.278	392.000	785.000
PM2.5 Emissions (kg/day)		28.174	18.000	36.000
CO and PM10 Emissions (kg/day)		-	0.000	0.000

### Methods for Developing Targets

The System Performance measure targets were established in early 2023 in coordination with MPOs/RPOs within the state. PennDOT continues to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process. The System Performance measure targets for the next performance period (2026-2030) will be established in 2026 with MPO/RPO coordination occurring by early 2027.

\* FHWA officially bases the 2023 actual performance for the Non-SOV measure on the 2017-2021 American Community Survey (ACS) data since the CENSUS urbanized boundaries have changed in the ACS 2022 version

PM-3 Targets		
Performance Measure	Lancaster County (2023 / 2025)	Pennsylvania (2023 / 2025)
PHED	3.7%	3.7%
Non-SOV	21.90%	21.90%
VOC Emissions Reduction (kg/day)	0.260 / 0.530	46 / 93
NOx Emissions Reduction (kg/day)	0.680 / 1.360	392 / 785
PM <sub>2.5</sub> Emissions Reduction (kg/day)	0.190 / 0.370	18 / 36
CO Emissions	Pending	0

### **Progress Towards Target Achievement and Reporting:**

At the mid-performance period, PennDOT has met the 2023 reliability and freight measure targets. Several regions have not met their 2023 targets for the PHED and On-road emission measures related to the CMAQ program. An assessment of the 2025 targets will be made for the Full Performance Period Report due for submission to FHWA by October 1, 2026.

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

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

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

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

### PennDOT LRTP Mobility Goal and Objectives

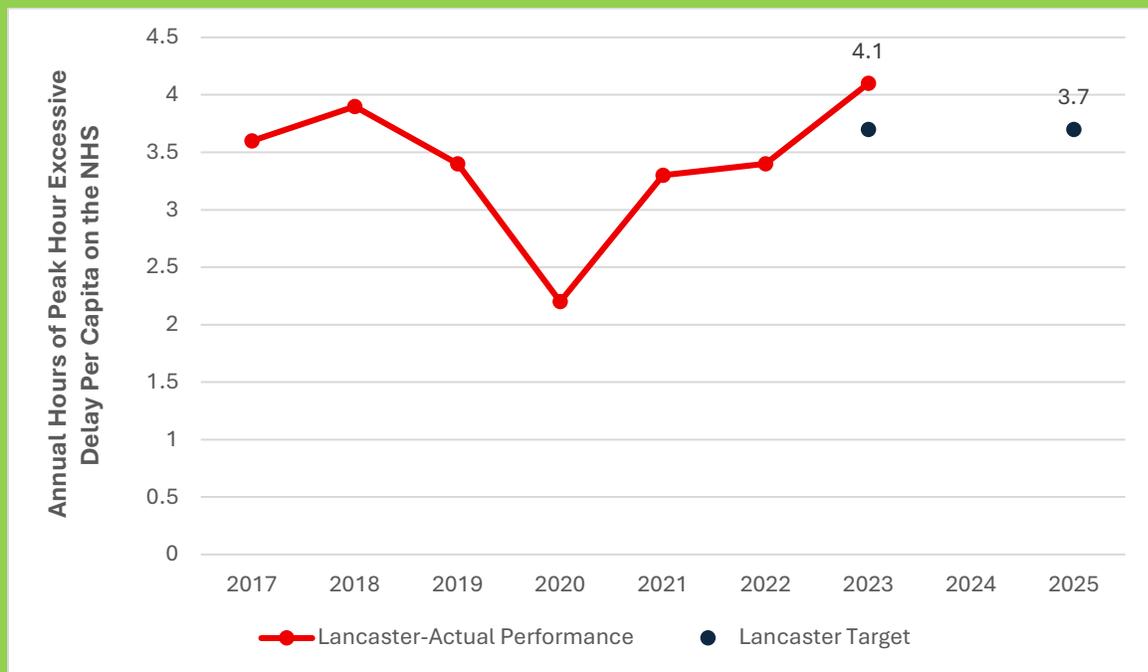
## MOBILITY

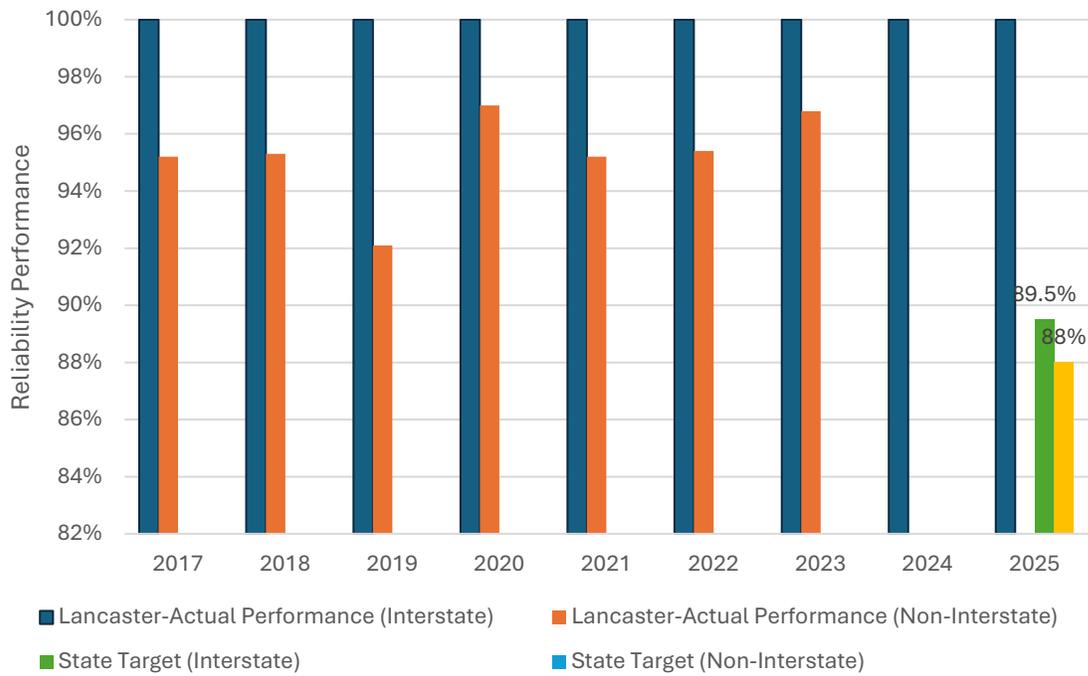
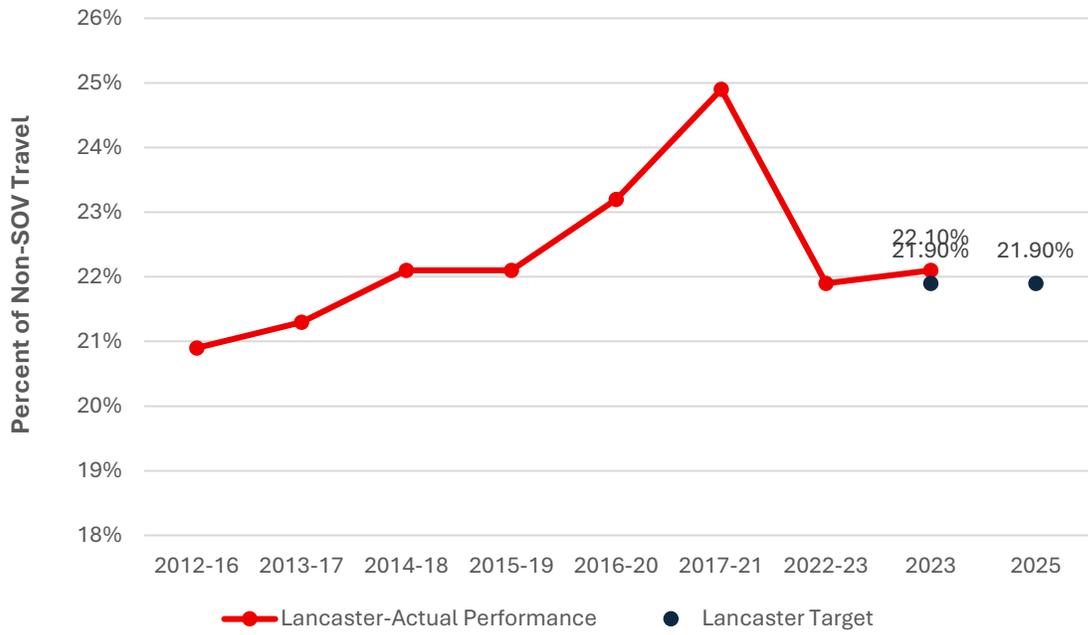
**Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.**

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

#### Lancaster MPO

- Lancaster County has one interstate within the County, I-76, which operates at 100% reliability based on the Federal Performance measure.
- The Non-Interstate NHS reliability measure increased (improved reliability) from 2018-2021 based on the 2023 Congestion Management Process Report.
- Truck Travel Time reliability Index increased (reduced reliability) from 2018-2021 based on the 2023 Congestion Management Process Report.





The federal performance measures only apply to the County’s National Highway System (NHS) roadways. The Lancaster NHS roads include:

- Interstate: I-76 (Turnpike)
- Non-Interstate: US-30, US-222, US-322, PA-283, PA, 72, and PA-41, PA-462, Harrisburg Pike, Orange Street, Chestnut Street, Lime Street, and parts of King Street, Walnut Street, and Church Street

### Evaluation of STIP for Target Achievement:

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2027-2030 STIP includes over \$483 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$426 million is provided in the STIP for multimodal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

#### Lancaster MPO

- Lancaster County MPO has been including the CMP results into TIP selection for several TIP update cycles. Congestion management accounts for 30% of a projects score in the 27 TIP Selection Process.
- Lancaster's CMAQ Performance Plan was reviewed in the Mid Performance Period Progress Report (2022-2025) completed in October 2024.
- Carbon Reduction funds have been assigned to projects that were identified in the Regional Operations Plan

### Projects funded with Congestion Mitigation Air Quality (CMAQ)

MPMS	Project	Location	Description
94572	L RTP Rideshare Program	Countywide	Ridesharing, Vanpooling Programs, and Transit Coordination - Commuter Services of PA
121048	Pitney Rd and PA 340 Intersections with PA 462	East Lampeter Township, Lancaster Township	intersection improvements on PA 462 (King Street) intersections with PA 340 (Old Philadelphia Pike) and SR 3028 (Pitney Road)
122402	Train Station and Pikes Study	Lancaster City and Manheim Township	Transportation Study of SR 4011 (Fruitville Pike) from the intersection of Granite Run Dr to McGovern Ave, PA 501 (Lititz Pike) from US 30 to McGovern Ave, and US 222 (Oregon Pike) from US 30 to McGovern Ave
121049	Microtransit Implementation	Various	Establishing microtransit service in an area/s underserved by transit. Includes the purchase of 1-2 vehicles, dispatch system/software to provide a platform to create itineraries and dispatch vehicles in real-time, a facility to house and repair the vehicle/s, and marketing

### Projects funded with Carbon Reduction Funds (CRP/CRPU)

MPMS	Name	Description
123629	CCTV – 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.
123630	Columbia Borough Emergency Preemption	Install emergency preemption at the intersections of State Route 462 (Lancaster Avenue) and Columbia Plaza Driveway and State Route 441 (Front Street) and Walnut Street.
121060	ITS-Lancaster TSMO 2025-2026	Install Closed-Circuit Television (CCTV) cameras and Dynamic Message Signs (DMS) at strategic locations along the US 30 corridor east of Lancaster. Add East Lampeter signals to command/control system. 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.

## Transit Asset Management Performance Measures

Background				
In July 2016, FTA issued a final rule ( <a href="#">TAM Rule</a> ) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: <a href="#">Transit Asset Management   FTA (dot.gov)</a>				
Data Source				
The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT’s website at <a href="#">PennDOT Group Plan</a> . The group plan is updated annually with new targets as well as the current performance of the group. As a Tier II provider as defined under the Transit Asset Management (TAM) final rule, the South Central Transit Authority (SCTA) decided to develop and maintain its own Transit Asset Management Plan (TAMP).				
Transit Asset Management Targets (for all agencies in PennDOT Group Plan)				
Performance Measure	Asset Class	FY 2024-25 Target	Current Performance	FY 2025-26 Target
Rolling Stock (Revenue Vehicles)				
<b>Age</b> % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	21%	6%	<b>6%</b>
	BR-Over-the-road Bus	37%	48%	<b>48%</b>
	BU – Bus	28%	30%	<b>30%</b>
	CU-Cutaway	59%	59%	<b>59%</b>
	MV-Minivan	78%	68%	<b>68%</b>
	VN-Van	59%	54%	<b>54%</b>
	SV-Sports Utility Vehicle	71%	83%	<b>83%</b>
Equipment (Non-Revenue Vehicles)				
<b>Age</b> % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	43%	<b>43%</b>
	Trucks / Rubber Tire Vehicles	17%	16%	<b>16%</b>
Facilities				
<b>Condition</b> % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	3%	4%	<b>4%</b>
	Passenger / Parking Facilities	6%	6%	<b>6%</b>
Methods for Developing Targets				

PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.

### **Progress Towards Target Achievement and Reporting:**

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

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

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

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

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

### **Evaluation of STIP for Target Achievement:**

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process.

To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

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

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

**Lancaster MPO TIP**

- SCTA has voting membership on both the Lancaster MPO and TTAC boards. SCTA and the MPO collaborated in the development and implementation of the Metropolitan Transportation Plan and SCTA Transit Development Plan. The project below illustrates the coordination between SCTA and the MPO for rolling stock replacements and plan implementation:
- MPMS 121049 Microtransit Implementation \$10,076,774

## Public Transit Safety Performance Measures

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

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

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

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

### Lancaster MPO TIP

- Projects funded on the TIPs have become physical elements – on-the-ground features that maintain and improve the safety and security of the transit community, enhancing the community-at-large where we operate. These projects are generated directly in pursuit of reaching performance measure targets.

**SOUTH CENTRAL TRANSIT AUTHORITY**  
**FFY 2027-2030 TRANSIT TIP UPDATE**  
**TRANSIT PERFORMANCE MEASURES NARRATIVE DOCUMENTATION**

February 2026

**Background on Transit Asset Management Plan**

The final rule on metropolitan and statewide planning, published in the Federal Register on May 27, 2016, addressed changes to the metropolitan planning process stemming from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST) and discussed Performance Based Planning and Programming (PBPP).

As part of the implementation of the PBPP requirements, States, MPOs, and providers of public transportation must jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, and the reporting of performance targets, with the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the MPO region.

As a Tier II provider as defined under the Transit Asset Management (TAM) final rule, the South Central Transit Authority (SCTA) decided to develop and maintain its own Transit Asset Management Plan (TAMP). SCTA's TAMP 2025 update was adopted by its Board in June 2025, by the Lancaster MPO in October 2025 and by the Reading MPO in July 2025. The TAMP outlines the performance measures, targets, and implementation strategies SCTA will use to maintain its transit system assets. The TAMP also outlined the Authority's performance philosophy and policy, and covered performance management related to Rolling Stock, Facilities and Equipment used by SCTA in providing service.

The goal of the TAMP is for SCTA to reach and maintain a state of good repair for all of its capital assets through the Performance Based Planning and Programming process. Annually, a Performance Target is to be developed for the three Asset Classes the FTA has identified in its implementing guidelines. The expectation is that by achieving the annual Performance Targets SCTA will reach and maintain a state of good repair for the Asset Class identified.

**Performance Targets**

The TAM process requires SCTA to annually set performance measure targets and report performance against those targets. Required measures are:

- Rolling Stock – Percentage of revenue vehicles within a particular vehicle asset class past their Useful Life Benchmark (ULB) (age only)
- Facilities – Percentage of facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
- Equipment – Percentage of non-revenue, support-service and maintenance vehicles and equipment with a value of \$50,000 or more past their ULB (age only)

SCTA's Performance Targets are authority-wide and reflect consideration of Rolling Stock, Facilities and Equipment supporting its Lancaster (RRTA) and Reading (BARTA) operations. It was decided to prepare authority-wide targets, since SCTA is required to report its National Transit Database (NTD) data as SCTA with the RRTA and BARTA operating information combined.

In addition, SCTA presents its Performance Targets for Rolling Stock in three separate groups: Fixed Route Buses/Directly Operated, Shared Ride Vehicles/Directly Operated and Shared Ride Vehicles/Purchased Transportation.

Annual performance measure targets are developed by SCTA for each asset class. The update of the performance targets is based on an annual inventory to provide a current picture of each asset, the prior year's performance and anticipated/obligated funding levels for the upcoming fiscal year available to advance the planned projects in each asset class.

The performance targets are approved by SCTA's Executive Director as the Plan's Accountable Executive. Coordination occurs with the Lancaster and Reading MPO's on the report and adoption of the performance targets by the SCTA Board and the MPO Boards.

Performance targets, and how those targets translate into project prioritization, is discussed in the TAMP. The SCTA TAMP is available on the SCTA website under the "About" tab at [www.sctapa.com](http://www.sctapa.com).

### **Public Transportation Agency Safety Plans**

The FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), updated August 13, 2024. The PTASP final rule (49 C.F.R. Part 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS).

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

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

SCTA developed its own PTASP in accordance with the final rule. SCTA's initial Safety Plan and Safety Performance Targets were adopted by the SCTA Board and the Berks and Lancaster MPO's in January 2020. As required by FTA guidelines, the Safety Plan is updated annually along with the preparation of the annual Safety Performance Targets. The updated Safety Plan and FY 2026 Performance Targets were adopted by the SCTA Board and the Berks MPO's in January 2026 and Lancaster County in February 2026.

Safety has always been a factor in SCTA's selection of capital projects to advance for funding in a fiscal year. The approved Safety Plan and its safety measures and targets will inform the prioritization of capital projects for advancement and the selection of projects for inclusion in the Transit TIP.

### **Development of FFY 2027-2030 Transit TIP**

SCTA prepares a 20-year Long-Range Capital Improvement Program based on the Asset Inventory, Condition Assessment, and project based prioritization process described in SCTA's TAMP. The first four year years of the Long-Range Capital Improvement Program became the basis for identifying projects for inclusion in the proposed FFY 2027-2030 Transit TIP. As the TIP was being developed, consideration was given to the financial guidance provided for the development of the TIP; how the projects will contribute to achieving the performance targets in each asset class and maintain SCTA's Rolling Stock, Facilities and Equipment in a state-of-good- repair; and the impact the project will have on safety. The proposed FFY 2027-2030 Transit TIP does not reflect any increased funding SCTA will receive as part of the Infrastructure Investment and Jobs Act (IIJA). Additional projects will be programmed pending confirmation of the increased level of funding and the review and development of plans to invest the additional funds.

SCTA's Long-Range Capital Improvement Program also programs funding for the purchase of support and maintenance equipment. These projects include Computer Hardware/Software Upgrades (IT Equipment) and Purchase Shop/Maintenance Equipment. These projects are important to fund and advance in order to operate safely and efficiently and maintain the SCTA system in a state-of-good-repair.

Overall, the implementation of the proposed projects included in the FFY 2027-2030 Transportation Improvement Program are expected to assure SCTA achieves its goal of maintaining its Rolling Stock, Facilities and Equipment in a state-of-good-repair, achieve the current or higher Performance Targets in the future and address long-term operating and capital improvement needs

**Lancaster**

**PennDOT Project Id:** 19763

**Project Administrator:** PENNDOT

**Title:** Strasburg Pk over Pequea Creek

**Improvement Type:** Bridge Improvement

**State Route:** 2029

**Municipality:** West Lampeter (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 7/29/2027

**Location:** SR 2029 (Strasburg Pike) over Pequea Creek  
West Lampeter and Strasburg Township.

**Project Description:** 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.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$1445	\$887	\$2163	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$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>	\$1,445	\$887	\$2,163	\$0	\$0	\$0	
<b>Total FFY 2027-2038 Cost</b>	<b>\$4,495</b>						

**PennDOT Project Id:** 20119

**Project Administrator:** PENNDOT

**Title:** Brunnerville Rd and Newport Rd Int

**Improvement Type:** Intersection Improvement

**State Route:** 0

**Municipality:** Warwick (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 1/1/2028

**Location:** Intersection of Brunnerville Road and Newport Road  
Warwick Township  
Lancaster County

**Project Description:** 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.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$978	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$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	\$978	\$0	\$0	\$0	\$0	
<b>Total FFY 2027-2038 Cost</b>	<b>\$978</b>						

**PennDOT Project Id:** 79020

**Project Administrator:** PennDOT

**Title:** Veterans Mem Br -Susq Rv

**Improvement Type:** Bridge Rehabilitation

**State Route:** 462

**Municipality:** Columbia (BORO)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 12/9/2027

**Location:** SR 0462 over Susquehanna River,  
Columbia Boro, West Hempfield Twp, and Wrightsville Boro.

**Project Description:** 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.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$19720	\$20471	\$15238	\$17238	\$22310	\$0	
State:	\$6363	\$15910	\$23397	\$24521	\$70297	\$0	
Local/Other:	\$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>	\$26,083	\$36,381	\$38,635	\$41,759	\$92,607	\$0	
<b>Total FFY 2027-2038 Cost</b>	<b>\$235,465</b>						

PennDOT Project Id: 79102

Project Administrator: PennDOT

Title: Mohler Church Rd over Cocalico Creek

Improvement Type: Bridge Improvement

State Route: 7218

Municipality: Ephrata (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/9/2027

Location: Mohler Church Road (T-668) over Cocalico Creek, Ephrata Township.

Project Description: 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.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$26	\$1000	\$0	\$0	\$0	\$0	\$0
State:	\$495	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Period Totals:	\$521	\$1,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,521						

PennDOT Project Id: 87701

Project Administrator: PennDOT

Title: Lincoln Road Bridge

Improvement Type: Bridge Improvement

State Route: 1024

Municipality: Ephrata (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: SR 1024 (Lincoln Road) over Middle Creek Clay and Ephrata Townships

Project Description: This project may consist of bridge improvements (replacement, rehabilitation or preservation) on SR 1024 (Lincoln Road) over Middle Creek in Clay and Ephrata Townships, Lancaster County.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$0	\$500	\$375	\$2250	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$500	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Period Totals:	\$0	\$0	\$500	\$375	\$2,250	\$500	
Total FFY 2027-2038 Cost	\$3,625						

PennDOT Project Id: 87823

Project Administrator: PennDOT

Title: TAP Line Item

Improvement Type: Transportation Enhancement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: ENH Line Item

Project Description: This Reserve line item consists of funding for the Transportation Alternatives Program (TAP) Reserve Line Item, formerly the Transportation Enhancement Line Item.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$0	\$415	\$415	\$3460	\$3460	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Period Totals:	\$0	\$0	\$415	\$415	\$3,460	\$3,460	
Total FFY 2027-2038 Cost	\$7,750						

**PennDOT Project Id:** 87826

**Project Administrator:** PennDOT

**Title:** Bridge Reserve

**Improvement Type:** Bridge Replacement

**State Route:** 0

**Municipality:**

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Lanc. Br. Res.

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

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

BOF - This funding is reserved for federal aid bridges not on the National Highway System.

BRIP-This funding is reserved for any bridge greater than 20'.

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$919	\$5303	\$37694	\$27162
State:	\$0	\$0	\$0	\$0	\$2344	\$15862
Local/Other:	\$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	\$0	\$919	\$5,303	\$40,038	\$43,024
<b>Total FFY 2027-2038 Cost</b>	<b>\$89,284</b>					

**PennDOT Project Id:** 87827

**Project Administrator:** PennDOT

**Title:** Highway Reserve

**Improvement Type:** Restoration

**State Route:** 0

**Municipality:**

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Lanc. Hwy Res.

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

NHPP (National Highway Performance Program) - These projects provide support for the condition and performance of the National Highway System.

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

581 - This is state funding for state-owned roadways and bridges.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$4877	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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	\$0	\$0	\$4,877	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$4,877</b>					

**PennDOT Project Id:** 87832

**Project Administrator:** PennDOT

**Title:** CMAQ Line Item

**Improvement Type:** Miscellaneous

**State Route:** 0

**Municipality:**

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** CMAQ Line Item

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1810	\$2004	\$1376	\$1642	\$18568	\$22568
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>	\$1,810	\$2,004	\$1,376	\$1,642	\$18,568	\$22,568
<b>Total FFY 2027-2038 Cost</b>	<b>\$47,968</b>					

PennDOT Project Id: 87848

Project Administrator: PennDOT

Title: Delivery/ Consult Assist

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Lancaster Delivery/ Consult Assist

Project Description: This line item pays for consultant assistance in project delivery and construction in the Lancaster County MPO.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1400	\$1400	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,400	\$1,400	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$2,800</b>					

PennDOT Project Id: 91395

Project Administrator: PennDOT

Title: Pumping Station Rd ovr Bowery Run

Improvement Type: Bridge Improvement

State Route: 2015

Municipality: Colerain (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/9/2027

Location: SR 2015 (Pumping Station Road) over Bowery Run in Colerain Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 2015 (Pumping Station Road) over Bowery Run in Colerain Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$761	\$761	\$0	\$0	\$0	\$0
State:	\$191	\$191	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$952	\$952	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,904</b>					

PennDOT Project Id: 94572

Project Administrator: PennDOT

Title: SRTP Rideshare Program

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Lancaster County

Project Description: This line item is used as a funding source for Ridesharing, Vanpooling Programs, and Transit Coordination in Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$368	\$372	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$368	\$372	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$740</b>					

**PennDOT Project Id:** 100530

**Project Administrator:** PennDOT

**Title:** Red Run Rd over Muddy Cr

**Improvement Type:** Bridge Improvement

**State Route:** 1044

**Municipality:** Earl (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 1/28/2027

**Location:** State Route 1044 (Red Run Road) over Muddy Creek in Earl Township

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on State Route 1044 (Red Run Road) over Muddy Creek in Earl Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$1532	\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$383	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Period Totals:</b>	\$1,915	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,915</b>					

**PennDOT Project Id:** 101018

**Project Administrator:** PennDOT

**Title:** N Churchtown Rd ovr Little Conestoga Ck

**Improvement Type:** Bridge Improvement

**State Route:** 1044

**Municipality:** Caernarvon (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 4/8/2027

**Location:** State Route 1044 (North Churchtown Road) over Little Conestoga Creek in Caernarvon Township

**Project Description:** This project consists of a bridge replacement on State Route 1044 (North Churchtown Road) over Little Conestoga Creek in Caernarvon Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$250	\$1822	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Period Totals:</b>	\$250	\$1,822	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$2,072</b>					

**PennDOT Project Id:** 101022

**Project Administrator:** PennDOT

**Title:** Fivepointville Rd ovr Little Muddy Ck

**Improvement Type:** Bridge Improvement

**State Route:** 1046

**Municipality:** Brecknock (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 9/16/2027

**Location:** State Route 1046 (Fivepointville Road) over Little Muddy Creek in Brecknock Township

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on State Route 1046 (Fivepointville Road) over Little Muddy Creek in Brecknock Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$2046	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Period Totals:</b>	\$2,046	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$2,046</b>					

**PennDOT Project Id:** 101038

**Project Administrator:** PennDOT

**Title:** Lloyd Rd over McCreary Run

**Improvement Type:** Bridge Improvement

**State Route:** 2007

**Municipality:** Little Britain (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 12/9/2027

**Location:** State Route 2007 (Lloyd Road) over McCreary Run in Little Britain Township

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on State Route 2007 (Lloyd Road) over McCreary Run in Little Britain Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$555	\$831	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
	\$555	\$831	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,386</b>					

**PennDOT Project Id:** 101044

**Project Administrator:** PennDOT

**Title:** Spruce Grove Rd ovr W Br Octoraro Ck

**Improvement Type:** Bridge Improvement

**State Route:** 2007

**Municipality:** Colerain (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 12/9/2027

**Location:** State Route 2007 (Spruce Grove Road) over West Branch of Octoraro Creek in Colerain and Little Britain Townships

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on State Route 2007 (Spruce Grove Road) over West Branch of Octoraro Creek in Colerain and Little Britain Townships, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$896	\$896	\$0	\$0	\$0	\$0
State:	\$224	\$224	\$0	\$0	\$0	\$0
Local/Other:	\$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>
	\$1,120	\$1,120	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$2,240</b>					

**PennDOT Project Id:** 101077

**Project Administrator:** PennDOT

**Title:** River Rd over Trib to Conestoga River

**Improvement Type:** Bridge Improvement

**State Route:** 3017

**Municipality:** Manor (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 1/14/2027

**Location:** State Route 3017 (River Road) over Tributary to Conestoga River in Manor Township

**Project Description:** This project consists of a bridge preservation on State Route 3017 (River Road) over Tributary to Conestoga River in Manor Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$385	\$365	\$0	\$0	\$0	\$0
Local/Other:	\$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>
	\$385	\$365	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$750</b>					

PennDOT Project Id: 101136

Project Administrator: PennDOT

Title: Smithville Road Bridge PM

Improvement Type: Bridge Improvement

State Route: 3040

Municipality: Providence (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: State Route 3040 (Smithville Road) over Beaver Creek in Strasburg and Providence Townships

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on State Route 3040 (Smithville Road) over Beaver Creek in Strasburg and Providence Townships, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$400	\$300	\$1250	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$400	\$300	\$1,250	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,950</b>					

PennDOT Project Id: 101302

Project Administrator: PennDOT

Title: Bellaire Rd over Conewago Cr

Improvement Type: Bridge Improvement

State Route: 4037

Municipality: Mount Joy (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/10/2026

Location: State Route 4037 (Bellaire Road) over Conewago Creek in Mount Joy Township

Project Description: This project consists of a bridge replacement on State Route 4037 (Bellaire Road) over Conewago Creek in Mount Joy Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$644	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$644	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$644</b>					

PennDOT Project Id: 108514

Project Administrator: PennDOT

Title: SR 897 Resurfacing

Improvement Type: Resurface

State Route: 897

Municipality: West Cocalico (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/29/2027

Location: PA 897 (Main Street) from SR 1045 (North Ridge Road) to Lebanon County Line West Cocalico Township and Clay Township

Project Description: 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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$4398	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$4,398	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$4,398</b>					

**PennDOT Project Id:** 109618

**Project Administrator:** PennDOT

**Title:** US 222 Reconstruction

**Improvement Type:** Reconstruct

**State Route:** 222

**Municipality:** Manheim (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 1/27/2028

**Location:** US 222 from one-mile north of US 30 to north of Jake Landis Interchange (SR 8030). Manheim Township. 2.9 miles on US 222

**Project Description:** 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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$28185	\$25512	\$19275	\$14459	\$3107	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Period Totals:</b>	\$28,185	\$25,512	\$19,275	\$14,459	\$3,107	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$90,538</b>					

**PennDOT Project Id:** 110475

**Project Administrator:** PennDOT

**Title:** Weaver Rd Bridge

**Improvement Type:** Bridge Improvement

**State Route:** 7405

**Municipality:** Denver (BORO)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 6/24/2027

**Location:** Weaver Road Bridge (T-855) over Cocalico Creek  
Denver Borough

**Project Description:** This project consists of a bridge replacement on Weaver Road Bridge (T-855) over Cocalico Creek in Denver Borough, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$2409	\$2955	\$0	\$0	\$0	\$0
<b>State:</b>	\$452	\$554	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$151	\$185	\$0	\$0	\$0	\$0
<b>Period Totals:</b>	\$3,012	\$3,694	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$6,706</b>					

**PennDOT Project Id:** 110557

**Project Administrator:** PennDOT

**Title:** Intercourse Village Safety Imp

**Improvement Type:** Safety Improvement

**State Route:** 772

**Municipality:** Leacock (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 6/24/2027

**Location:** Intercourse Village on PA 772 (Newport Road) from PA 340 (Old Philadelphia Pike) to East of Carriage Drive and on PA 340 (Old Philadelphia Pike) from West of PA 772 (Newport Road) intersection and East of Hollander Road  
Leacock Township

**Project Description:** 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. The realignment of this intersection may require a traffic signal at the intersection of SR 0340 and Queen Street. Traffic will change from two-way to one-way on SR 0772 from the intersection of SR 0340 to Queen Street. Queen Street will be widened to include two-way traffic.

The project will improve pedestrian system linkage through construction of a new 5-foot-wide sidewalk and ADA ramps along SR 0772. The project will repair facility deficiencies through a full depth reconstruction of an existing 4-foot-wide cartway shoulder and 8-inch curb to provide definition of the cartway shoulder along SR 0772. The project will improve pedestrian system linkage along SR 0340 by repairing facility deficiencies through reconstruction of existing sidewalks and ADA ramps to meet current standards. The project will improve modal interrelationships through the addition of bus shelters along the project corridor.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$1586	\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local/Other:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Period Totals:</b>	\$1,586	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,586</b>					

PennDOT Project Id: 114205

Project Administrator: PennDOT

Title: Strasburg Pk Improvements

Improvement Type: Safety Improvement

State Route: 2029

Municipality: West Lampeter (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/11/2029

Location: Intersection of Srasburg Pk (SR 2029) and Rockvale Rd in West Lampeter Township, Lancaster County

Project Description: This project may consist of safety improvements at the intersection of Strasburg Pike (SR 2029) and Rockvale Road in West Lampeter Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$900	\$703	\$1792	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
Period Totals:	\$900	\$703	\$1,792	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$3,395</b>					

PennDOT Project Id: 114206

Project Administrator: PennDOT

Title: McGovernville Rd Improvements

Improvement Type: Safety Improvement

State Route: 741

Municipality: Manheim (TWP)

Air Quality Status: Significant: Included in regional conformity analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/3/2026

Location: Intersection of McGovernville Rd (PA 741) and the on/off ramp of PA 283 in Manheim Township, Lancaster County

Project Description: This project consists of roundabout construction at the intersection of McGovernville Rd (PA 741) and the on/off ramp of PA 283 in Manheim Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$847	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
Period Totals:	\$847	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$847</b>					

PennDOT Project Id: 116897

Project Administrator: PennDOT

Title: Plaza Boulevard over Amtrak

Improvement Type: Bridge Improvement

State Route: 7101

Municipality: Manheim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/23/2029

Location: Plaza Boulevard over Amtrak  
Manheim Township

Project Description: This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on Plaza Boulevard over Amtrak in Manheim Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$92	\$0	\$883	\$852	\$0
State:	\$0	\$500	\$0	\$0	\$0	\$0
Local/Other:	\$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>
Period Totals:	\$0	\$592	\$0	\$883	\$852	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$2,327</b>					

**PennDOT Project Id:** 117415

**Project Administrator:** PennDOT

**Title:** Norman Wood Bridge Improvement

**Improvement Type:** Bridge Improvement

**State Route:** 372

**Municipality:** Martic (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** PA 372 Norman Wood Bridge intersecting the Susquehanna River and Norfolk Southern Railroad Martic Township

**Project Description:** This project may consist of a bridge improvement on PA 372 Norman Wood Bridge intersecting the Susquehanna River and Norfolk Southern Railroad in Martic Township, Lancaster County.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$0	\$1000	\$0	\$18842	\$68513	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$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>	
Period Totals:	\$0	\$0	\$1,000	\$0	\$18,842	\$68,513	
<b>Total FFY 2027-2038 Cost</b>	<b>\$88,355</b>						

**PennDOT Project Id:** 118260

**Project Administrator:** PennDOT

**Title:** PA 72 and Lititz Road Intersection

**Improvement Type:** Intersection Improvement

**State Route:** 72

**Municipality:** East Hempfield (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 11/4/2027

**Location:** Intersection of PA 72 (Lancaster Road) and Lititz Road East Hempfield Township

**Project Description:** This project may consist of safety improvements at the intersection of PA 72 (Lancaster Road) and Lititz Road in East Hempfield Township, Lancaster County.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$1850	\$2691	\$1294	\$3761	\$534	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$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>	
Period Totals:	\$1,850	\$2,691	\$1,294	\$3,761	\$534	\$0	
<b>Total FFY 2027-2038 Cost</b>	<b>\$10,130</b>						

**PennDOT Project Id:** 118297

**Project Administrator:** PennDOT

**Title:** T-470 Black Bear Rd over Conowingo Ck

**Improvement Type:** Bridge Improvement

**State Route:** 7212

**Municipality:** East Drumore (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 1/28/2027

**Location:** T-470 (Black Bear Road) over the Conowingo Creek East Drumore Township

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on T-470 (Black Bear Road) over the Conowingo Creek in East Drumore Township, Lancaster County.

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$837	\$500	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$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>	
Period Totals:	\$837	\$500	\$0	\$0	\$0	\$0	
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,337</b>						

**PennDOT Project Id:** 118298

**Project Administrator:** PennDOT

**Improvement Type:** Bridge Improvement

**Municipality:** Manheim (TWP)

**Actual Construction Bid Date:**

**Location:** T-713 (Pinetown Road) over Lititz Run  
Manheim Township

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on T-713 (Pinetown Road) over Lititz Run in Manheim Township, Lancaster County.

**Title:** T-713 Pinetown Rd over Lititz Run

**State Route:** 7101

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

**Estimated Construction Bid Date:** 4/6/2028

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$473	\$812	\$800	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$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>	\$473	\$812	\$800	\$0	\$0	\$0	
<b>Total FFY 2027-2038 Cost</b>	<b>\$2,085</b>						

**PennDOT Project Id:** 118511

**Project Administrator:** PennDOT

**Improvement Type:** Pedestrian Facilities

**Municipality:** Lancaster (CITY)

**Actual Construction Bid Date:**

**Location:** Adjacent to SR 23 (East Walnut Street) on the eastern edge of City of Lancaster  
Manheim Township and City of Lancaster

**Project Description:** This project may consist of pedestrian improvements adjacent to SR 23 (East Walnut Street) on the eastern edge of City of Lancaster in Manheim Township and City of Lancaster, Lancaster County.

**Title:** Conestoga Boardwalk

**State Route:** 23

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

**Estimated Construction Bid Date:** 3/11/2027

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$2152	\$1500	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$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>	\$2,152	\$1,500	\$0	\$0	\$0	\$0	
<b>Total FFY 2027-2038 Cost</b>	<b>\$3,652</b>						

**PennDOT Project Id:** 118767

**Project Administrator:** PennDOT

**Improvement Type:** Relocation/Realignment

**Municipality:** Penn (TWP)

**Actual Construction Bid Date:**

**Location:** SR 4022 (Lititz Road) between Fruitville Pike (SR 4011) and Erbs Quarry Road  
Penn and Warwick Townships

**Project Description:** This project may consist of a realignment of SR 4022 (Lititz Road) between Fruitville Pike (SR 4011) and Erbs Quarry Road in Penn and Warwick Townships, Lancaster County.

**Title:** SR 4022 Lititz Road Realignment

**State Route:** 4022

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

**Estimated Construction Bid Date:**

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$2000	\$2000	\$0	\$0	\$0	\$0	
Local/Other:	\$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>	\$2,000	\$2,000	\$0	\$0	\$0	\$0	
<b>Total FFY 2027-2038 Cost</b>	<b>\$4,000</b>						

PennDOT Project Id: 119202

Project Administrator: PennDOT

Title: Route 462 Eastern Corridor Transportation Enhance

Improvement Type: Bicycle Facilities/Services

State Route: 462

Municipality: East Lampeter (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: PA 462 (Lincoln Highway East) from Tennyson Avenue to SR 2029 (Strasburg Pike)  
East Lampeter Township and City of Lancaster

Project Description: This project may consist of construction of a sidewalk system, expanded shoulder area and a pedestrian and bicycle trail on PA 462 (Lincoln Highway East) from Tennyson Avenue to SR 2029 (Strasburg Pike) in East Lampeter Township and City of Lancaster, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$2569	\$61	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
Period Totals:	\$0	\$2,569	\$61	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$2,630</b>					

PennDOT Project Id: 119284

Project Administrator: PennDOT

Title: Carbon Reduction Program (CRP) Lancaster MPO

Improvement Type: Miscellaneous

State Route: RSL  
0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Carbon Reduction Program (CRP) Lancaster MPO Reserve Line Item

Project Description: Carbon Reduction Program (CRP) Lancaster MPO Reserve Line Item

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1018	\$1377	\$677	\$677	\$5708	\$6310
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
Period Totals:	\$1,018	\$1,377	\$677	\$677	\$5,708	\$6,310
<b>Total FFY 2027-2038 Cost</b>	<b>\$15,767</b>					

PennDOT Project Id: 119672

Project Administrator: PennDOT

Title: Lititz Pike Safety Improvements

Improvement Type: Safety Improvement

State Route: 501

Municipality: Manheim (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/29/2027

Location: SR 0501 (Lititz Pike) from Belmont Avenue to Golf Drive  
Manheim Township

Project Description: This project may consist of safety improvements on SR 0501 (Lititz Pike) from Belmont Avenue to Golf Drive in Manheim Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$279	\$200	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
Period Totals:	\$279	\$200	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$479</b>					

**PennDOT Project Id:** 119673

**Project Administrator:** PennDOT

**Title:** Prospect Rd and Fairview Rd Int Safety Imp

**Improvement Type:** Safety Improvement

**State Route:** 4001

**Municipality:** West Hempfield (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** SR 4001 (Prospect Road) at the intersection of Fairview Road  
West Hempfield Township

**Project Description:** This project may consist of safety improvements on SR 4001 (Prospect Road) at the intersection of Fairview Road in West Hempfield Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$150	\$167	\$675	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
	\$150	\$167	\$675	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$992</b>					

**PennDOT Project Id:** 120649

**Project Administrator:** PennDOT

**Title:** Quarry Rd Bridge Repairs

**Improvement Type:** Bridge Improvement

**State Route:** 1003

**Municipality:** Manheim (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 6/24/2027

**Location:** SR 1003 (Quarry Road) over Conestoga River  
Manheim Township

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation or preservation) on SR 1003 (Quarry Road) over Conestoga River in Manheim Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2562	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
	\$2,562	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$2,562</b>					

**PennDOT Project Id:** 120870

**Project Administrator:** PennDOT

**Title:** Little Conestoga Blue/Green Corridor

**Improvement Type:** Pedestrian Facilities

**State Route:** 0

**Municipality:**

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 2/3/2028

**Location:** East Hempfield Township  
Lancaster County

**Project Description:** This project may consist of construction of an ADA compliant, non-motorized paved trail segment along the Little Conestoga Creek from Shreiner Station Road to Swarr Run.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$332	\$277	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
	\$332	\$277	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$609</b>					

**PennDOT Project Id:** 120871

**Project Administrator:** PennDOT

**Title:** School Lane Active Transportation Project

**Improvement Type:** Bicycle Facilities/Services

**State Route:** 0

**Municipality:**

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 4/29/2027

**Location:** Mount Joy Borough  
Lancaster County

**Project Description:** This project may consist of construction of ADA-compliant curb ramps, bicycle sharrows, and crosswalks along School Lane, Rose Pearl Lane, and Arbor Rose Avenue in Mount Joy Borough in Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$513	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>	\$513	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$513</b>					

**PennDOT Project Id:** 120872

**Project Administrator:** PennDOT

**Title:** Marshall Avenue Multimodal Corridor

**Improvement Type:** Bicycle Facilities/Services

**State Route:** 0

**Municipality:**

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 1/28/2027

**Location:** Manheim Township  
Lancaster County

**Project Description:** 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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$3220	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>	\$3,220	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$3,220</b>					

**PennDOT Project Id:** 121045

**Project Administrator:** PennDOT

**Title:** PA 772 Resurfacing

**Improvement Type:** Resurface

**State Route:** 772

**Municipality:** Leacock (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 6/24/2027

**Location:** PA 772 from East of Carriage Drive to US 30  
Leacock and Salisbury Twps.  
Lancaster County

**Project Description:** 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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$3183	\$3183	\$0	\$0	\$0	\$0
Local/Other:	\$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>	\$3,183	\$3,183	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$6,366</b>					

**PennDOT Project Id:** 121048

**Project Administrator:** PennDOT

**Title:** Pitney Rd and PA 340 Intersection with PA 462

**Improvement Type:** Intersection Improvement

**State Route:** 462

**Municipality:** Lancaster (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** PA 462 (King Street) intersections with PA 340 (Old Philadelphia Pike) and SR 3028 (Pitney Road) East Lampeter, West Lampeter, Lancaster Townships and Lancaster City

**Project Description:** This project may consist of intersection improvements on PA 462 (King Street) intersections with PA 340 (Old Philadelphia Pike) and SR 3028 (Pitney Road) in East Lampeter, West Lampeter, Lancaster Townships and Lancaster City, Lancaster County.

Possible work includes: Redevelop the Bridgeport Crossroads area with dual southbound through lanes along Pitney Road, eliminate the eastbound and westbound left turn lanes along Lincoln Highway at Pitney Road/ Lampeter Road, and remove the signal at Old Philadelphia Pike. New dual eastbound left lanes onto the relocated Old Philadelphia Pike and shift the alignment slightly to provide a potential roundabout to the north of Lincoln Highway.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$4000	\$4000	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>
	\$0	\$0	\$0	\$4,000	\$4,000	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$8,000</b>					

**PennDOT Project Id:** 121049

**Project Administrator:** PennDOT

**Title:** Microtransit Implementation

**Improvement Type:** Intermodal Services

**State Route:** 0

**Municipality:**

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Micro-Transit Service Areas: Elizabethtown, Columbia, Manheim, Lititz, Lancaster City, Ephrata/Akron, New Holland.

**Project Description:** Implementation of the Transit Development Plan, including new Micro-Transit Service Areas. SCTA, through RRTA, is implementing micro-transit options to increase user flexibility. Feasibility study completed.

Project Location  
Micro-Transit Service Areas: Elizabethtown, Columbia, Manheim, Lititz, Lancaster City, Ephrata/Akron, New Holland.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$3464	\$3266	\$3266	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$28	\$26	\$26	\$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>
	\$3,492	\$3,292	\$3,292	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$10,076</b>					

**PennDOT Project Id:** 121060

**Project Administrator:** PennDOT

**Title:** ITS - Lancaster TSMO 2025-2026

**Improvement Type:** Traffic System Management

**State Route:** 30

**Municipality:** East Lampeter (TWP)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 9/3/2026

**Location:** US 30, PA 340, and Greenfield Rd East Lampeter Township Lancaster County

**Project Description:** 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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$359	\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$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>	\$359	\$0	\$0	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$359</b>					

PennDOT Project Id: 121478

**Project Administrator:** PennDOT

**Title:** Bitzers Mill Covered Bridge

**Improvement Type:** Bridge Improvement

**State Route:** 1013

**Municipality:** West Earl (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:** 1/1/2027

**Location:** SR 1013 (Cider Mill Road) over the Conestoga River  
West Earl Township

**Project Description:** This project may consist of bridge improvements (replacement, rehabilitation or preservation) on SR 1013 (Cider Mill Road) over the Conestoga River in West Earl Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$150	\$71	\$1579	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$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>	\$150	\$71	\$1,579	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,800</b>					

PennDOT Project Id: 122392

**Project Administrator:** PennDOT

**Title:** PA 23 Resurfacing

**Improvement Type:** Resurface

**State Route:** 23

**Municipality:** East Earl (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** PA 23 (New Holland Pike) from Cedar Creek to PA 10 (Twin County Road)  
Caernarvon and East Earl Townships

**Project Description:** This project may consist of resurfacing on PA 23 (New Holland Pike) from Cedar Creek to PA 10 (Twin County Road) in Caernarvon and East Earl Townships, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
<b>Federal:</b>	\$950	\$3000	\$6000	\$0	\$0	\$0
<b>State:</b>	\$0	\$0	\$0	\$0	\$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>	\$950	\$3,000	\$6,000	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$9,950</b>					

**PennDOT Project Id:** 122402

**Project Administrator:** PennDOT

**Title:** Train Station and Pikes Study

**Improvement Type:** Transportation Study

**State Route:** 4011

**Municipality:** Lancaster (CITY)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** SR 4011 (Fruitville Pike) from the intersection of Granite Run Dr to McGovern Ave  
 PA 501 (Lititz Pike) from US 30 to McGovern Ave  
 US 222 (Oregon Pike) from US 30 to McGovern Ave  
 Lancaster City and Manheim Township

**Project Description:** This item provides funds for a Transportation Study of SR 4011 (Fruitville Pike) from the intersection of Granite Run Dr to McGovern Ave, PA 501 (Lititz Pike) from US 30 to McGovern Ave, and US 222 (Oregon Pike) from US 30 to McGovern Ave in Lancaster City and Manheim Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$1000	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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	\$0	\$1,000	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,000</b>					

**PennDOT Project Id:** 122776

**Project Administrator:** PennDOT

**Title:** SR 4047 over PA 283

**Improvement Type:** Bridge Improvement

**State Route:** 4047

**Municipality:** Rapho (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** State Route 4047 (Ebensshade Road) over PA 283 (283rd Field Artillery Memorial Highway) in Rapho Township

**Project Description:** This project may consist of a bridge improvement (replacement, rehabilitation, or preservation) on State Route 4047 (Ebensshade Road) over PA 283 (283rd Field Artillery Memorial Highway) in Rapho Township, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$500	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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	\$0	\$500	\$0	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$500</b>					

**PennDOT Project Id:** 122989

**Project Administrator:** PennDOT

**Title:** Lancaster County Department Force Box Culvert

**Improvement Type:** Bridge Improvement

**State Route:** 322

**Municipality:** Caernarvon (TWP)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Various State Routes  
 Lancaster County

**Project Description:** This project consists of design and construction funding for box culverts by department forces on Various State Routes in Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$300	\$300	\$300	\$300	\$0	\$0
Local/Other:	\$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>	\$300	\$300	\$300	\$300	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$1,200</b>					

**PennDOT Project Id:** 123628

**Project Administrator:** PennDOT

**Title:** Warwick to Ephrata Rail Trail Extension

**Improvement Type:** Pedestrian Facilities

**State Route:** 0

**Municipality:** Lititz (BORO)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Warwick to Ephrata Rail Trail  
Lititz Borough

**Project Description:** This project may consist of bike/pedestrian improvements along the Warwick to Ephrata Rail Trail in Lititz Borough, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$450	\$450	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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	\$0	\$450	\$450	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$900</b>					

**PennDOT Project Id:** 123629

**Project Administrator:** PennDOT

**Title:** CCTV - Locust St and Lancaster Ave

**Improvement Type:** Traffic System Management

**State Route:** 462

**Municipality:** Columbia (BORO)

**Air Quality Status:** Significant: Included in regional conformity analysis

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** Various intersections  
Columbia Borough

**Project Description:** This project may consist of ITS Improvements at various intersections in Columbia Borough, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$100	\$100	\$600	\$600	\$600	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>	\$100	\$100	\$600	\$600	\$600	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$2,000</b>					

**PennDOT Project Id:** 123630

**Project Administrator:** PennDOT

**Title:** Columbia Borough Emergency Preemption

**Improvement Type:** Existing Signal Improvement

**State Route:** 441

**Municipality:** Columbia (BORO)

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

**Actual Construction Bid Date:**

**Estimated Construction Bid Date:**

**Location:** State Route 462 (Lancaster Avenue) and Columbia Plaza Driveway intersection and State Route 441 (Front Street) and Walnut Street intersection  
Columbia Borough

**Project Description:** This project may consist of the installation of emergency preemption at the intersections of State Route 462 (Lancaster Avenue) and Columbia Plaza Driveway and State Route 441 (Front Street) and Walnut Street in Columbia Borough, Lancaster County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$100	\$100	\$300	\$300	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$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>	\$100	\$100	\$300	\$300	\$0	\$0
<b>Total FFY 2027-2038 Cost</b>	<b>\$800</b>					

**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	\$596	\$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>					

**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>					

**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>					



**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)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	\$0	\$0	\$0	\$0	\$0	\$0
OTH-S	\$14,599	\$0	\$0	\$0	\$0	\$0
339	\$0	\$0	\$0	\$0	\$0	\$0
LOC	\$0	\$0	\$0	\$6	\$0	\$0
<b>Federal:</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>State:</b>	\$14599	\$0	\$0	\$0	\$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>	\$14,599	\$0	\$0	\$0	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$14,599</b>					

**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)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
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>					

**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)**

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
OTH-F	\$3,464	\$3,266	\$3,266	\$0	\$0	\$0
339	\$838	\$790	\$790	\$0	\$0	\$0
LOC	\$28	\$26	\$26	\$0	\$0	\$0
<b>Federal:</b>	\$3464	\$3266	\$3266	\$0	\$0	\$0
<b>State:</b>	\$838	\$790	\$790	\$0	\$0	\$0
<b>Local/Other:</b>	\$28	\$26	\$26	\$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>	\$4,330	\$4,082	\$4,082	\$0	\$0	\$0
<b>Total FY 2027-2038 Cost</b>	<b>\$12,494</b>					



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



# 2027 - 2030 Transportation Program Development Checklist



## Financial Constraint Tables

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

Fund Type	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$11,146,000	\$21,146,000	\$10,072,000	\$20,072,000	\$10,072,000	\$10,072,000	\$10,072,000	\$10,072,000	SPIKE funds for MPMS 109618
STP	\$8,749,000	\$18,749,000	\$8,729,000	\$18,729,000	\$8,729,000	\$13,729,000	\$8,729,000	\$8,729,000	SPIKE funds for MPMS 79020
State Highway (581)	\$14,502,000	\$16,502,000	\$14,324,000	\$16,324,000	\$15,611,000	\$15,611,000	\$16,708,000	\$16,708,000	Economic Development funding for MPMS 118767
State Bridge (185/183)	\$8,524,000	\$8,524,000	\$8,303,000	\$8,303,000	\$8,086,000	\$8,086,000	\$8,113,000	\$8,113,000	
BOF	\$6,861,000	\$6,861,000	\$6,861,000	\$6,861,000	\$6,861,000	\$6,861,000	\$6,861,000	\$6,861,000	
HSIP	\$3,761,000	\$3,761,000	\$3,761,000	\$3,761,000	\$3,761,000	\$3,761,000	\$3,761,000	\$3,761,000	
CMAQ	\$5,642,000	\$5,642,000	\$5,642,000	\$5,642,000	\$5,642,000	\$5,642,000	\$5,642,000	\$5,642,000	
TAU	\$865,000	\$1,730,000	\$865,000	\$1,500,000	\$865,000	\$865,000	\$865,000	\$865,000	MPMS 119474 and 118511 Additional TAP funds from 2022 Statewide TASA Award
STU	\$9,264,000	\$9,264,000	\$9,264,000	\$9,264,000	\$9,264,000	\$9,264,000	\$9,264,000	\$9,264,000	
CRP/CRPU	\$1,577,000	\$1,577,000	\$1,577,000	\$1,577,000	\$1,577,000	\$1,577,000	\$1,577,000	\$1,577,000	
BRIP	\$8,509,000	\$8,509,000	\$8,509,000	\$8,509,000	\$8,509,000	\$8,509,000	\$8,509,000	\$8,509,000	
<b>Total</b>	\$79,400,000	\$102,265,000	\$77,907,000	\$100,542,000	\$78,977,000	\$83,977,000	\$80,101,000	\$80,101,000	

# 2027 - 2030 Transportation Program Development Checklist



*Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (e.g. Spike funds, Earmarks, Local, TASA, PROTECT) by year:*

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
sNHPP	\$10,000,000	\$10,000,000			Additional NHPP SPIKE funds for MPMS 109618
t581	\$2,000,000	\$2,000,000			MPMS 118767 SR 4022 Lititz Road Realignment
sSTP	\$10,000,000	\$10,000,000	\$5,000,000		Additional STP SPIKE funds for MPMS 79020
TAP	\$865,000	\$635,000			MPMS 118511 Additional TAP funds from 2022 Statewide TASA Award
Local Funds	\$178,255	\$210,831	\$26,131		Additional local funds for 121049 and 110475
<b>Total</b>	\$23,043,255	\$22,845,831	\$5,026,131	\$0	



For Immediate Release:

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Lancaster, PA – March 2026

**Lancaster County Transportation Improvement Program Public Comment Period to Open May 1**

The Lancaster County Metropolitan Planning Organization (MPO) announces a 30-day public review and comment period from May 1 through May 31, 2026 for the Draft Lancaster County FY2027-2030 Transit and Highway Transportation Improvement Program (TIP). The TIP outlines the county's federally funded transportation improvement priorities and is required for the county to receive and spend federal transportation dollars. The public will have the opportunity to provide comments on the TIP and related documents until May 31st .

The TIP is a listing of highway, bridge, transit, and miscellaneous transportation projects that are expected to move through the project development process over the next four years. The accompanying Air Quality Conformity Analysis (AQCA) document demonstrates project conformity to federal air quality standards. The draft TIP, AQCA Report, and related documents are available for review on the Lancaster County Planning website:

<https://lancastercountyplanning.org/311/Upcoming-Projects-The-TIP>

These documents are also available for review at the Lancaster County Planning Department at the address below.

A public meeting will be held on the TIP and related documents. On May 26, 2026, at 1:30 PM the Transportation Technical Advisory Committee will take comments at its regularly scheduled meeting at the Lancaster County Government Center, 150 North Queen Street. If you are unable to attend the meeting in person, the meeting will be viewable online via Zoom:

<https://lancastercountypa-gov.zoom.us/j/82793669674?pwd=VfuDKNluKzxAW9Xxbreecr7dWLoy8y.1>

Webinar ID 827 9366 9674

Passcode 122361

In addition, the MPO will accept comments via email to wclark@lancastercountypa.gov; letter to Will Clark, Executive Director, Lancaster County Planning Department, 150 North Queen Street, Suite 320, Lancaster, PA 17603; phone call at (717) 299-8333; or online at <https://lancastercountyplanning.org/311/Upcoming-Projects-The-TIP>. Public comments on the documents must be submitted by May 31st, 2026. The Lancaster County Metropolitan Planning Organization 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, please contact Will Clark at (717) 299-8333 or by email at [wclark@lancastercountypa.gov](mailto:wclark@lancastercountypa.gov) as soon as possible, but no later than 5 days before the scheduled meeting.

### **Title VI Notice to the Public**

The Lancaster County Metropolitan Planning Organization is committed to compliance with the nondiscrimination requirements of applicable civil rights statutes, executive orders, regulations, and policies. The meeting location is accessible to persons with disabilities. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in this public meeting, please contact Will Clark at 717-299-8333, or by email to [wclark@lanastercountypa.gov](mailto:wclark@lanastercountypa.gov) as soon as possible, but no later than 5 days before the scheduled event. Thank you.

### **Policy Statement**

It is the policy of the Lancaster County Transportation Coordinating Committee (LCTCC) to comply with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 ... and related statutes and regulations in all programs and activities and requires that no person in the United States shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which it receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with LCTCC. Any such complaint must be in writing, signed by the complaining person (s) or representative, and filed with the Lancaster County Transportation Coordinating Committee (LCTCC) Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. A copy of Title VI Discrimination Complaint Form can be obtained from the Lancaster County Planning Department (LCPD) office, by calling the office or by visiting LCPD's website at [www.lanastercountyplanning.org](http://www.lanastercountyplanning.org). Additionally, for assistance completing the form or translation and interpretation services contact the LCPD office at 717-299-8333. (Adopted 6/23/2014 and updated 4/25/2022)

**END OF ITEM**

# Memorandum

To: Transportation Technical Advisory Committee (TTAC)  
From: Mary K. Siu, Lancaster County Planning Department (LCPD)  
Date: March 12, 2026  
Re: Transportation Improvement Program (TIP) Administrative Modifications  
Attachments: B1. Lancaster MPO March 2026 Compiled Mods Chart  
Links: None

## For Information:

Total number of Transit modifications: 0

Total number of Highway and Bridge modifications: 23

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



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.		
	Lancaster			After	BOF		311,915			13,085											
6	Bridge Reserve	87826	CON	Before	BOF	185					709,097	527,658		1,464,186	5,576,859		453,735	2,472,968	This is a reserve line item.		
				Before	BRIP							341,938									
				Adjust	BOF	185															
				Adjust	BRIP																
				After	BOF	185							696,012	527,658		1,464,186	5,576,859			453,735	2,472,968
				After	BRIP								341,938								
7	Bunker Hill Rd over Beaver Creek 2029/015 Lancaster	101061	ROW	Before	BOF		15,000												Increasing the ROW phase of Bunker Hill Rd over Beaver Creek in FFY 2026 for \$6,500 to the current estimate. This project consists of a bridge replacement on State Route 2029 (Bunker Hill Road) over Beaver Creek in Strasburg Township, Lancaster County. This project has an estimated let date of 8/27/2026.		
				Adjust	BOF							6,500									
				After	BOF		15,000					6,500									
8	Bridge Reserve	87826	CON	Before	BOF	185					696,012	527,658		1,464,186	5,576,859		453,735	2,472,968	This is a reserve line item.		
				Before	BRIP							341,938									
				Adjust	BOF	185															
				Adjust	BRIP																
				After	BOF	185							689,512	527,658		1,464,186	5,576,859			453,735	2,472,968
				After	BRIP								341,938								
9	PA 72 over Chiques Creek 72/063 Lancaster	101300	ROW	Before		185					200,000			200,000					Increasing the ROW phase of PA 72 over Chiques Creek in FFY 2026 for \$15,411 due to design changes. This project consists of a bridge rehabilitation on PA 72 (Lancaster Road) over Chiques Creek in Manheim Borough and Penn Township, Lancaster County. This project has an estimated let date of 9/17/2026.		
				Adjust		185								15,411							
				After		185						200,000			215,411						
	Bridge Reserve			Before	BOF	185					689,512	527,658		1,464,186	5,576,859		453,735	2,472,968	This is a reserve line item.		
				Before	BRIP							341,938									





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.
	Lancaster			After	NHPP					1,684,469									
22	Enola Low Grade Trail East /TAP Lancaster	112615	CON	Before	TAU		69,000												Increasing the CON phase of Enola Low Grade Trail East in FFY 2026 for \$150,000 to complete construction and repair parts of the trail that were damaged during a rain event. This project consists of bike/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. This project was let on 9/28/2023.
				Adjust	TAU					150,000									
				After	TAU		69,000			150,000									
23	TAP Line Item Lancaster	87823	CON	Before	TAU					749,508									This is a reserve line item.
				Adjust	TAU					-150,000									
				After	TAU					599,508									
<b>Program Summary - Net Changes</b>				Before FFY Totals		876,915	700,000	0	6,880,350	6,232,104	0	15,590,961	22,307,436	0	6,085,138	9,891,872	0	0	
				Adjustments		0	0	0	0	0	0	0	0	0	0	0	0		
				After FFY Totals		876,915	700,000	0	6,880,350	6,232,104	0	15,590,961	22,307,436	0	6,085,138	9,891,872	0		

**END OF ITEM**

## Memorandum

To: Transportation Technical Advisory Committee (TTAC)  
From: Emily Osilka, PennDOT District 8-0  
Date: March 9, 2026  
Re: PennDOT Projects in Design Phase  
Attachments: B2. Lancaster Design Project Updates - March  
Links: None

### Recommended Action:

No action. For information only.

### Summary:

These are the Lancaster MPO March 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

March 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 late 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:
  - Received the Preliminary Design Noise Report comments from Central Office and working on revising.
  - T&E coordination is complete.
  - Section 4F document has been started.
  - Phase I/II Archaeology additional testing delayed by weather conditions.
  - Working toward public involvement meeting early 2026
  - Finalizing storm/pipe layouts.
  - Geotech drilling contract executed and almost complete with the field borings.
  - Progressing Design Field View Plans with anticipated DFV submission March 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 16 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.
- Scoping Document in Categorical Exclusion Expert System approved on 02/23/26. Preparing BRPA (Environmental Document) Evaluation.
- Bridge inspections completed as needed for additional structures.
- Coordinating utility meetings.
- Preparing traffic control plans.
- Preparing DEP waterway permit submissions

#### **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.
- Consultants' tech and price for preliminary engineering in review.

#### **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 was held with Leacock Township at the Township building on Thursday, January 15th.
- Design team is looking into signal and pedestrian crossing needs along SR 0340.

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

- Narrative: This project consists of roundabout construction 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. Expect this by mid-March.
- Continuing Final ROW appraisals and negotiations are on-going with property owners.
- A roundabout maintenance agreement (includes lighting) has been sent to Manheim Township for review and approval. A separate contribution agreement is being put together and will be sent to the Township as well for review and approval. (The contribution agreement is for inclusion of a vertical brick wall with letters and badges, flagpole, and lighting in the center of the roundabout).
- Stormwater and NPDES (National Pollution Discharge Elimination System) permit: Still behind schedule due to comments received/revisions and updates to specs. Consultant will submit to Lancaster CCD/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.
- E22-9999 (for maintenance work) & GP-8 (for bridge preservation work) permits submitted to DEP 1/23/26.
- ROW negotiations in progress.
- Working on Utility Coordination, Final Roadway Plan Development, and Final Structure 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.

- Project was advertised on 2/20/2026.

#### **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.
- Consultant currently underway in preparing the Historic Resource Survey Forms. Estimated to be completed in 9-12 months before environmental clearance can be obtained. ROW clearance is anticipated for another 9-12 months after environmental clearance.

#### **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.
- Design Field View to be held on January 21, 2026.
- Environmental clearance and design field view submission – completed January 2026.
  - PS&E (Plans, Specifications, and Estimates) Submission – anticipated April 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.

- Upcoming Submissions – BRPA Re-evaluation, Final PS&E (Plans, Specifications, and Estimates), DM3 (Design Manual Part 3) Plan Check, Constructability Review, Utility Clearance, ROW Clearance.

#### **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 design Line and Grade approved 1/26/26.
- The structural TS&L (Type, Size, and location) package is being prepared.
- H&H (Hydraulic and Hydrologic) design is in process.
- Draft Safety Review Package submitted 2/25/26. Review/Revisions and Safety Review Meeting Pending.
- Archaeology field work was completed, and the consultant is working on the Phase I/II report. Expected first week of March.
- Phase I Environmental Site Assessment is in process.
- BRPA (Environmental Document) is in process.

#### **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.
- NPDES (National Pollution Discharge Elimination System) Permit approved on 2/9/2026.
- ROW Clearance letter received on 2/4/2026.
- Upcoming Submissions – 90% Plan Submission

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

- Narrative: This project may consist of constructing a roundabout 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 and environmental studies.
  - Phase 2 Bog Turtle Studies on going.
- Line and grade submission was approved for the roundabout.

#### **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 has incorporated minor updates to the traffic signal plan that resulted from coordination with the Borough and a resident.
- Design consultant is preparing to make 90% submission at end of this month.
- 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.

#### **Prospect Rd and Fairview Rd Int Safety Imp – MPMS 119673**

- Narrative: This project may consist of safety improvements on SR 4001 (Prospect Road) at the intersection of Fairview Road in West Hempfield Township, Lancaster County.
- This project does not currently have an estimated let date.
- Ongoing coordination with West Hempfield Township.
- The project is currently in progress/being discussed and will probably be on a future agenda.
- This project was part of the 2027 TIP development - looking at the status of carryover projects.
- A follow up meeting will be held with all parties involved in March/April.

**END OF ITEM**

## Memorandum

To: Transportation Technical Advisory Committee (TTAC)  
From: Emily Osilka, PennDOT District 8-0  
Date: March 9, 2026  
Re: PennDOT Active Construction Update  
Attachments: B3. Lancaster Construction Updates – March  
Links: None

### Recommended Action:

No action. For information only.

### Summary:

These are the Lancaster MPO March 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

March 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. 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.*

**Project Update**

Contractor has worked through the winter but cold weather and snow has limited the available work. Work continues on sound walls throughout the project. Road reconstruction and drainage continues in the interchange area. Work is progressing on the new NB structure over 222. Beam erection which will require a weekend detour of the interchange is tentatively scheduled for the weekend of April 17th. Waiting on major permit amendment for redesign of Basin one due to bedrock encountered during excavation. Contractor is also working on a value engineering proposal to substitute 48" pipe and embankment for retaining wall along Rte. 30 WB. Concept has been approved. An overnight detour of 222 SB Ramp to 30 WB is tentatively scheduled for evening of March 16th to perform some more robust pavement repair. The winter has been very hard on the pavement in this area with a lot of potholes occurring. Project remains on schedule.

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**

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

**Project Update**

**Weather dependent, work on SR 30-132 is scheduled to begin mid-March.**

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**

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

**Project Update**

**The District Design Unit obtained the needed utility information and the District Utility unit has contacted the affected utilities for conflict resolution measures.**

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**

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

**Project Update**

**A small subsidence was discovered at the edge of our ROW and along a private retaining wall at 2833 Lincoln Highway. Now that the snow has melted we are scheduling our Geotech expert to visit the site and determine a repair. This project continues to undergo 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

*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 Update

**The contractor is currently working on scheduling the remaining median barrier work between the NB off & on ramps at the SR 772 interchange.**

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

**Project Update** **No change. 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 continuing through the winter. The contractor anticipates starting their work in the spring of 2026.*

**Project Update** **Utilities continue to relocate their facilities. As soon as their work is complete the contractor will begin their work.**

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** *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 Update**

**Final line striping and raised pavement marker installation are the only items of work remaining to complete this project. Due to the extreme low temperatures these items of work had to push until more favorable temperatures are present. During the winter shutdown, additional delaminated areas of the bridge over Glennwood Drive surfaced and are being temporarily repaired. Permanent repairs will be made when suitable temperatures/conditions exist.**

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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

*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 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. Additionally, the project was contacted about a potential concern with the installation of the guiderail end treatment on the NW quadrant. The Department is currently investigating to determine if additional work is needed.**

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

**Project Update**

**The contractor has completed abutment 1 and is currently working on demolition of the pier.**

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

**Project Update** **A virtual final inspection was held on 2/9/26. This project is complete.**

<b>Project Description</b>	Weaverland Valley Road Resurface
<b>ECMS #</b>	112972
<b>SR-Section</b>	0896-033
<b>Contractor</b>	Allan Myers, LP
<b>Original Contract Value</b>	\$1,491,777.00
<b>NTP date</b>	12/8/2025
<b>Original Completion Date</b>	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** *A preconstruction meeting for this project was held on 12/2/2025. The contractor anticipates starting work the beginning of March.*

**Project Update** **The contractor has secured the field office for this project and anticipates starting the week of 3/16 with tree trimming, clearing, survey, etc.**

**END OF ITEM**



## March 2026 TTAC Update on Lancaster County Planning Department Work

### Local Technical Assistance Program (LTAP)

Currently in Lancaster County:

- Lancaster County municipalities and entities enrolling in 2026 as of March 10 include:
  - Akron Borough
  - Christiana Borough
  - East Cocalico Township
  - Ephrata Borough
  - Lancaster City
  - Lancaster Township
  - Manheim Township
  - Manor Township
  - Marietta Borough
  - Martic Township
  - Paradise Township
  - West Donegal Township
  - Lancaster County
- Other counties and entities represented include:
  - Adams
  - Berks
  - Chester
  - Cumberland
  - Dauphin
  - Franklin
  - Lebanon
  - Lehigh
  - Perry
  - Schuylkill
  - York
- We have held the following four classes so far in 2026 with a total of 104 registrants:
  - Curves on Local Roads, 1/8/2026 held at the Lancaster County Public Safety Training Center, with 22 registrants
  - Speed Limits & Speed Management, 2/4/2026 held at Lancaster County Public Safety Training Center, with 19 registrants
  - Pavement Markings, 2/12/2026 held at Paradise Township, with 31 registrants
  - Pipe-Culvert Installation and Replacement, 3/9/2026 held at Maple Grove Community Building (Lancaster Township), with 32 registrants

- The following LTAP classes are currently scheduled and open for registration in 2026:
  - Erosion & Sedimentation Control 3/12/2026
  - Municipal Stormwater Facilities Program 3/17/2026
  - STOP Signs & Intersection Traffic Control 3/19/2026
  - Trucks on Local Roads: Issues and Solutions, 3/25/2026
  - Drainage: The Key to Roads That Last 4/1/2026
  - Asphalt Road Maintenance 4/27/2026
- 2026 host facilities include Paradise Township, Lancaster Township, West Hempfield Township, and the Lancaster County Public Safety Training Center
- 12 municipalities have responded to a survey sent to all municipalities to gauge interest in courses for 2026
- 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, consultants HRG and Land Studies, 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 the DEP at the end of December 2025. The 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 available later this spring.

### **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.

## Lancaster MPO TTAC March 2026 Meeting

### PennDOT Central Office Update

#### Lancaster Train Station Pedestrian Bridge

##### Current Status as of March 2026

- **Property Fence:** Installation of the fence separating Amtrak and PennDOT property is now complete. This division will improve work efficiency and allow for extended work hours.
- **Mockups:** Mockup work has begun in the parking lot. This activity, along with finish approvals, is expected to be completed within the next quarter.
- **Stair and Elevator Tower, Bicycle Canopy:** Structural steel deliveries will begin on March 23, with installation starting immediately afterward.
- **Bridge:** Steel has been ordered, with delivery anticipated in May following fabrication.

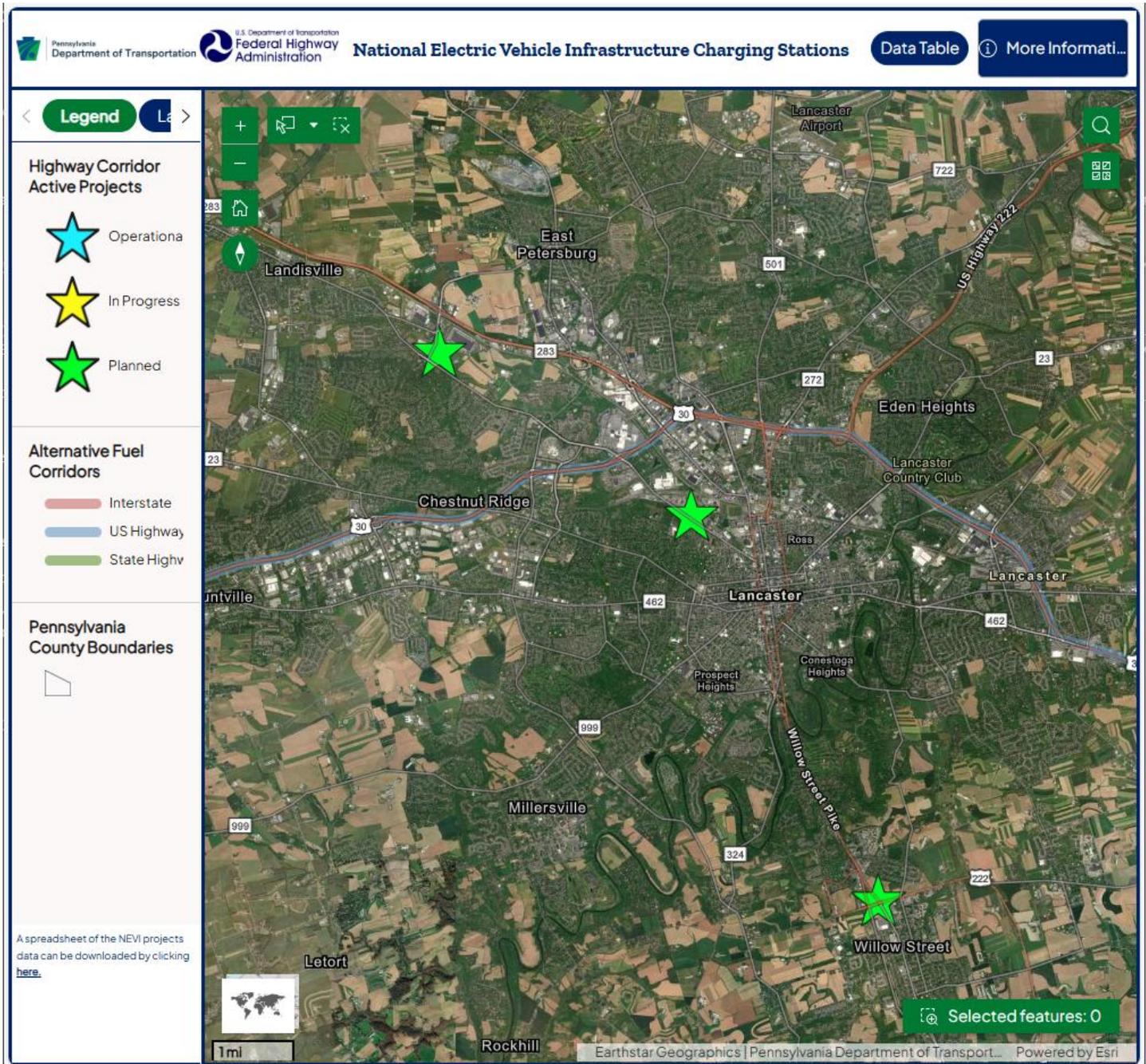


## **PennDOT NEVI Corridor Connections Awards Announced**

PennDOT has announced 12 NEVI project awards from the Corridor Connections Funding Opportunity totaling \$9 million in federal funding. These projects build on prior NEVI projects to enable EV travel on more long-distance roadways throughout Pennsylvania. Please see the [press release](#) for more details and see the NEVI Projects Map for all a visual display of all active PennDOT NEVI projects.

### **Below is the Lancaster County recipient(s) for the current round of awards:**

- \$779,558 to Sheetz in Landisville, Lancaster County, along Route 283 at Exit 26.
- \$623,630 to Sheetz in Willow Street, Lancaster County, along Route 222 near mile marker 24.
- \$789,028 to Wawa in Lancaster, Lancaster County, along Route 222 near mile marker 29.



Outreach Activities Report  
January 2026/February 2026  
Lancaster MPO 3-24-26

**Employer & Community Events/Meetings:**

PA CareerLink Lancaster Meeting	RRTA Meeting
Sodexo Lancaster	RRTA Coffee and Collab Event
Eurofins New Hire Orientation	Eurofins Drive Less PA Event
The Factory Ministries Meeting	Lancaster Chamber South & East Regional Meeting
College Peer Group Meeting attended by F&M College, Millersville University	

**Current promotions & marketing campaigns:**

Drive Less PA—February 2026

Earth-A-Palooza—April 2026

**TDM Initiatives:**

Carpool Club—outreach continuing in expanded areas to more businesses

Regional CMP—HUB Portal location and maintenance pending

Regional Bike Share

**February 2026 Commute PA Statistics:**

127 new members joined Commute PA  
137,537 miles removed by trackers

7268 trips tracked in February  
\$99,714 dollars saved by trackers

**END OF PACKET**