

Northern Tier Regional Planning and Development Commission



2025 – 2028 Transportation Improvement Program (TIP) DRAFT



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The Northern Tier RPO is supported by PennDOT District 3-0 (Montoursville), PennDOT District 4-0 (Dunmore), and PennDOT Central Office (Harrisburg). The Northern Tier RPO works in collaboration with these organizations to prepare the region's transportation plans and initiatives, provide technical support to the region's municipalities, and complete regional significant studies.

NTRPO STAFF AND CONTACT INFORMATION

Northern Tier Regional Planning and Development
Committee 312 Main St
Towanda, PA 18848
Telephone: 570-265-9103 or 888-868-8800
Fax: 570-265-7585
Email: info@northerntier.org
Website: <https://www.northerntier.org>

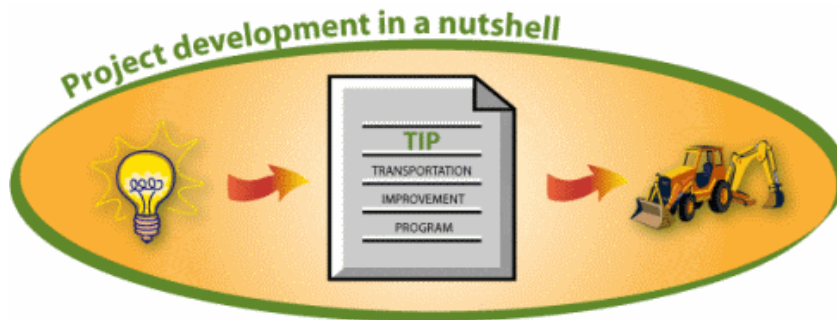
Frank Thompson, Executive Director
Amy Benjamin, Fiscal Manager
Brian Baker, Regional Planning Program Manager
Brett Voloshin, Regional Planning Assistant/GIS Coordinator

thompson@northerntier.org
benjamin@northerntier.org
baker@northerntier.org
voloshin@northerntier.org

**Northern Tier Rural Planning Organization
Transportation Improvement Program (TIP)/Twelve Year Plan (TYP)
2025 – 2028 Update
Document Summary**

The Northern Tier TIP is developed in an open and interactive manner. Public involvement is critical to any planning and programming process. Various stakeholders are surveyed and projects are received from a variety of outreach methods. During this update cycle the Long Range Transportation Plan has been recently updated and through this Land Use, Transportation and Economic Development integration process, numerous county meetings, project advisory committee meetings were held to collect data on projects. This data was then reviewed and shared with the PennDOT Districts for discussion and possible inclusion in the TIP/TYP. Projects were selected in cooperation with each PennDOT District. Statewide accepted financial guidance is used to obtain financial constraint that is mutually discussed, deliberated and ultimately reached. This is the limiting factor for project selection and inclusion. Project selection is ultimately based on the newly established project selection criteria from the most recent update of the Long Range Transportation Plan and in accordance with the current state and federal legislation.

At its most basic level, the project development process boils down to this and of course, it's not really that simple, and every project is unique. The development process varies according to mode, funding source, location, and myriad other variables. For a major federally-funded project, the typical development process looks more like this:



Project idea... included in TIP... project begins

TIP Data Links:

NTRPDC Website – www.northerntier.org

PA One Map Mapping Tool – www.gis.penndot.gov/onemap

State Transportation Commission – www.talkpatransportation.com

Frequently Used Acronyms

<u>Acronym</u>	<u>Definition</u>
AC	Advance Construction
Act 120	PA Act 120 of 1970
Act 44	PA Act 44 of 2007
Act 89	PA Act 89 of 2013
AUC	Accrued Unbilled Costs
BMS	Bridge Management System
BND	Potential Bond Funding
BOF	Bridge Off NHS
BON	Bridge On NHS
BRDG	Bridge
BRIP	Bridge Investment Program
CE	Categorical Exclusion
CFR	Code of Federal Regulation
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CON	Construction
DM1A	PennDOT Design Manual - Part 1A
ECMS	Engineering and Contract Management System
EJ	Environment Justice
FAST Act	Fixing America's Surface Transportation Act of 2015
FD	Final Design
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HCON	Highway Construction
HRST	Highway Restoration
HSIP	Highway Safety Improvement Program
HSTOD	Highway Safety and Traffic Operations Division Interagency
ICG	Consultation Group
IRST	Interstate Restoration
ITS	Intelligent Transportation Systems
K	Thousands of Dollars
LOC	Local Funding
LPN	Linking Planning and NEPA
L RTP	Long Range Transportation Plan
M	Millions of Dollars
MPMS	Multimodal Project Management System
MPMS IQ	Multimodal Project Management System - Interactive Query

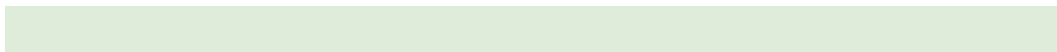
<u>Acronym</u>	Definition
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program
NHS	National Highway System
Pa Code	Pennsylvania Code
Pa CS	Pennsylvania Consolidated Services
PADEP	Pennsylvania Department of Environmental Protection
PE	Preliminary Engineering
PennDOT	Pennsylvania Department of Transportation
PTC	Pennsylvania Turnpike Commission
RBR	Retroactive Bridge Reimbursement
ROP	Regional Operations Plans
ROW	Right of Way
RPO	Rural Transportation Organization
SAMI	Safety and Mobility Initiative
SIP	State Implementation Plan
SPIKE	Secretaries Discretionary Funds
STC	Senate Transportation Commission
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STR	Surface Transportation Rural
TAP	Transportation Alternatives Program
TBD	To Be Determined
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TYP	Twelve Year Transportation Program
USC	United States Code
USDOT	US Department of Transportation
USEPA	US Environmental Protection Agency
UTL	Utility
YOE	Year of Expenditure
183	State Local Bridge Funds
185	State Bridge Funding
581	State Highway Funding

Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	SSE	Supportive Services Enterprise
ACT3	Act 3 Public Transportation Grant	STE	Surface Transportation Enhancement
ACT4A	Act 4A Supplemental Operating Grant	STN	STP - Nonurbanized
ACT83	Transit Bond	STP	Surface Transportation Prog-Flexible
ADMUO	Administration Use Only - Do Not Use	STR	Surface Transportation Rural
AIP	FAA Airport Improvement Program	STU	Surface Transportation Urban
APD	Appalachia Development	SXF	Special Federal Funds (Demo)
APL	Appalachia Local Access	TAP	Transportation Alternatives (TAP) Flexible
BDP	Bridge Discretionary Program	TAU	Tap > 200,000 Population
BGENT	FAA Block Grant Entitlement	TCS	Transpo & Community System Pres.
BND	Bridge Bonding	TIGER	Trans Investment Generating Economic Recovery
BOF	Bridge Off System	TIGGR	Transit Investment for Greenhouse Gas and Energy R
CAQ	Congestion Mitigation/Air Quality	TPK	Turnpike
CB	Capital Budget Nonhighway	TTE	Transit Transportation Enhancements
DAR	Defense Access Roads	073	Green Light-Go
DBE	Disadvantages Business Enterprise	137	Municipal Bridge Improvements and Bundling
D4R	Discretionary Interstate Maintenance	138	Rural Commercial Routes
EB	Equity Bonus	140	Intelligent Transportation System
ECONR	Economic Recovery	144	302-87-3 Transportation Assistance
FAABG	FAA Block Grant	160	Community Transport.-Equip Grant
FAAD	FAA Discretionary	163	Community Transport.- Equip Grant
FAI	Interstate Construction	164	PTAF
FB	Ferry Boat/Ferry Terminal Facilities	175	FTA- Capital Improvements
FFL	Federal Flood	179	Local Bridge Construction (Act 26 Counties)
FHA	Public Lands Highways	183	Local Bridge Construction
FLAP	Federal Lands Access Program	184	Restoration - Hwy Transfer
FLH	Forest Highways	185	State Bridge Construction
FRA	Federal Railroad Administration	208	FTA- Discretionary Capital
FRB	Ferry Boat	244	ARLE Projects
FTAD	FTA Discretionary Funds	278	Safety Admin
GEN	PA General Fund	338	PT - 1513 Mass Transit Operating
HCB	Historic Covered Bridge	339	PT - 1514 Asst Imprvmt / Capit Budg
HPR	Highway Planning/Research	340	PT - 1517 Capital Improvement
HRRR	High Risk Rural Roads	341	PT - 1516 Progrms of Statewide Signif
HSIP	Highway Safety Improvement Program	342	Transit Administration and Oversight
H4L	Highway for Life - 10% Limiting Amount	361	FTA- Capital Improvements
INFRA	INFRA Discretionary Award	383	DGS Delegated Facilities projects
ITS	Intelligent Transportation System	403	Act 89 - Aviation Grants
IVB	Innovative Bridge	404	Act 89 - Rail Freight Grants
LOC	Local Government Funds	405	Act 89 - Passenger Rail Grants
LRFA	Local Rail Freight Assistance	406	Act 89 - Port and Waterways Grants
MSFF	Marcellus Shale Fee Fund	407	Act 89 - Bicycle & Pedestrian Facilities Grants
NFP	National HWY Freight Program	408	Act 89 - Multimodal Admin and Oversight
NHPP	National Highway Performance Program	409	ACT 89 - Roadway Maintenance
OTH	Other Local Government Agencies	411	Act 89 - Statewide Program Grants - Non HWY
OTH-F	Other Federal Govt Agencies	5208	ITS
OTH-S	Other Pa State Government Agencies	5303	FTA Metropolitan Planning Program
PIB	State Infrastructure Bank - 100% state	5307	FTA Urban Area Formula Grants
PL	Planning	5308	FTA Clean Fuels Formula Grants
PRIV	Private Party	5309	FTA New Starts Capital Program
PTAF	Act 26 PA Transportation Assist Fund	5310	FTA Elderly & Handicapped Program
REC	Recreational Trails	5311	FTA Rural Area Formula Grants
RES	Funds Restoration	5312	FTA Low or No Emission Vehicle Deployment (LoNo)
RFAP	Rail Freight Assistance Program	5313	FTA State Planning and Research
RRX	Highway Safety	5316	Job Access & Reverse Commute
SBY	Scenic Byways	5317	New Freedom Program
SECT9	FTA Federal Formula - Section 9	5320	Alternative Transp. in Parks & P. Land
SIB	State Infrastructure Bank	5329	FTA State Safety Oversight Program
SPOPR	Supplemental Operating Assistance	5337	State of Good Repair Grant Program
SPR	State Planning/Research	5339	FTA Alternatives Analysis
SRTSF	Federal Safe Routes to Schools	5340	Growing States
SR2S	State Safe Route to School	571	Airport Development

TIP Development Timeline

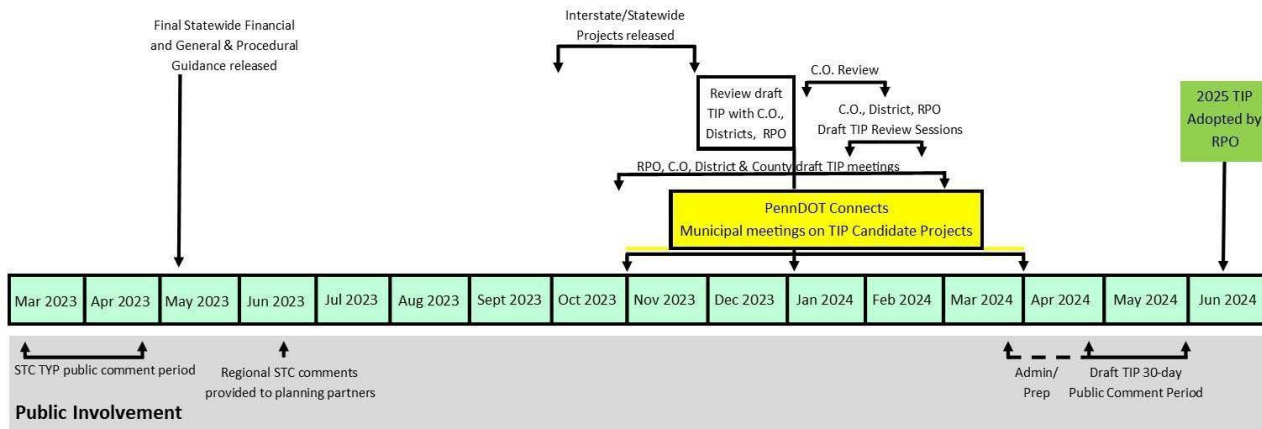
December 11, 2023	RTAC Meeting TIP Kickoff
December 11, 2023	RTAC Meeting Draft TIP Discussion
January 10, 2024	Draft TIP Meeting with Northern Tier RPO Staff and PennDOT District 4.0
January 17, 2024	Draft TIP Meeting with Northern Tier RPO Staff and PennDOT District 3.0
February 8, 2024	RTAC Draft TIP Review
March 6, 2024	Susquehanna County Draft TIP Meeting
March 12, 2024	Bradford County Draft TIP Meeting
March 13, 2024	Sullivan County Draft TIP Meeting
April 3, 2024	Tioga County Draft TIP Meeting
April 9, 2024	Wyoming County Draft TIP Meeting
April 2024	Advertisement for Public Comment Period
May 9-June 7, 2024	Public Comment Period
May 22, 2024	TIP Public Comment Meeting/Conference Call
June 10, 2024	RTAC Meeting Approve TIP for Executive Board Adoption
June 21, 2024	TIP Adoption by the Northern Tier Executive Board



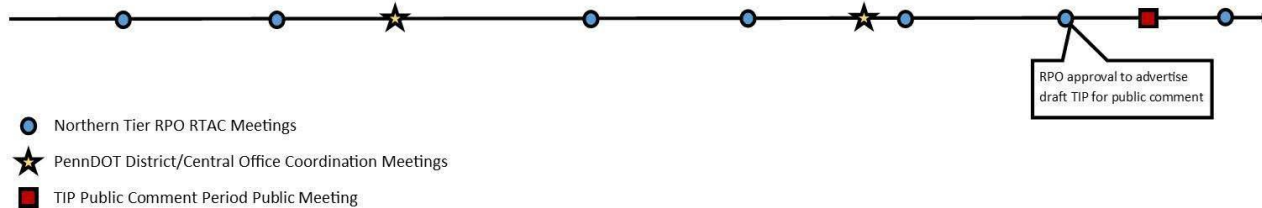
Northern Tier RPO 2025 TIP Update Timeline



TIP Development Milestones



Tip Meetings Schedule



2025-2028 Transportation Improvement Program (TIP) Project Selection Process

Northern Tier Regional Planning and Development Commission (NTRPDC)

The federal Fixing America's Surface Transportation (FAST) Act legislation and the federal *Statewide and Metropolitan Transportation Planning Final Rule* (Title 23 U.S.C. Section 34 and Title 49 U.S.C. Section 1607) require that local and state officials work cooperatively to maintain a continuous and comprehensive long-range transportation planning program in all urbanized areas with a population of over 50,000 persons in the United States. This Federal mandate is carried out by a formal group called a "Metropolitan Planning Organization (MPO)." The FAST Act also recognizes the designation of Regional Transportation Planning Organizations (RTPOs) to carry out these processes outside of urbanized areas. The FAST Act and the federal rule specify the primary roles and responsibilities of MPOs and RTPOs. The NTRPDC is responsible for fulfilling these federal requirements in the established RTPO area.

Every two years, Pennsylvania's MPO and RTPO Planning Partners, including the NTRPDC, work in partnership with PennDOT, local transit providers and area local officials to identify priority transportation needs and develop a new Transportation Improvement Program (TIP) to address these needs over the next four year period.

The TIP details the planned expenditure of federal funds and state capital funds for specific programs and projects, within specified limits of fiscal constraint. In order to be included on the TIP, programs and projects must be included on the Planning Partner's adopted Long Range Transportation Plan (LRTP) or addressed through reserve line items included on the LRTP. The TIP years are based on the federal fiscal year, which extends from October 1 to September 30.

The list of projects on the TIP coincides with the First Four Year segment of the Commonwealth of Pennsylvania's Twelve Year Program (TYP), which is developed by PennDOT and adopted by the State Transportation Commission (STC) every two years, at the same time as the TIP.

In addition to the FAST Act, the Clean Air Act Amendments (CAAA) of 1990 specifies planning activities for areas exhibiting air quality that is not in attainment with acceptable standards. Prior to 2004, air quality in all counties within the NTRPDC area were in attainment with the standards in the CAAA, and there were no special planning activities or processes required of the partner. Air quality standards that became effective in June 2004 designated Tioga and Wyoming Counties as non-attainment areas for ozone. However, subsequent air quality measurements enabled both counties to be redesignated as attainment "maintenance" areas.

In 2013, legal proceedings at the federal level resulted in a change of standards, and both Tioga and Wyoming Counties were determined to be "attainment" areas. Thus, special planning activities and air quality conformity analysis are no longer required as part of preparation of the LRTP and TIP. The last air quality conformity analysis was completed in 2024 for the 2025-2028 TIP.

The NTRPDC works to educate the general public on transportation programs and encourages interested citizens to participate in the STC public involvement process. The public is notified of the opportunity to provide input via the STC Twelve Year Program update outreach processes, and the Planning Partners review public feedback compiled by the STC. Partners also regularly solicit public input on transportation priorities through public meetings, press releases, surveys, etc. Additionally, NTRPDC also coordinates the Regional Transportation Advisory Committee (RTAC), which is made up of members appointed by its partner counties.

The RTAC is a vital tool for gathering input from local stakeholders to help establish regional goals and priorities throughout the planning process.

During the update cycle meetings are held with PennDOT staff to review candidate lists of projects for possible inclusion in the TIP, considering previous public involvement and undertaking a consistency check with LRTPs and with local/county priorities. The project priorities and essential project information are compiled in the Draft TIP documentation made available to the public as part of a 30-day public comment period before adoption by the NTRPDC – RTAC and Executive Committees.

Projects in the TIP address a variety of transportation modes, including improvements to roadways, bridges, transit, bicycle and pedestrian facilities, rail freight facilities and airports. In recent years, system maintenance has required a growing share of the Commonwealth of Pennsylvania's limited resources. Consequently, the TIP places high priority on projects that rehabilitate, reconstruct, and renew the existing and aging transportation infrastructure. Fiscal constraints also mean that very few new projects are typically added to the TIP during each update.

The projects selected for inclusion on the 2025-2028 TIP, which were not carryovers from the previous TIP, are consistent with PennDOT's new "Transportation Investment Plan." The purpose of the Transportation Investment Plan is to make ongoing assessments and to reevaluate the data associated with the transportation decision-making process by ensuring that each dollar invested is being directed in a fashion that meets a "strategic direction" and that enhances the overall "performance" of the Commonwealth's transportation system. The Investment Plan focuses on the following four priority areas:

- Bridges on the National Highway System (NHS)
- Roadway conditions on the NHS
- Bridges on the remainder of the roadway system
- Roadway conditions on the remainder of the system

In addition, projects are also programmed from the following sources:

- Project priorities and line items specified in the most recent update of the NTRPDC LRTP (2020) which focuses on Transportation Infrastructure Improvements as well as projects that support Community and Economic Development.
- Recommendations from the region's adopted Coordinated Public Transit – Human Services Transportation Plans
- Recommendations from the region's Bike and Pedestrian Plan
- Priorities of key project sponsors such as PennDOT Engineering District staff, local fixed route and shared ride transit providers
- Safety needs identified through statewide Intersection Safety Implementation and Roadway Departure Implementation Plans as well as the NTRPDC Safety Corridor Analysis (2012)
- Local Bridge Projects prioritized by the process set forward in the most recent LRTP update

NTRPDC makes a concerted effort to select the suite of projects that would provide the greatest possible improvement in asset conditions and improve the overall "performance" of the system.

NTRPDC's TIP may include funds for several projects that received funding from programs allocated on a statewide basis, including the following:

- Transportation Alternatives Program
- Appalachian Regional Commission Local Access Road Program
- Automated Red Light Enforcement and Green Light–Go Programs
- Multimodal Transportation Fund
- Congested Corridor Improvement Program
- Rapid Bridge Replacement Program (P3)
- Highway-Rail Grade Crossing Safety Program (RRX)
- Highway Safety Improvement Program (HSIP) Statewide Set-aside

As new projects are successful in obtaining funding through these programs, NTRPDC will consider adding the projects to the approved TIP.

Public Transportation Projects

The TIP includes public transportation projects and line items being carried forward from the previous 2023-2026 TIP. The transit projects reflect the priorities established by:

1. The project prioritization process for the LRTP
2. The recommendations in each Planning Partner's adopted Coordinated Public Transit – Human Services Transportation Plan
3. The priorities expressed by fixed route and shared ride transit providers

Transportation Performance Management

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

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

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

Performance Based Planning and Programming

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

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

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

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



PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in **Appendix A**. In addition, PennDOT has updated their Financial Guidance to be consistent with the PBPP provisions. The Financial Guidance provides the near term revenues that support the STIP and is provided in **Appendix A**.

Evaluating 2025-2028 STIP Performance

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



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

to meet PennDOT and MPO/RPO needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

Safety Performance Measures (PM1)

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

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

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

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

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

Evaluation of STIP for Target Achievement:

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2025-2028 STIP includes \$534 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives. A complete listing of the HSIP projects is included in **Appendix A (Page 249)**.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis is generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the STIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap to ease use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern.
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.¹
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many restoration or reconstruction projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

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

Pavement/Bridge Performance Measures (PM2)

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

Progress Towards Target Achievement and Reporting:

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

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

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.

Evaluation of STIP for Target Achievement:

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

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2025 Twelve Year Program (TYP) and 2025-2028 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.³ The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2025 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

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

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 23 CFR 490 Subparts E, F, G & H. Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.</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 Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Interstate Reliability	Statewide	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia	15.2	15.1
	Pittsburgh	10.5	10.5
	Reading	6.5	6.5
	Allentown	8.4	8.4
	Harrisburg	9.1	9.1
	York	6.4	6.4
	Lancaster	3.7	3.7
Non-SOV Travel Measure Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia	30.0%	30.0%
	Pittsburgh	27.0%	27.0%
	Reading	20.2%	20.2%
	Allentown	18.6%	18.6%
	Harrisburg	20.2%	20.2%
	York	15.8%	15.8%
	Lancaster	21.9%	21.9%
CMAQ Emission Targets			
Measure	Area	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	Statewide	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000
CO and PM10 Emissions (kg/day)		0.000	0.000
Methods for Developing Targets			
<p>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.</p>			

Progress Towards Target Achievement and Reporting:

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

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

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

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

PennDOT LRTP Mobility Goal and Objectives

MOBILITY

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

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

Evaluation of STIP for Target Achievement:

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

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to

identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2025-2028 STIP includes over \$289 million of funding dedicated to congestion relief projects.

- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over \$700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over \$210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

Transit Asset Management Performance Measures

Background				
<p>In July 2016, FTA issued a final rule (TAM Rule) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: Transit Asset Management FTA (dot.gov)</p>				
Data Source				
<p>The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at PennDOT Group Plan. The group plan is updated annually with new targets as well as the current performance of the group.</p>				
Transit Asset Management Targets (for all agencies in PennDOT Group Plan)				
Performance Measure	Asset Class	FY2021-22 Target	Current Performance	FY 2022-23 Target
Rolling Stock (Revenue Vehicles)				
Age % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	18%	29%	29%
	BR-Over-the-road Bus	18%	20%	20%
	BU – Bus	28%	31%	31%
	CU-Cutaway	52%	53%	53%
	VN-Van	63%	62%	62%
	SV-Sports Utility Vehicle	33%	36%	36%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	57%	45%	45%
	Trucks / Rubber Tire Vehicles	27%	21%	21%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	14%	14%
	Passenger / Parking Facilities	84%	66%	66%
Methods for Developing Targets				
<p>PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.</p>				

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

Evaluation of STIP for Target Achievement:

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

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
 - Vehicles that surpass age and mileage ESL
 - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard
 - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources

- Develop projects within the CPT Planner based upon funds availability
 - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects
 - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- Import CPT Planner into DotGrants for the execution of capital grants

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

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.

Northern Tier Performance Management

Performance based planning is centered on target setting to meet transportation needs and goals. Multiple performance measures are established at the statewide and planning partner level. If the performance measures are better than the baseline numbers, it is determined that significant progress has been made towards meeting the established targets.

A state is determined to have met or made significant progress toward meeting established targets if the outcome in 4 of 5 performance measures is better than the baseline number. Pennsylvania did not meet the 2020 targets and will be subject to the provisions of the federal rulemaking. This will require PennDOT to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all federally funded safety projects.

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.

The Northern Tier RPO was given the option to support the statewide performance targets or establish our own. The Northern Tier RPO will opt to accept and support the statewide performance targets developed by PennDOT.

PennDOT, in cooperation with MPOs/RPOs, established three series of performance measures per 23 CFR 450.314(h). The performance measures are broken down into three categories (PM1, PM2, & PM3):

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the National Highway System
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Program

PM1 - Safety Performance

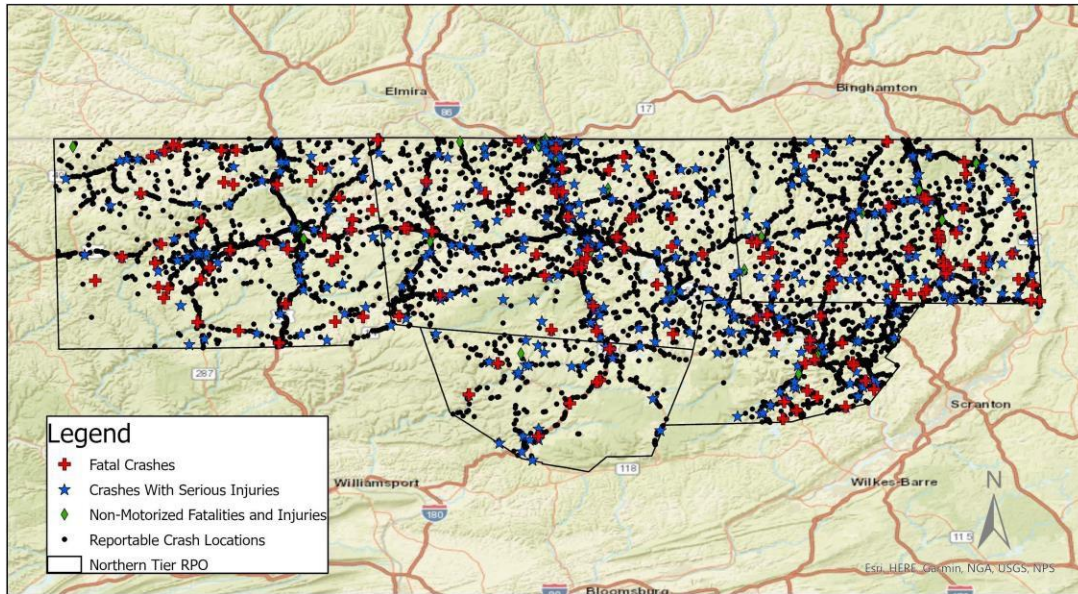
There are five PM1 performance measures:

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

Baselines and Targets:

Performance Measure	Statewide Target, 2020-2024	Northern Tier RPO Target, 2020-2024	Statewide Baseline, 2018-22	Northern Tier RPO Baseline, 2018-2022
Number of Fatalities	1,165.1	23.0	1157.4	28.0
Fatality Rate (per 100 Million Miles Traveled)	1.219	1.215	1.182	1.452
Number of Serious Injuries	4,721.0	69.4	4,682.4	78.0
Serious Injury Rate (per 100 Million Miles Traveled)	4.939	3.666	4.783	4.044
Number of Non-motorized Fatalities and Serious Injuries	817.6	5.1	804.6	5.8

Reportable Crash Locations, 2018-2022



PM1 was adopted by Northern Tier RPO on December 11, 2023.

A main component of effective performance-based planning is using available data to identify patterns or trends over time. This tells us how the decisions we make are impacting the transportation system in the Northern Tier region and provides a more informed approach when making decisions and prioritizing projects.

Northern Tier RPO in conjunction with PennDOT District 3-0 and District 4-0, and PennDOT Central Office conduct safety audits every two years. The chosen locations were originally identified as high priority on the Network Screening lists that were provided to PennDOT Districts 3-0 and 4-0 by the Highway Safety Traffic and Operations Division (HSTOD). The identified locations would be eligible for Highway Safety Improvement Program (HSIP) funding.

PM2 - NHS pavements, bridges carrying the NHS, and Interstate pavements

There are six PM2 performance measures:

1. Percentage of pavements on the Interstate System in Good condition
2. Percentage of pavements on the Interstate System in Poor condition
3. Percentage of pavements on the National Highway System (excluding Interstate) in Good condition
4. Percentage of pavements on the National Highway System (excluding Interstate) in Poor condition
5. Percentage of National Highway System bridge deck area classified as in Good condition
6. Percentage of National Highway System bridge deck area classified as in Poor condition

Definitions:

Four distress components are included in pavement performance measures:

1. International Roughness index (IRI) – measures how rough the pavement is in values of inches of rough pavement per mile. Pavement condition metrics for IRI (inches/mile):
 - Good - <95
 - Fair – 95-179
 - Poor - >170
2. Cracking – measures the percentage of pavement surface that is cracked. Pavement condition metrics for cracking percentage (%):
 - Good - <5
 - Fair – CRCP 5-10, Jointed 5-15, Asphalt 5-20
 - Poor - CRCP >10, Jointed >15, Asphalt >20
3. Rutting – measures depth of ruts in bituminous pavements in inches. Pavement condition metrics for rutting (inches):
 - Good - <0.20
 - Fair – 0.20-0.40
 - Poor - >0.40
4. Faulting – measures the difference in elevation between concrete pavement joints in inches. Pavement condition metrics for faulting (inches):
 - Good - <0.10
 - Fair - 0.10-0.15
 - Poor - >0.15

If all distress components are rated good, the pavement is considered in good condition. If two or more distress components are rated poor, the pavement is considered in poor condition.

Bridge conditions for deck, superstructure, and substructure are determined using the National Bridge Inventory Standards. For all components, besides culvert structures, a rating of 9 to 0 is assigned. Culverts only have one condition rating collected (culvert rating). These numerical ratings determine the good, fair, and poor ratings. The following is the bridge condition metric scoring system:

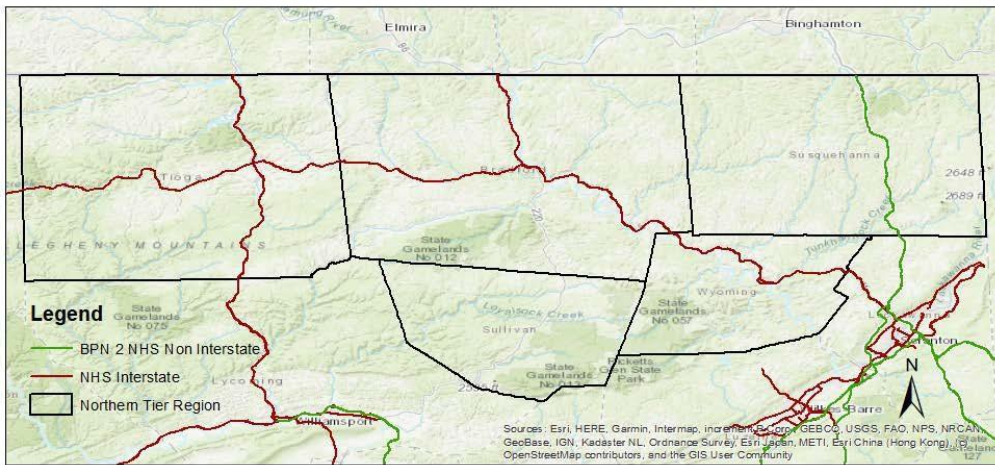
- Good - ≥ 7
- Fair – 5 or 6
- Poor - ≤ 4

To be considered in good condition for a bridge or culvert, all component scores must be at least 7. If any component scores lower than 4, the bridge or culvert is considered poor.

Baselines and Targets:

Performance Measure	2022 Statewide Baseline	20242-Year Target	20264-Year Target
Percentage Interstate Pavement in Good condition	66.5%	58%	54%
Percentage Interstate Pavement in Poor condition	0.20%	2%	2%
Percentage NHS Non-Interstate Pavement in Good Condition	34.9%	40%	46%
Percentage NHS Non-Interstate Pavement in Poor Condition	3.15%	4%	4%
Percentage NHS Bridge Deck Area in Good Condition	72.96%	TBD	TBD
Percentage NHS Bridge Deck Area in Poor Condition	0.54%	4%	4%

Interstates and National Highway System



Northern Tier RPO Asset Conditions:

Performance Measure	2020	2022
Percentage Interstate Pavement Good Condition IRI	16.69%	40.64%
Percentage Interstate Pavement Good Condition OPI	49.34%	87.64%
Percentage Interstate Pavement Poor Condition IRI	17.42%	0.00%
Percentage Interstate Pavement Poor Condition OPI	24.51%	0.00%
Percentage NHS Non-Interstate Pavement Good Condition IRI	33.67%	36.64%
Percentage NHS Non-Interstate Pavement Good Condition OPI	69.93%	75.28%
Percentage NHS Non-Interstate Pavement Poor Condition IRI	2.74%	3.65%
Percentage NHS Non-Interstate Pavement Poor Condition OPI	8.49%	7.20%
Percentage Interstate Bridge Deck Area in Good Condition	0.00%	0.00%
Percentage Interstate Bridge Deck Area in Poor Condition	2.95%	3.55%
Percentage NHS Non-Interstate Bridge Deck Area in Good Condition	72.67%	72.96%
Percentage NHS non-Interstate Bridge Deck Area in Poor Condition	0.00%	0.00%

Overall Pavement Index (OPI) – measurement of the overall pavement condition. The OPI is a 0- to 100-point rating scale, with 100 being undamaged and 0 being complete failure.

Northern Tier RPO is committed to monitoring trends in support of the statewide targets. In addition, the RPO has made changes to include PennDOT’s analyses of projects based on the criteria defined in Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) included in the Transportation Asset Management Plan (TAMP).

Northern Tier RPO works in conjunction with PennDOT's District 3.0 and 4.0 to evaluate projects based on BAMS and PAMS criteria. BAMS is used to review bridge work priorities for the TYP update. Bridge priorities from BAMS are then further evaluated based on the types of funding available. Bridges are then programmed based on priority and in coordination with highway projects to optimize efficiency and cost effectiveness for traffic control operations.

PAMS is used by PennDOT to verify the districts pavement strategies used to develop projects for our 6 year plan and TYP development are accurate and cost effective. The pavement strategies used in District 3.0 reflect the pavement preservation guidance outlined in publication 242, pavement policy manual and PAMS.

The criteria for project selection pertains to the life cycle management, risk management, financial planning, and any performance gaps culminate in an investment strategy to support the objectives and targets established in the TAMP.

Miles of Pavement and Bridge Deck Area preserved or improved

	Bridge Replacement	Bridge Restoration	Highway Restoration	Total
Miles improved	6.49	5.52	138.93	150.94

PM2 was adopted by Northern Tier RPO on April 6, 2023.

PM3 - Reliability performance of the NHS, freight movement on Interstates, and Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Out of the six defined PM3 performance measures, only three apply to Northern Tier RPO.

1. Percent of Person-miles Traveled on the Interstate System that are Reliable
2. Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
3. Interstate System Truck Travel Time Reliability Index

Performance Measure	2021 Statewide	2023 2-Year Target	2025 4-Year Target	2021 Northern Tier RPO Baseline
Interstate reliability	92.8%	89.5%	89.5%	100%
NHS Reliability	92.6%	88%	88%	95.2%
Truck reliability index	1.30	1.40	1.40	1.16

PM3 was adopted by Northern Tier RPO on April 6, 2023.

Transit

Below are the performance measures and targets for Endless Mountain Transportation Authority:

1. Revenue Vehicles - Percent of revenue vehicles that have met or exceeded their useful life benchmark				
Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)
BU - Bus	0	0	0	0
CU - Cutaway	53	50	-3	59
MB - Minibus	0	0	0	0
MV - Minivan	53	93.8	40.8	78
VN - Van	62	0	-62	62
2. Service Vehicles - Percent of service vehicles that have met or exceeded their useful life benchmark				
Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)
Automobiles	45	66.7	22.7	46
Trucker	21	0	-21	24
3. Facility - Percent of facilities rated 3 or below on the condition scale				
Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)
Administration	14	100	86	11

Compliance with transit asset management performance based planning requirements began on October 1, 2018. To comply with the transit asset management performance measures MPOs can choose to support the targets set by their local large urban transit provider(s) or set their own unique targets. Demonstrating in the TIP that investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets is important.

TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established”

Vehicle Replacements- Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Facility upgrades etc.- Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Safety plan requirements go into effect July 20, 2020. If a project may be used as mitigation for safety hazards, it may be helpful to indicate that in the project description/ TIP narrative.

**2025 - 2028 Transportation
Improvement Program Public
Narratives**

2025 - 2028 Transportation Improvement Program

Bradford

PennDOT Project Id: 5112

Project Administrator: PENNDOT

Title: Redington Ave ov W Branch of Sugar Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Troy (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/25/2025

Location: Redington Street over West Branch of Sugar Creek
Troy Borough

Project Description: Bridge replacement on Redington Street over West Branch of Sugar Creek in Troy Borough, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1250	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,250	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,250					

PennDOT Project Id: 5129

Project Administrator: PENNDOT

Title: S Railroad Street Bridge

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Troy (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/25/2025

Location: South Railroad Street over Fork of Sugar Creek
Troy Borough

Project Description: Bridge replacement on South Railroad Street over Fork of Sugar Creek in Troy Borough, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$412	\$863	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$412	\$863	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,275					

PennDOT Project Id: 5166

Project Administrator: PENNDOT

Title: T-821 over Beckwith Creek

Improvement Type: Bridge Removal

State Route: 0

Municipality: Wells (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2026

Location: T-821 (School Street) over Beckwith Creek
Wells Township

Project Description: Bridge removal on School St (T-821) over Beckwith Creek in Wells Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$72	\$636	\$560	\$0	\$0
State:	\$0	\$13	\$119	\$105	\$0	\$0
Local/Other:	\$0	\$5	\$40	\$35	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$90	\$795	\$700	\$0	\$0
Total FFY 2025-2036 Cost	\$1,585					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 5223

Project Administrator: PENNDOT

Title: Prospect Street over Fall Brook

Improvement Type: Bridge Rehabilitation

State Route: 0

Municipality: Troy (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Prospect Street over Fallbrook Creek in Troy Borough

Project Description: Bridge improvement on Prospect Street over Fallbrook Creek in Troy Borough, Bradford County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$90	\$280	\$300	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$90	\$280	\$300	\$0	\$0	
Total FFY 2025-2036 Cost	\$670						

PennDOT Project Id: 68018

Project Administrator: PennDOT

Title: NTIER TIP reserve D3

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: 2011-2014 NTIER TIP reserve line item

Project Description: (Bradford, Sullivan and Tioga Counties) Reserve Line Item.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$1242	\$428	\$7449	\$9722	\$39087	\$38890	
State:	\$0	\$0	\$209	\$0	\$48	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$1,242	\$428	\$7,658	\$9,722	\$39,135	\$38,890	
Total FFY 2025-2036 Cost	\$97,075						

PennDOT Project Id: 99158

Project Administrator: PennDOT

Title: SR220 Major Guide Signs

Improvement Type: Signing

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: major guide signs on US 220 in Bradford County

Project Description: Replace major guide signs on US 220 in Bradford County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$100	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$100	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$100						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 102862

Project Administrator: PennDOT

Title: T-762 ov Seeley Creek #38

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Wells (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2024

Location: T-762 (Farm View Road) over Seeley Creek
Wells Township

Project Description: Bridge Replacement on T-762 (Farm View Road) over Seeley Creek in Wells Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$200	\$0	\$0	\$0	\$0	\$0
State:	\$38	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$13	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$251	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$251					

PennDOT Project Id: 113489

Project Administrator: PennDOT

Title: SCM Monitoring NTIER

Improvement Type: Environmental Mitigation

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Bradford, Sullivan, and Tioga Counties

Project Description: Stormwater Control Measures monitoring for Bradford, Sullivan, and Tioga Counties

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$75	\$75	\$75	\$75	\$300	\$300
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$75	\$75	\$75	\$75	\$300	\$300
Total FFY 2025-2036 Cost	\$900					

PennDOT Project Id: 114098

Project Administrator: PennDOT

Title: T-377 over Sugar Run

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Terry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2026

Location: South Road (T-377) over Sugar Run
Terry Township

Project Description: Bridge replacement on South Road (T-377) over Sugar Run in Terry Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$160	\$80	\$320	\$320	\$0	\$0
State:	\$30	\$15	\$60	\$60	\$0	\$0
Local/Other:	\$10	\$5	\$20	\$20	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$200	\$100	\$400	\$400	\$0	\$0
Total FFY 2025-2036 Cost	\$1,100					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 115637

Project Administrator: PennDOT

Title: Cty #13 Cons Road (T-348) over Towanda Creek

Improvement Type: Bridge Rehabilitation

State Route: 0

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2025

Location: Cons Road (T-348) over Towanda Creek
Franklin Township

Project Description: Bridge rehabilitation on Cons Road (T-348) over Towanda Creek in Franklin Township, Bradford County

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

PennDOT Project Id: 116504

Project Administrator: PennDOT

Title: Mill Street over Sugar Creek

Improvement Type: Bridge Removal

State Route: 0

Municipality: Sylvania (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Mill Street over Sugar Creek
Sylvania Borough

Project Description: Bridge improvement on Mill Street over Sugar Creek in Sylvania Borough, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$255	\$210	\$210	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$255	\$210	\$210	\$0	\$0
Total FFY 2025-2036 Cost	\$675					

PennDOT Project Id: 116524

Project Administrator: PennDOT

Title: T-799 over Gaylord Creek

Improvement Type: Bridge Rehabilitation

State Route: 0

Municipality: Pike (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: T-799 over Gaylord Creek
Pike Township, Bradford County

Project Description: Bridge improvement on T-799 over Gaylord Creek in Pike Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$85	\$130	\$216	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$85	\$130	\$216	\$0	\$0
Total FFY 2025-2036 Cost	\$431					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 116533

Project Administrator: PennDOT

Title: T-321 over Murray Creek Road

Improvement Type: Bridge Rehabilitation

State Route: 0

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/2024

Location: T-321 (Murray Creek Road) over Murray Creek
Athens Township

Project Description: Bridge rehabilitation on T-321 (Murray Creek Road) over Murray Creek in Athens Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$320	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$320	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$320					

PennDOT Project Id: 116535

Project Administrator: PennDOT

Title: T-348 over Millstone Creek

Improvement Type: Bridge Rehabilitation

State Route: 0

Municipality: Overton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/2024

Location: T-348 (Millstone Road) over Millstone Creek
Overton Township, Bradford County

Project Description: Bridge improvement on T-348 (Millstone Road) over Millstone Creek in Overton Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$500	\$94	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$500	\$94	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$594					

PennDOT Project Id: 116556

Project Administrator: PennDOT

Title: T-372 over South Branch Millstone Creek

Improvement Type: Bridge Rehabilitation

State Route: 0

Municipality: Overton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/2024

Location: T-372 (Deep Hollow Road) over South Branch Millstone Creek
Overton Township, Bradford County

Project Description: Bridge rehabilitation on T-372 (Deep Hollow Road) over South Branch Millstone Creek in Overton Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$230	\$13	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$230	\$13	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$243					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 117806

Project Administrator: PennDOT

Title: NTIER Consultant Reserve 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: Bradford, Sullivan, Tioga County

Project Description: Bradford, Sullivan, Tioga County
Consultant reserve line item

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$50	\$0	\$100	\$100	\$400	\$0
State:	\$30	\$54	\$100	\$100	\$700	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$80	\$54	\$200	\$200	\$1,100	\$0
Total FFY 2025-2036 Cost	\$1,634					

PennDOT Project Id: 120352

Project Administrator: PennDOT

Title: NTIER Permit Mitigation

Improvement Type: Environmental Mitigation

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Bradford, Sullivan, and Tioga County

Project Description: Line item for Permit mitigation in Bradford, Sullivan, and Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$200	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$200	\$200	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$400					

PennDOT Project Id: 121034

Project Administrator: PennDOT

Title: Athens Township Bridge

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: Athens Township, Bradford County

Project Description: Athens Township, Bradford County
Bridge replacement

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$200	\$0	\$0	\$136	\$660	\$0
State:	\$38	\$0	\$0	\$26	\$124	\$0
Local/Other:	\$13	\$0	\$0	\$9	\$41	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$251	\$0	\$0	\$171	\$825	\$0
Total FFY 2025-2036 Cost	\$1,247					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 101100

Project Administrator: PennDOT

Title: SR6 & SR 187 Intersection

Improvement Type: Intersection Improvement

State Route: 6

Municipality: Wysox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/12/2026

Location: SR 6 and SR 187 Intersection
Wysox Township

Project Description: Intersection Improvement at US Route 6 and SR 187 in Wysox Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1470	\$2030	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,470	\$2,030	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,500					

PennDOT Project Id: 110406

Project Administrator: PennDOT

Title: SR6 from Tracey Rd to Rummerfield Rd

Improvement Type: Surface Treatment Micro-surfacing

State Route: 6

Municipality: Standing Stone (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: SR6 from Tracey Road to Rummerfield Road
Standing Stone Township, Bradford County

Project Description: Micro-surfacing on SR6 from Tracey Road to Rummerfield Road in Standing Stone Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$400	\$100	\$0	\$0	\$0
State:	\$10	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$10	\$400	\$100	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$510					

PennDOT Project Id: 114016

Project Administrator: PennDOT

Title: West of SR 3011 to Wonder View Lane

Improvement Type: Resurface

State Route: 6

Municipality: Burlington (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: SR 6 W of SR 3011 to Wonder View Lane
Burlington and North Towanda Township

Project Description: Roadway mill and resurfacing on SR 6 W of SR 3011 to Wonder View Lane in Burlington and North Towanda Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$2800	\$250	\$0	\$0
State:	\$0	\$25	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$25	\$2,800	\$250	\$0	\$0
Total FFY 2025-2036 Cost	\$3,075					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114017

Project Administrator: PennDOT

Title: Burlington to East of SR 3011

Improvement Type: Resurface

State Route: 6

Municipality: Burlington (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: SR6 Burlington to East of SR 3011 (Madigan Road)
Burlington Borough and Township

Project Description: Roadway Resurfacing on SR6 Burlington to East of SR 3011 (Madigan Road) in Burlington Borough and Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$900	\$0	\$0	\$0
State:	\$0	\$25	\$1079	\$1160	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$25	\$1,979	\$1,160	\$0	\$0
Total FFY 2025-2036 Cost	\$3,164					

PennDOT Project Id: 114018

Project Administrator: PennDOT

Title: Wyalusing to Lattimore Road

Improvement Type: Resurface

State Route: 6

Municipality: Wyalusing (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR6 from Wyalusing Borough to Lattimore Road
Wyalusing Borough, Wyalusing Township, Tuscarora Township

Project Description: Mill and Resurfacing on SR6 from Wyalusing Borough to Lattimore Road in Wyalusing Borough, Wyalusing Township, and Tuscarora Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$1947	\$664	\$0
State:	\$0	\$0	\$775	\$695	\$1550	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$775	\$2,642	\$2,214	\$0
Total FFY 2025-2036 Cost	\$5,631					

PennDOT Project Id: 114019

Project Administrator: PennDOT

Title: SR 4019 to SR 3033

Improvement Type: Resurface

State Route: 6

Municipality: Sylvania (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: SR 6 from SR 4019 (Iron Mine Rd) to SR 3033 (Farmers Valley Rd), Sylvania Borough and Columbia Township

Project Description: Resurfacing on SR 6 from SR 4019 (Iron Mine Rd) to SR 3033 (Farmers Valley Rd) in Sylvania Borough and Columbia Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$800	\$0	\$0
State:	\$0	\$0	\$325	\$600	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$325	\$1,400	\$0	\$0
Total FFY 2025-2036 Cost	\$1,725					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114021

Project Administrator: PennDOT

Title: Susquehanna River to Laning Creek

Improvement Type: Resurface

State Route: 6

Municipality: Wysox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2028

Location: SR 6 from the Susquehanna River to Laning Creek, Wysox Township

Project Description: Resurfacing on SR 6 from the Susquehanna River to Laning Creek in Wysox Township, Bradford County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$25	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$25	\$0	\$0	
Total FFY 2025-2036 Cost	\$25						

PennDOT Project Id: 117194

Project Administrator: PennDOT

Title: Little Wysox Cr to SR 187

Improvement Type: Surface Treatment Micro-surfacing

State Route: 6

Municipality: Wysox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Little Wysox Cr to SR 187
Wysox Twp

Project Description: Microsurface on SR 6 from Little Wysox Cr to SR 187 in Wysox Twp, Bradford Co

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

PennDOT Project Id: 117198

Project Administrator: PennDOT

Title: Bowling Alley Rd to Sterling Hill Rd

Improvement Type: Resurface

State Route: 6

Municipality: Wyalusing (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Bowling Alley Rd to Sterling Hill Rd
Wyalusing Twp

Project Description: Mill and resurface on SR 6 from Bowling Alley Rd to Sterling Hill Rd in Wyalusing Twp, Bradford Co

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$1200	\$300	\$0	\$0
State:	\$0	\$0	\$25	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$25	\$1,200	\$300	\$0	
Total FFY 2025-2036 Cost	\$1,525						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 118371

Project Administrator: PennDOT

Title: SR6 East of Wyalusing

Improvement Type: Slides Correction

State Route: 6

Municipality: Wyalusing (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: SR6 East of Wyalusing
Wyalusing Township

Project Description: Soil slide correction on SR6 East of Wyalusing in Wyalusing Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$150	\$100	\$1300	\$500	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$100	\$1,300	\$500	\$0	\$0
Total FFY 2025-2036 Cost	\$2,050					

PennDOT Project Id: 120683

Project Administrator: PennDOT

Title: SR 1039 to Means St

Improvement Type: Resurface

State Route: 6

Municipality: Towanda (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/12/2026

Location: SR 1039 to Means St
Towanda Borough

Project Description: Mill and resurface on SR 6 from SR 1039 to Means St in Towanda Borough, Bradford Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$30	\$800	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$30	\$800	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$830					

PennDOT Project Id: 120896

Project Administrator: PennDOT

Title: Old Mills Rd to State St

Improvement Type: Surface Treatment Micro-surfacing

State Route: 6

Municipality: North Towanda (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Old Mills Rd to State St
North Towanda Township and Towanda Borough

Project Description: Microsurfacing on Old Mills Rd to State St in North Towanda Township and Towanda Borough, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$450	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$450	\$0	\$0
Total FFY 2025-2036 Cost	\$450					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 88915

Project Administrator: PennDOT

Title: SR 14 over Tannery Creek

Improvement Type: Bridge Replacement

State Route: 14

Municipality: Canton (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2026

Location: SR 14 (Sullivan St) over Tannery Creek,
Canton (Boro)

Project Description: Bridge improvement on SR 14 (Sullivan Street) over Tannery Creek in Canton Borough, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$1000	\$500	\$0	\$0
State:	\$0	\$0	\$20	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$1,020	\$500	\$0	\$0
Total FFY 2025-2036 Cost	\$1,520					

PennDOT Project Id: 94631

Project Administrator: PennDOT

Title: SR 14 over Tb South Creek #2

Improvement Type: Bridge Replacement

State Route: 14

Municipality: South Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 2/15/2024

Estimated Construction Bid Date: 2/15/2024

Location: SR 14 over Tributary to South Creek,
South Creek (Twp)

Project Description: Bridge improvement on State Route 14 over Tributary to South Creek in South Creek Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$362	\$387	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$362	\$387	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$749					

PennDOT Project Id: 97598

Project Administrator: PennDOT

Title: PA 14 over South Creek

Improvement Type: Bridge Rehabilitation

State Route: 14

Municipality: South Creek (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2026

Location: PA 14 over South Creek
South Creek Township

Project Description: Bridge replacement on PA 14 over South Creek in South Creek Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$125	\$0	\$1639	\$1585	\$1801	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$125	\$0	\$1,639	\$1,585	\$1,801	\$0
Total FFY 2025-2036 Cost	\$5,150					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 117191

Project Administrator: PennDOT

Title: Old Kennedy Rd to South Creek Trib

Improvement Type: Resurface

State Route: 14

Municipality: Columbia (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: Old Kennedy Rd to South Creek Trib
Columbia Township, Bradford County

Project Description: Mill and resurface on SR 14 from Old Kennedy Rd to South Creek Trib in Columbia Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$300	\$600	\$0	\$0	\$0
State:	\$10	\$2200	\$1400	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$10	\$2,500	\$2,000	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,510					

PennDOT Project Id: 117195

Project Administrator: PennDOT

Title: Tioga Co to Sullivan St

Improvement Type: Resurface

State Route: 14

Municipality: Canton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: Tioga Co to Sullivan St
Canton Township & Borough

Project Description: Mill and resurface on SR 14 from Tioga County to Sullivan Street in Canton Township and Borough, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$25	\$4119	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$25	\$4,119	\$0
Total FFY 2025-2036 Cost	\$4,144					

PennDOT Project Id: 103156

Project Administrator: PennDOT

Title: Grover Rd to South Ave

Improvement Type: Resurface

State Route: 154

Municipality: Canton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: SR 154
Canton Twp & Boro

Grover Rd (SR3012) to South Ave (SR3008)

Project Description: Structural overlay on SR 154 from Grover Rd (SR3012) to South Ave (SR 3008) in Canton Twp and Boro, Bradford County

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

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114178

Project Administrator: PennDOT

Title: SR154 over Beech Flats Creek

Improvement Type: Bridge Replacement

State Route: 154

Municipality: Canton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2028

Location: SR 154 over Beech Flats Creek
Canton Township

Project Description: Bridge replacement on SR 154 over Beech Flats Creek in Canton Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$153	\$122	\$0	\$0	\$3125	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$153	\$122	\$0	\$0	\$3,125	\$0
Total FFY 2025-2036 Cost	\$3,400					

PennDOT Project Id: 97621

Project Administrator: PennDOT

Title: SR 187 ov Tr Wysox Cr

Improvement Type: Bridge Replacement

State Route: 187

Municipality: Rome (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2026

Location: SR 187 over Tributary to Wysox Creek
Rome Borough

Project Description: Bridge rehabilitation on SR 187 over Tributary to Wysox Creek in Rome Borough, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$215	\$1195	\$400	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$215	\$1,195	\$400	\$0	\$0
Total FFY 2025-2036 Cost	\$1,810					

PennDOT Project Id: 97628

Project Administrator: PennDOT

Title: SR 187 over Parks Creek

Improvement Type: Bridge Replacement

State Route: 187

Municipality: Rome (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: SR 187 over Parks Creek
Rome Township, Bradford County

Project Description: Bridge replacement on SR 187 over Parks Creek in Rome Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$165	\$0	\$3020	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$165	\$0	\$3,020	\$0
Total FFY 2025-2036 Cost	\$3,185					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99278

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Rome (TWP)

Title: SR187 over Wysox Creek
State Route: 187
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/26/2026

Location: SR187 over Wysox Creek
 Rome Township

Project Description: Bridge improvement on State Route 187 over Wysox Creek in Rome Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$165	\$1020	\$1000	\$1305	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$165	\$1,020	\$1,000	\$1,305	\$0
Total FFY 2025-2036 Cost	\$3,490					

PennDOT Project Id: 117581

Project Administrator: PennDOT
Improvement Type: Slides Correction
Municipality: Wilmot (TWP)

Title: SR187 near Wyoming County
State Route: 187
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/4/2024

Location: SR 187 near Wyoming County
 Wilmot Township

Project Description: Embankment failure on SR 187 near Wyoming County in Wilmot Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$300	\$0	\$200	\$2500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$300	\$0	\$200	\$2,500	\$0
Total FFY 2025-2036 Cost	\$3,000					

PennDOT Project Id: 121043

Project Administrator: PennDOT
Improvement Type: Lighting
Municipality: Athens (TWP)

Title: NTIER Bridge Lighting
State Route: 199
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/8/2026

Location: Various bridges located in the Bradford County

Project Description: Bridge lighting on Various bridges located in the Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$90	\$350	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$90	\$350	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$440					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 101109

Project Administrator: PennDOT

Title: SR199 to NY State Line SB

Improvement Type: Surface Treatment Micro-surfacing

State Route: 220

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 1/25/2024

Estimated Construction Bid Date: 1/25/2024

Location: US 220 SB from New York State line to State Route 199
Athens and South Waverly Boroughs and Athens Township

Project Description: Resurface US Route 220 Southbound from New York State line to State Route 199 in Athens and South Waverly Boroughs and Athens Township, Bradford County.

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

PennDOT Project Id: 115243

Project Administrator: PennDOT

Title: Sullivan Co to Stevenson Hill Rd

Improvement Type: Resurface

State Route: 220

Municipality: New Albany (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: Sullivan Co to Stevenson Hill Rd
Albany Twp & New Albany Boro

Project Description: Resurfacing on SR 220 from Sullivan Co to Stevenson Hill Rd in Albany Twp & New Albany Boro, Bradford Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$450	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$450	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$500					

PennDOT Project Id: 115979

Project Administrator: PennDOT

Title: South Branch Village to SR 414

Improvement Type: Resurface

State Route: 220

Municipality: Monroe (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: South Branch Village to SR 414
Monroe Boro, Albany & Monroe Twps

Project Description: Mill and resurface on SR 220 from South Branch Village to SR 414 in Monroe Boro, Albany & Monroe Twps, Bradford Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$200	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$200	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$250					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 117188

Project Administrator: PennDOT

Title: P3 Pipe Replacement

Improvement Type: Drainage Improvement

State Route: 220

Municipality: Albany (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2032

Location: South of S. Branch Towanda Cr
Albany Twp

Project Description: P3 Pipe Replacement on SR 220 south of South Branch Towanda Creek in Albany Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$250	\$600	\$400
State:	\$0	\$0	\$0	\$0	\$20	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$250	\$620	\$400
Total FFY 2025-2036 Cost	\$1,270					

PennDOT Project Id: 117201

Project Administrator: PennDOT

Title: Tomahawk Rd to Murray Cr

Improvement Type: Surface Treatment Micro-surfacing

State Route: 220

Municipality: North Towanda (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: Tomahawk Rd to Murray Cr
North Towanda & Ulster Twps

Project Description: Microsurface on SR 220 from Tomahawk Road to Murray Creek in North Towanda & Ulster Townships, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$6200	\$0
State:	\$0	\$0	\$0	\$10	\$2725	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$10	\$8,925	\$0
Total FFY 2025-2036 Cost	\$8,935					

PennDOT Project Id: 117249

Project Administrator: PennDOT

Title: SR 220 Pipe Replacement

Improvement Type: Bridge Replacement

State Route: 220

Municipality: Ulster (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/1/2025

Location: SR 220 South of SR 4004 (Ulster Road)
Ulster Township

Project Description: Pipe replacement on SR 220 South of SR 4004 (Ulster Road) in Ulster Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$900	\$500	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$900	\$500	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,400					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 120935

Project Administrator: PennDOT

Title: Yanuzzi Dr Intersection NB & SB

Improvement Type: Resurface

State Route: 220

Municipality: South Waverly (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

Location: Yanuzzi Dr Intersection
South Waverly Boro

Project Description: Mill and resurface on SR 220 NB & SB at the Yanuzzi Dr Intersection in South Waverly Boro, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$200	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$200	\$200	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$400					

PennDOT Project Id: 120937

Project Administrator: PennDOT

Title: SR 6 to SR 706

Improvement Type: Resurface

State Route: 409

Municipality: Wyalusing (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2026

Location: SR 6 to SR 706
Wyalusing Twp

Project Description: Resurface on SR 409 from SR 6 to SR 706 in Wyalusing Twp, Bradford Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$250	\$250	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$250	\$250	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$500					

PennDOT Project Id: 110238

Project Administrator: PennDOT

Title: SR 1012 over Trib to Cold Creek

Improvement Type: Bridge Replacement

State Route: 1012

Municipality: Herrick (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/11/2025

Location: SR 1012 (Leisure Lake Road) over Tributary to Cold Creek
Herrick Township, Bradford County

Project Description: Bridge replacement on SR 1012 (Leisure Lake Road) over Tributary to Cold Creek in Herrick Township, Bradford County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 98534

Project Administrator: PennDOT

Title: SR1021 ov Rummerfield Crk

Improvement Type: Bridge Replacement

State Route: 1021

Municipality: Standing Stone (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/3/2026

Location: SR 1021 (Rummerfield Creek Rd) over Rummerfield Creek
Standing Stone Township
BMS 08102100400828

Project Description: Bridge replacement on SR 1021 (Rummerfield Creek Rd) over Rummerfield Creek in Standing Stone Township, Bradford County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$165	\$320	\$1500	\$0	\$0	
State:	\$125	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$125	\$165	\$320	\$1,500	\$0	\$0	
Total FFY 2025-2036 Cost	\$2,110						

PennDOT Project Id: 110161

Project Administrator: PennDOT

Title: SR 1029 over Pond Hill Run

Improvement Type: Bridge Replacement

State Route: 1029

Municipality: Wysox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/25/2025

Location: SR 1029 (Lake Road) over Pond Hill Run
Wysox Township, Bradford County

Project Description: Bridge replacement on SR 1029 (Lake Road) over Pond Hill Run in Wysox Township, Bradford County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$165	\$775	\$750	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$165	\$775	\$750	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$1,690						

PennDOT Project Id: 110241

Project Administrator: PennDOT

Title: SR 1029 over Bullards Creek

Improvement Type: Bridge Replacement

State Route: 1029

Municipality: Litchfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

Location: SR 1029 (Macfee Road) over Bullards Creek
Litchfield Township

Project Description: Bridge replacement on SR 1029 (Macfee Road) over Bullards Creek in Litchfield Township, Bradford County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 115282

Project Administrator: PennDOT

Title: Bradford SR 1033 Slide Repair

Improvement Type: Slides Correction

State Route: 1033

Municipality: Wysox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: SR 1033 (Laning Creek Road) North of Wysox
Wysox Township

Project Description: Embankment failure repair on SR 1033 (Laning Creek Road) North of Wysox in Wysox Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$150	\$1565	\$2097	\$295	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$150	\$150	\$1,565	\$2,097	\$295	\$0
Total FFY 2025-2036 Cost	\$4,257					

PennDOT Project Id: 99358

Project Administrator: PennDOT

Title: SR1040ovPrinceHollowRun

Improvement Type: Bridge Rehabilitation

State Route: 1040

Municipality: Warren (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2025

Location: State Route 1040 (Cadis Road) over Prince Hollow Run
Warren Township

Project Description: Bridge rehabilitation on SR 1040 (Cadis Road) over Prince Hollow Run in Warren Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$75	\$75	\$50	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$75	\$75	\$50	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$200					

PennDOT Project Id: 114192

Project Administrator: PennDOT

Title: SR1040 over Branch Prince Hollow Run

Improvement Type: Bridge Replacement

State Route: 1040

Municipality: Warren (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: SR 1040 (Cadis Road) over Branch of Prince Hollow Run
Warren Township

Project Description: Bridge replacement on SR 1040 (Cadis Road) over Branch of Prince Hollow Run in Warren Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$150	\$0	\$70	\$520	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$150	\$0	\$70	\$520	\$0
Total FFY 2025-2036 Cost	\$740					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99142

Project Administrator: PennDOT

Title: SR1043ovSpauldingsCreek

Improvement Type: Bridge Rehabilitation

State Route: 1043

Municipality: Sheshequin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2028

Location: State Route 1043 over Spaulding's Creek
Sheshequin Township
BMS 08104301700565

Project Description: Bridge rehabilitation on State Route 1043 (Sheshequin Road) over Spaulding's Creek in Sheshequin Township, Bradford County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$15	\$5	\$30	\$70	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$15	\$5	\$30	\$70	\$0	\$0
Total FFY 2025-2036 Cost	\$120						

PennDOT Project Id: 99063

Project Administrator: PennDOT

Title: SR1049ovRusselRun

Improvement Type: Bridge Rehabilitation

State Route: 1049

Municipality: Windham (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2031

Location: State Route 1049 over Russel Run
Windham Township
BMS 08104902400801

Project Description: Bridge rehabilitation on State Route 1049 over Russel Run in Windham Township

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$125	\$0	\$315	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$125	\$0	\$315	\$0	\$0
Total FFY 2025-2036 Cost	\$440						

PennDOT Project Id: 110264

Project Administrator: PennDOT

Title: SR 1049 over Branch of Pendleton Creek

Improvement Type: Bridge Rehabilitation

State Route: 1049

Municipality: Warren (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2031

Location: SR 1049 over Branch of Pendleton Creek
Warren Township

Project Description: Bridge rehabilitation on SR 1049 (Leraysville Road) over Branch of Pendleton Creek in Warren Township, Bradford County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$125	\$315	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$125	\$315	\$0	\$0
Total FFY 2025-2036 Cost	\$440						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 78773

Project Administrator: PennDOT

Title: SR 1055 Over Parks Creek

Improvement Type: Bridge Deck Rehabilitation

State Route: 1055

Municipality: Rome (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2024

Location: SR 1055 (Battle Creek Road) over Parks Creek
Rome Township, Bradford County

Project Description: Bridge rehabilitation on SR 1055 (Battle Creek Road) over Parks Creek in Rome Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$30	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$30	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$30					

PennDOT Project Id: 114168

Project Administrator: PennDOT

Title: SR 1056 over Trib Wappasening Creek

Improvement Type: Bridge Replacement

State Route: 1056

Municipality: Windham (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/23/2025

Location: SR 1056 (Cotton Hollow Rd) over Tributary to Wappasening Creek
Windham Township

Project Description: Bridge replacement on SR 1056 (Cotton Hollow Rd) over Tributary to Wappasening Creek in Windham Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$470	\$400	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$470	\$400	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$870					

PennDOT Project Id: 117193

Project Administrator: PennDOT

Title: Glen Valley Rd to Miller Rd

Improvement Type: Resurface

State Route: 1056

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2026

Location: SR 1056 (Front Street) from Glen Valley Rd to Miller Rd
Athens Twp

Project Description: Resurface on SR 1056 (Front Street) from Glen Valley Rd to Miller Rd in Athens Twp, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$350	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$350	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$350					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99360

Project Administrator: PennDOT

Title: SR1058ovSackett Run

Improvement Type: Bridge Replacement

State Route: 1058

Municipality: Litchfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: SR 1058 (Litchfield Rd) over Sackett Run
Litchfield Township

Project Description: Bridge replacement on SR 1058 (Litchfield Rd)over Sackett Run in Litchfield Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$125	\$590	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$125	\$590	\$0
Total FFY 2025-2036 Cost	\$715					

PennDOT Project Id: 114180

Project Administrator: PennDOT

Title: SR1062 over Cayuta Crk and NS

Improvement Type: Bridge Replacement

State Route: 1062

Municipality: Sayre (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/10/2025

Location: SR 1062 (Cayuta Street) over Cayuta Creek and Norfolk Southern Railroad
Sayre Borough

Project Description: Bridge replacement on SR 1062 (Cayuta Street) over Cayuta Creek and Norfolk Southern Railroad in Sayre Borough, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1075	\$1000	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,075	\$1,000	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,075					

PennDOT Project Id: 97640

Project Administrator: PennDOT

Title: SR1067ovTribSatterlee Cr

Improvement Type: Bridge Rehabilitation

State Route: 1067

Municipality: Litchfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/16/2031

Location: State Route 1067 over Tributary to Satterlee Creek
Litchfield Township
08106700301924

Project Description: Bridge rehabilitation on State Route 1067 over Tributary to Satterlee Creek in Litchfield Township

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1245	\$0
State:	\$0	\$0	\$0	\$125	\$310	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$125	\$1,555	\$0
Total FFY 2025-2036 Cost	\$1,680					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 120685

Project Administrator: PennDOT

Title: Cole St to SR 4022

Improvement Type: Resurface

State Route: 1069

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

Location: Cole St to SR 4022
Athens Twp & S. Waverly Boro

Project Description: Mill and resurface on SR 1069 from Cole St to SR 4022 in Athens Twp & S. Waverly Boro, Bradford Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$100	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$200					

PennDOT Project Id: 78776

Project Administrator: PennDOT

Title: SR2007 ov Sugar Run

Improvement Type: Bridge Rehabilitation

State Route: 2007

Municipality: Terry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/2/2025

Location: SR 2007 (Wilmot Road)
Terry Township, Bradford County

Project Description: Bridge rehabilitation on SR 2007 (Wilmot Road) over Sugar Run in Terry Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$30	\$30	\$15	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$30	\$30	\$15	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$75					

PennDOT Project Id: 120936

Project Administrator: PennDOT

Title: Shiner Rd to SR 6

Improvement Type: Resurface

State Route: 2032

Municipality: Wysox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: Shiner Rd to SR 6
Wysox Twp

Project Description: Mill and resurface on SR 2032 from Shiner Rd to SR 6 in Wysox Twp, Bradford Co

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 78786

Project Administrator: PennDOT

Title: SR3001ovTowandaCreek

Improvement Type: Bridge Rehabilitation

State Route: 3001

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2027

Location: SR 3001 (Allens Crossing Rd) over Towanda Creek
Franklin Township, Bradford County

Project Description: Bridge rehabilitation on SR 3001 (Allens Crossing Rd) over Towanda Creek in Franklin Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$15	\$0	\$105	\$30	\$15	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$15	\$0	\$105	\$30	\$15	\$0
Total FFY 2025-2036 Cost	\$165					

PennDOT Project Id: 74024

Project Administrator: PennDOT

Title: SR3002 over Ladds Creek

Improvement Type: Bridge Replacement

State Route: 3002

Municipality: New Albany (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/7/2025

Location: SR 3002 (Overton Road) over Ladds Creek
New Albany Borough, Bradford County

Project Description: Bridge replacement on SR 3002 (Overton Road) over Ladds Creek, New Albany Borough, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1525	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,525	\$100	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,625					

PennDOT Project Id: 114183

Project Administrator: PennDOT

Title: SR3008 over Tributary to Towanda Creek

Improvement Type: Bridge Replacement

State Route: 3008

Municipality: Leroy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2028

Location: SR3008 (Southside Road) over Tributary to Towanda Creek
Leroy Township

Project Description: Bridge replacement on SR 3008 (Southside Road) over Tributary to Towanda Creek in Leroy Township, Bradford County

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114190

Project Administrator: PennDOT

Title: SR 3008 over Trib Towanda Creek 2

Improvement Type: Bridge Replacement

State Route: 3008

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR 3008 (Southside Road) over Tributary to Towanda Creek
Franklin Township

Project Description: Bridge replacement on SR 3008 (Southside Road) over Tributary to Towanda Creek in Franklin Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$10	\$65	\$270	\$250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$10	\$65	\$270	\$250	\$0
Total FFY 2025-2036 Cost	\$595					

PennDOT Project Id: 117443

Project Administrator: PennDOT

Title: SR 3008 over Trib Towanda Creek

Improvement Type: Bridge Replacement

State Route: 3008

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/3/2026

Location: SR 3008 (Southside Rd) over Tributary to Towanda Creek
Franklin Township

Project Description: Bridge replacement on SR 3008 (Southside Rd) over Tributary to Towanda Creek in Franklin Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$75	\$370	\$150	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$75	\$370	\$150	\$0	\$0
Total FFY 2025-2036 Cost	\$595					

PennDOT Project Id: 115287

Project Administrator: PennDOT

Title: Bradford SR 3015 Slide Repair

Improvement Type: Slides Correction

State Route: 3015

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: SR 3015 (Preacher Brook Road) North West of Franklindale
Franklin Township

Project Description: Embankment failure repair on SR 3015 (Preacher Brook Road) North West of Franklindale in Franklin Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$650	\$200	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$200	\$650	\$200	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,050					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99072

Project Administrator: PennDOT

Title: SR3017ovNBrtowandaCrk

Improvement Type: Bridge Rehabilitation

State Route: 3017

Municipality: Granville (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2025

Location: SR 3017 (Allen Meadow Road) over the North Branch of Towanda Creek
Granville Township

Project Description: Bridge rehabilitation on SR 3017 (Allen Meadow Road) over the North Branch of Towanda Creek in Granville Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1200	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,200	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,200					

PennDOT Project Id: 117446

Project Administrator: PennDOT

Title: SR 3019 over Tributary North Branch Towanda Creek

Improvement Type: Bridge Replacement

State Route: 3019

Municipality: Granville (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2026

Location: SR 3019 (Bailey Corners Rd) over Tributary North Branch Towanda Creek
Granville Township

Project Description: Bridge replacement on SR 3019 (Bailey Corners Rd) over Tributary North Branch Towanda Creek in Granville Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$95	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$95	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$95					

PennDOT Project Id: 118051

Project Administrator: PennDOT

Title: SR 3027 over UNT Alba Creek

Improvement Type: Bridge Replacement

State Route: 3027

Municipality: Alba (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/23/2025

Location: SR 3027 (Minnequa Main Street) over UNT Alba Creek
Alba Borough

Project Description: Bridge replacement on SR 3027 (Minnequa Min Street) over UNT Alba Creek in Alba Borough, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$155	\$420	\$400	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$155	\$420	\$400	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$975					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 117458

Project Administrator: PennDOT

Title: SR 3030 over Tributary to Alba Creek

Improvement Type: Bridge Replacement

State Route: 3030

Municipality: Canton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR 3030 (Seeley Farm Rd) over Tributary to Alba Creek
Canton Township

Project Description: Bridge replacement on SR 3030 over Tributary to Alba Creek in Canton Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$58	\$38	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$58	\$38	\$0	\$0
Total FFY 2025-2036 Cost	\$96					

PennDOT Project Id: 117477

Project Administrator: PennDOT

Title: SR 4013 over West Branch Tomjack Creek

Improvement Type: Bridge Replacement

State Route: 4013

Municipality: Smithfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2029

Location: SR 4013 (Berwick Turnpike Rd) over West Branch Tomjack Creek
Smithfield Township

Project Description: Bridge replacement on SR 4013 over West Branch Tomjack Creek in Smithfield Township, Bradford Township

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$50	\$0	\$120	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$50	\$0	\$120	\$0
Total FFY 2025-2036 Cost	\$270					

PennDOT Project Id: 89906

Project Administrator: PennDOT

Title: SR 4015 ov Tb Sugar Creek

Improvement Type: Bridge Replacement

State Route: 4015

Municipality: Troy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2025

Location: SR 4015 (Wetona Rd) over Tributary to Sugar Creek
Troy (Twp)
BMS# 08 4015 0040 0478

Project Description: Bridge replacement on State Route 4015 (Wetona Road) over a Tributary to Sugar Creek in Troy Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$270	\$75	\$75	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$270	\$75	\$75	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$420					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 78797

Project Administrator: PennDOT

Title: SR 4016 Over South Creek

Improvement Type: Bridge Rehabilitation

State Route: 4016

Municipality: Columbia (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/8/2026

Location: SR 4016 (Austinville Road) over South Creek
Columbia Township, Bradford County

Project Description: Bridge rehabilitation SR 4016 (Austinville Road) over South Creek, Columbia Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$5	\$30	\$30	\$15	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$5	\$30	\$30	\$15	\$0	\$0
Total FFY 2025-2036 Cost	\$80					

PennDOT Project Id: 118016

Project Administrator: PennDOT

Title: Bridge Improvement LLine Item

Improvement Type: Bridge Improvement

State Route: 4016

Municipality: Columbia (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Bridges located in Bradford, Sullivan, and Tioga County
Various Townships

Project Description: Line item for bridge improvement studies in Bradford, Sullivan, and Tioga County located in Various Townships

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$20	\$20	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$20	\$20	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$40					

PennDOT Project Id: 76157

Project Administrator: PennDOT

Title: SR4022 ov Chemung River

Improvement Type: Bridge Rehabilitation

State Route: 4022

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/11/2025

Location: State Route 4022 (Wilawana Road) over Chemung River
Athens Township, 0.3 mi. west of SR 220

Project Description: Bridge rehabilitation on State Route 4022 (Wilawana Road) over Chemung River in Athens Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$6399	\$3944	\$600	\$0	\$0	\$0
State:	\$190	\$185	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$6,589	\$4,129	\$600	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$11,318					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99076

Project Administrator: PennDOT

Title: SR4022 ov US220

Improvement Type: Bridge Deck Rehabilitation

State Route: 4022

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: State Route 4022 (Wilawana Road) over US 220
Athens Township
08402201202668

Project Description: Bridge deck rehabilitation on State Route 4022 (Wilawana Road) over US Route 220 in Athens Township, Bradford County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$1700	\$0	
State:	\$0	\$0	\$0	\$125	\$295	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$125	\$1,995	\$0	
Total FFY 2025-2036 Cost	\$2,120						

PennDOT Project Id: 120686

Project Administrator: PennDOT

Title: SR 4022 Ramps to SR 1069

Improvement Type: Resurface

State Route: 4022

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

Location: SR 4022 (Wiliwana Road) from SR 220 ramps to SR 1069
Athens Twp

Project Description: Mill and resurface on SR 4022 (Wiliwana Road) from SR 220 ramps to SR 1069 (Elmira Street) in Athens Twp, Bradford County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$100	\$300	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$100	\$300	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$400						

PennDOT Project Id: 112732

Project Administrator: PennDOT

Title: SR 4024 Slide Repair

Improvement Type: Slides Correction

State Route: 4024

Municipality: Ridgebury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/11/2025

Location: SR 4024 (Centerville Rd) near Johnston Road
Ridgebury Twp

Project Description: Slide repair on SR 4024 (Centerville Rd) near Johnston Road in Ridgebury Twp, Bradford County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$958	\$692	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$958	\$692	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$1,650						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 5137

Project Administrator: PENNDOT
Improvement Type: Bridge Rehabilitation
Municipality: South Creek (TWP)

Title: SR 4027 over South Creek
State Route: 4027
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: SR 4027 (Bucks Creek Road)over South Creek
 South Creek Township

Project Description: Bridge rehabilitation on SR 4027 (Bucks Creek Road)over South Creek in South Creek Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$917	\$0
State:	\$0	\$125	\$125	\$90	\$85	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$125	\$125	\$90	\$1,002	\$0
Total FFY 2025-2036 Cost	\$1,342					

PennDOT Project Id: 5138

Project Administrator: PENNDOT
Improvement Type: Bridge Replacement
Municipality: Ridgebury (TWP)

Title: SR 4027 over Buck Creek
State Route: 4027
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: SR 4027 (Bucks Creek Road)over Buck Creek
 Ridgebury Township, Bradford County

Project Description: Bridge replacement on SR 4027 (Bucks Creek Road)over Buck Creek in Ridgebury Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1000	\$0
State:	\$0	\$125	\$125	\$140	\$45	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$125	\$125	\$140	\$1,045	\$0
Total FFY 2025-2036 Cost	\$1,435					

PennDOT Project Id: 97644

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Ridgebury (TWP)

Title: SR4027 ov Bucks Cr
State Route: 4027
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: State Route 4027 (Bucks Creek Road)over Bucks Creek
 Ridgebury Township

Project Description: Bridge replacement on SR 4027 (Bucks Creek Road)over Bucks Creek in Ridgebury Township, Bradford County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$750	\$0
State:	\$0	\$125	\$125	\$140	\$35	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$125	\$125	\$140	\$785	\$0
Total FFY 2025-2036 Cost	\$1,175					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114169

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Columbia (TWP)

Title: SR 4031 over Wolfe Creek
State Route: 4031
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/2024

Location: SR 4031 (Coryland Road) over Wolfe Creek
 Columbia Township

Project Description: Bridge replacement on SR 4031 (Coryland Road) over Wolfe Creek in Columbia Township, Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$297	\$250	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$297	\$250	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$547					

Sullivan

PennDOT Project Id: 6936

Project Administrator: PENNDOT
Improvement Type: Bridge Replacement
Municipality: Fox (TWP)

Title: T-416 over Porter Creek
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: T-416 (Porter Road) over Porter Creek
 Fox Township

Project Description: Bridge replacement on T-416 (Porter Road) over Porter Creek in Fox Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$200	\$40	\$132	\$576	\$0
State:	\$0	\$38	\$8	\$25	\$108	\$0
Local/Other:	\$0	\$13	\$3	\$9	\$36	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$251	\$51	\$166	\$720	\$0
Total FFY 2025-2036 Cost	\$1,188					

PennDOT Project Id: 6957

Project Administrator: PENNDOT
Improvement Type: Bridge Replacement
Municipality: Cherry (TWP)

Title: T-460 over Lick Creek
State Route: 0
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: T-460 over Lick Creek
 Cherry Township

Project Description: Bridge replacement on T-460 over Lick Creek in Cherry Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$200	\$0	\$796	\$0
State:	\$0	\$0	\$38	\$0	\$150	\$0
Local/Other:	\$0	\$0	\$13	\$0	\$50	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$251	\$0	\$996	\$0
Total FFY 2025-2036 Cost	\$1,247					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 7025

Project Administrator: PENNDOT

Title: T-325 over Trout Run Bridge

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: T-325 over Trout Run
Shrewsbury Township

Project Description: Bridge replacemenet on T-325 over Trout Run in Shrewsbury Township , Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$125	\$275	\$0	\$0
Local/Other:	\$0	\$0	\$31	\$69	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$156	\$344	\$0	\$0
Total FFY 2025-2036 Cost	\$500					

PennDOT Project Id: 67743

Project Administrator: PennDOT

Title: T-346 over Kings Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Elkland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/2024

Location: Eby Road (T-346) over Kings Creek
Elkland Township in Sullivan County.

Project Description: Bridge replacement on Eby Road (T-346) over Kings Creek in Elkland Township in Sullivan County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$132	\$1216	\$0	\$0	\$0
State:	\$0	\$25	\$228	\$0	\$0	\$0
Local/Other:	\$0	\$9	\$76	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$166	\$1,520	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,686					

PennDOT Project Id: 67746

Project Administrator: PennDOT

Title: T-420 over Elk Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Elkland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2024

Location: Lake Road (T-420) over Elk Creek
Elkland Township in Sullivan County

Project Description: Bridge replacement on Lake Road (T-420) over Elk Creek in Elkland Township in Sullivan County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$198	\$121	\$359	\$0	\$0
Local/Other:	\$0	\$50	\$30	\$90	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$248	\$151	\$449	\$0	\$0
Total FFY 2025-2036 Cost	\$848					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 110435

Project Administrator: PennDOT

Title: T-410 over N Branch of Mehoopany Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Colley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: T-410 (Saxer Road) over N Branch of the Mehoopany Creek
Colley Township, Sullivan County

Project Description: Bridge replacement on T-410 (Saxer Road) over N Branch of the Mehoopany Creek in Colley Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$200	\$0	\$72	\$724	\$0
State:	\$0	\$38	\$0	\$13	\$136	\$0
Local/Other:	\$0	\$13	\$0	\$5	\$46	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$251	\$0	\$90	\$906	\$0
Total FFY 2025-2036 Cost	\$1,247					

PennDOT Project Id: 99422

Project Administrator: PennDOT

Title: SR220 to Muncy Valley Road

Improvement Type: Resurface

State Route: 42

Municipality: Davidson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/8/2026

Location: PA 42 from US 220 to 0.5 miles North of Muncy Valley Road
Davidson and Shrewsbury Townships

Project Description: Resurface PA 42 from US 220 to 0.5 miles North of Muncy Valley Road in Davidson and Shrewsbury Townships, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$628	\$800	\$372	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$628	\$800	\$372	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,800					

PennDOT Project Id: 110404

Project Administrator: PennDOT

Title: Allegheny Ave to Lakewood Ave

Improvement Type: Resurface

State Route: 42

Municipality: Eagles Mere (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Allegheny Ave to Lakewood Ave
Eagles Mere Borough and Shrewsbury Township

Project Description: Resurfacing on SR42 from Allegheny Ave to Lakewood Ave in Eagles Mere Borough and Shrewsbury Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$1300	\$150	\$0
State:	\$0	\$0	\$50	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$1,300	\$150	\$0
Total FFY 2025-2036 Cost	\$1,500					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 115995

Project Administrator: PennDOT

Title: Edkin Hill Rd to Allegheny Ave

Improvement Type: Resurface

State Route: 42

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2027

Location: Edkin Hill Rd to Allegheny Ave
Shrewsbury Twp

Project Description: Resurfacing on SR 42 from Edkin Hill Rd to Allegheny Ave in Shrewsbury Twp, Sullivan Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$320	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$320	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$320					

PennDOT Project Id: 116158

Project Administrator: PennDOT

Title: 1 mile N of Georges Rd to Edkin Hill Rd

Improvement Type: Resurface

State Route: 42

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: 1 mile N of Georges Rd to Edkin Hill Rd
Shrewsbury Twp

Project Description: Mill and resurface on SR 42 from 1 mile N of Georges Rd to Edkin Hill Rd in Shrewsbury Twp, Sullivan Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$10	\$1000	\$200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$10	\$1,000	\$200	\$0
Total FFY 2025-2036 Cost	\$1,210					

PennDOT Project Id: 7006

Project Administrator: PENNDOT

Title: SR 87 over Dry Run

Improvement Type: Bridge Rehabilitation

State Route: 87

Municipality: Hillsgrove (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2025

Location: SR 87 over Dry Run
Hillsgrove Township, Sullivan County

Project Description: Bridge rehabilitation on SR 87 over Dry Run in Hillsgrove Township, Sullivan County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1700	\$0	\$0	\$0	\$0	\$0
State:	\$20	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,720	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,720					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 7007

Project Administrator: PENNDOT

Title: SR 87 over Slab Run

Improvement Type: Bridge Rehabilitation

State Route: 87

Municipality: Hillsgrove (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/11/2025

Location: SR 87 over Slab Run in Hillsgrove Township, Sullivan County

Project Description: Bridge rehabilitation on SR 87 over Slab Run in Hillsgrove Township, Sullivan County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$1400	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$20	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$1,420	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,420						

PennDOT Project Id: 78938

Project Administrator: PennDOT

Title: SR87 ov Ogdonia Creek

Improvement Type: Bridge Replacement

State Route: 87

Municipality: Hillsgrove (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/26/2024

Location: SR 87 over Ogdonia Creek
Hillsgrove Township, Sullivan County

Project Description: Bridge replacement on SR 87 over Ogdonia Creek in Hillsgrove Township, Sullivan County.

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

PennDOT Project Id: 99159

Project Administrator: PennDOT

Title: LycoCotoLoyalsockCrk

Improvement Type: Resurface

State Route: 87

Municipality: Hillsgrove (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2027

Location: Resurface PA 87 from Lycoming County Line to Loyalsock Creek Hillsgrove Township,

Project Description: Resurface PA 87 from Lycoming County Line to Loyalsock Creek in Hillsgrove Township

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$800	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$800	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$800						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 110166

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Forks (TWP)

Actual Construction Bid Date:

Location: SR 87 over Little Loyalsock Creek
Forks Township, Sullivan County

Project Description: Bridge rehabilitation on SR 87 over Little Loyalsock Creek in Forks Township, Sullivan County.

Title: SR 87 over Little Loyalsock Creek

State Route: 87

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 8/21/2025

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$165	\$2020	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$165	\$2,020	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,185					

PennDOT Project Id: 110441

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Forksville (BORO)

Actual Construction Bid Date:

Location: SR87 over Loyalsock Creek
Forksville Borough

Project Description: Bridge improvement on SR87 over Loyalsock Creek in Forksville Borough, Sullivan County

Title: SR87 over Loyalsock Creek

State Route: 87

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/2028

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$2285	\$0
State:	\$0	\$125	\$125	\$90	\$95	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$125	\$125	\$90	\$2,380	\$0
Total FFY 2025-2036 Cost	\$2,720					

PennDOT Project Id: 110442

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Forksville (BORO)

Actual Construction Bid Date:

Location: SR87 over Little Loyalsock Creek
Forksville Borough

Project Description: Bridge rehabilitation on SR87 over Little Loyalsock Creek in Forksville Borough, Sullivan County

Title: SR87 over Little Loyalsock Creek

State Route: 87

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/2029

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1036	\$0
State:	\$0	\$125	\$125	\$90	\$85	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$125	\$125	\$90	\$1,121	\$0
Total FFY 2025-2036 Cost	\$1,461					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 115988

Project Administrator: PennDOT

Title: SR 220 to Dutch Mtn Rd

Improvement Type: Resurface

State Route: 87

Municipality: Dushore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 220 to Dutch Mtn Rd
Dushore Boro

Project Description: Mill and resurface on SR 87 from SR 220 to Dutch Mtn Rd in Dushore Boro, Sullivan Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$10	\$700	\$300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$10	\$700	\$300	\$0
Total FFY 2025-2036 Cost	\$1,010					

PennDOT Project Id: 99382

Project Administrator: PennDOT

Title: Shanerburg Rd to SR 3009

Improvement Type: Resurface

State Route: 154

Municipality: Laporte (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2024

Location: Shanerburg Road to SR 3009 (Double Run Road)
Shrewsbury & Forks Townships

Project Description: Resurface SR 154 from Shanerburg Road to SR 3009 (Double Run Road) in Shrewsbury and Forks Townships, Sullivan County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$255	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$255	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$255					

PennDOT Project Id: 114053

Project Administrator: PennDOT

Title: SR 154 over Shanerburg Run

Improvement Type: Bridge Replacement

State Route: 154

Municipality: Laporte (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

Location: SR 154 over Shanerburg Run
LaporteTownship

Project Description: Bridge replacement on SR 154 over Shanerburg Run in LaporteTownship, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1301	\$0
State:	\$0	\$0	\$125	\$125	\$185	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$125	\$125	\$1,486	\$0
Total FFY 2025-2036 Cost	\$1,736					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114055

Project Administrator: PennDOT

Title: SR 154 over Elk Creek

Improvement Type: Bridge Replacement

State Route: 154

Municipality: Elkland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: SR 154 over Elk Creek
Elkland Township

Project Description: Bridge replacement on SR 154 over Elk Creek in Elkland Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1766	\$0
State:	\$0	\$125	\$125	\$90	\$95	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$125	\$125	\$90	\$1,861	\$0
Total FFY 2025-2036 Cost	\$2,201					

PennDOT Project Id: 7030

Project Administrator: PENNDOT

Title: Lycoming Co to Sonestown

Improvement Type: Resurface

State Route: 220

Municipality: Davidson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: US 220 from Lycoming County Line to the Village of Sonestown
Davidson Township

Project Description: Resurface US Route 220 from Lycoming County Line to the Village of Sonestown in Davidson Township, Sullivan County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$1400	\$0	\$0
State:	\$0	\$0	\$0	\$1200	\$900	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$2,600	\$900	\$0
Total FFY 2025-2036 Cost	\$3,500					

PennDOT Project Id: 99114

Project Administrator: PennDOT

Title: SR 87 to Marsh Crk

Improvement Type: Resurface

State Route: 220

Municipality: Dushore (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 220 from SR 87 to Marsh Creek,
Dushore Boro.

Project Description: Mill and resurface roadway on SR 220 from SR 87 to Marsh Creek, Dushore Borough, Sullivan County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$500	\$400	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$500	\$400	\$0	\$0
Total FFY 2025-2036 Cost	\$900					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99275

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Dushore (BORO)

Title: SR220 over Marsh Creek
State Route: 220
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: PA 220 over Marsh Creek
 Dushore Borough

Project Description: Bridge replacement on US Route 220 over Marsh Creek in Dushore Borough, Sullivan County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$125	\$1730	\$330
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$125	\$1,730	\$330
Total FFY 2025-2036 Cost	\$2,185					

PennDOT Project Id: 102938

Project Administrator: PennDOT
Improvement Type: Resurface
Municipality: Laporte (BORO)

Title: SR 42 to Loyalsock Cr
State Route: 220
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: SR 220 from SR 42 to Loyalsock Cr
 Laporte Boro & Twp

0300/0000 to 0400/1657

Project Description: Resurface on SR 220 from SR 42 to Loyalsock Creek in Laporte Boro & Twp, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$10	\$750	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$10	\$750	\$0
Total FFY 2025-2036 Cost	\$760					

PennDOT Project Id: 115987

Project Administrator: PennDOT
Improvement Type: Resurface
Municipality: Dushore (BORO)

Title: SR 87 to Mill St
State Route: 220
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 87 to Mill St
 Dushore Boro

Project Description: Mill and resurface on SR 220 from SR 87 to Mill St in Dushore Boro, Sullivan Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$10	\$600	\$200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$10	\$600	\$200	\$0
Total FFY 2025-2036 Cost	\$810					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 116129

Project Administrator: PennDOT

Title: US220 over Birch Creek 2

Improvement Type: Drainage Improvement

State Route: 220

Municipality: Laporte (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: US 220 ov Birch Creek
Laporte Township, Sullivan County PA

Project Description: This study phase will be to investigate a drainage/hydraulic concern we have received with this bridge US 220 ov Birch Creek in Laporte Township, Sullivan County, PA

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

PennDOT Project Id: 110267

Project Administrator: PennDOT

Title: SR 1001 over Loyalsock Creek

Improvement Type: Bridge Replacement

State Route: 1001

Municipality: Colley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

Location: SR 1001 over Loyalsock Creek
Colley Township, Sullivan County

Project Description: Bridge replacement on SR 1001 (Bellasyva Road) over Loyalsock Creek in Colley Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$65	\$65	\$560	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$65	\$65	\$560	\$0
Total FFY 2025-2036 Cost	\$690					

PennDOT Project Id: 110259

Project Administrator: PennDOT

Title: SR1002 over Branch of Little Loyalsock Creek

Improvement Type: Bridge Replacement

State Route: 1002

Municipality: Cherry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR1002 over Branch of Little Loyalsock Creek
Cherry Township, Sullivan County

Project Description: Bridge replacement on SR1002 (Dutch Mountain Road) over Branch of Little Loyalsock Creek in Cherry Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$75	\$75	\$65	\$370	\$150	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$75	\$75	\$65	\$370	\$150	\$0
Total FFY 2025-2036 Cost	\$735					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 110275

Project Administrator: PennDOT

Title: SR 1002 over Trib to Pigeon Creek

Improvement Type: Bridge Replacement

State Route: 1002

Municipality: Colley (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: SR 1002 over Tributary to Pigeon Creek
Colley Township, Sullivan County

Project Description: Bridge replacement on SR 1002 (Dutch Mountain Road) over Tributary to Pigeon Creek in Colley Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$75	\$660	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$75	\$660	\$0
Total FFY 2025-2036 Cost	\$735					

PennDOT Project Id: 110243

Project Administrator: PennDOT

Title: SR1006 over Trib to Birch Creek

Improvement Type: Bridge Replacement

State Route: 1006

Municipality: Cherry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR1006 over Trib to Birch Creek
Cherry Township, Sullivan County

Project Description: Bridge replacement on SR 1006 (Old Bernice Road) over Tributary to Birch Creek in Cherry Township, Sullivan County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$70	\$0	\$370	\$150	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$70	\$0	\$370	\$150	\$0
Total FFY 2025-2036 Cost	\$590					

PennDOT Project Id: 115986

Project Administrator: PennDOT

Title: SR 220 to Big Run

Improvement Type: Resurface

State Route: 2002

Municipality: Davidson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: SR 2002 (Main Street) from SR 220 to Bug Run
Davidson Twp

Project Description: Mill and resurface on SR 2002 (Main St) from SR 220 to Bug Run in Davidson Twp, Sullivan County

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 110251

Project Administrator: PennDOT

Title: SR 2003 over Bloody Run

Improvement Type: Bridge Rehabilitation

State Route: 2003

Municipality: Davidson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2027

Location: SR 2003 (Elkgrove Road) over Bloody Run
Davidson Township

Project Description: Bridge rehabilitation on SR 2003 (Elkgrove Road) over Bloody Run in Davidson Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$60	\$70	\$120	\$100	\$150	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$60	\$70	\$120	\$100	\$150	\$0
Total FFY 2025-2036 Cost	\$500					

PennDOT Project Id: 115358

Project Administrator: PennDOT

Title: Morgan Ave to SR 42

Improvement Type: Surface Treatment Micro-surfacing

State Route: 3007

Municipality: Eagles Mere (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Morgan Ave to SR 42
Eagles Mere Boro

Project Description: Microsurface on SR 3007 from Morgan Ave to SR 42 in Eagles Mere Boro, Sullivan Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$660	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$660	\$0	\$0
Total FFY 2025-2036 Cost	\$660					

PennDOT Project Id: 110235

Project Administrator: PennDOT

Title: SR 4005 over Fall Run

Improvement Type: Bridge Replacement

State Route: 4005

Municipality: Fox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2024

Location: SR 4005 (Middle Road) over Fall Run
Fox Township

Project Description: Bridge replacement on SR 4005 (Middle Road) over Fall Run in Fox Township, Sullivan County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 113545

Project Administrator: PennDOT

Title: SR 4002 to SR 154

Improvement Type: Resurface

State Route: 4005

Municipality: Fox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: SR 4005 (Middle Road)
Fox Township

Project Description: Resurfacing on SR 4005 (Middle Road) from SR 4002 to SR 154 in Fox Township, Sullivan County

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

PennDOT Project Id: 109757

Project Administrator: PennDOT

Title: SR 4010 Hillsgrove Post Flood Survey

Improvement Type: Bridge Preservation Activities

State Route: 4010

Municipality: Hillsgrove (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/11/2025

Location: Rock armoring of streambanks and grade adjustments upstream of the SR 87 Bridge
Hillsgrove Township, Sullivan County

Project Description: Rock armoring of streambanks and grade adjustments upstream of the SR 87 Bridge in Hillsgrove Township, Sullivan County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$20	\$500	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$20	\$500	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$520					

PennDOT Project Id: 110240

Project Administrator: PennDOT

Title: SR4020 over Lick Creek

Improvement Type: Bridge Replacement

State Route: 4020

Municipality: Cherry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/9/2025

Location: SR 4020 (Drake Road) over Lick Creek
Cherry Township, Sullivan County

Project Description: Bridge replacement on SR 4020 (Drake Road) over Lick Creek in Cherry Township, Sullivan County.

Susquehanna

PennDOT Project Id: 73298

Project Administrator: PennDOT

Title: NTier D4 Hwy Reserve

Improvement Type: Bridge Improvement

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Susquehanna and Wyoming Counties

Project Description: Susquehanna and Wyoming Counties - Highway Reserve.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$1642	\$794	\$3454	\$2707	\$13263	\$33615	
State:	\$690	\$733	\$770	\$947	\$2929	\$13283	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$2,332	\$1,527	\$4,224	\$3,654	\$16,192	\$46,898	
Total FFY 2025-2036 Cost	\$74,827						

PennDOT Project Id: 107009

Project Administrator: PennDOT

Title: Bridge Preservation

Improvement Type: Reconstruct

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Northern Tier Reserve Line Item.

Project Description: Bridge Preservation Line Item

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

PennDOT Project Id: 113986

Project Administrator: PennDOT

Title: Guiderail Mash Upgrades - N. Tier

Improvement Type: Safety Improvement

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Susquehanna and Wyoming Counties

Project Description: Guiderail Upgrades in Susquehanna and Wyoming Counties.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$96	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$96	\$0	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$96						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114029

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality:

Actual Construction Bid Date:

Location: Asset Management Reserve Line Item in Northern Tier RPO (District 4-0)

Project Description: Asset Management Reserve Line Item

Title: Asset Management Phase 2

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date:

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$1000	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$1,000	\$0	\$0	
Total FFY 2025-2036 Cost	\$1,000						

PennDOT Project Id: 118433

Project Administrator: PennDOT

Improvement Type: Transportation Enhancement

Municipality:

Actual Construction Bid Date:

Location: Harmony Township Trail
Susquehanna County

Project Description: Transportation Enhancements on a trail project located in Harmony Township that will connect to trail projects underway in Stevens Point in Harmony Township, Susquehanna County.

Title: Harmony Township Trail Pedestrian Enhancement

State Route: TASA
0

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 4/10/2025

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$1251	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$1,251	\$0	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$1,251						

PennDOT Project Id: 9699

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Harford (TWP)

Actual Construction Bid Date:

Location: Susquehanna County, Harford Township, State Route 11 (Lackawanna Trail)

Project Description: Bridge rehabilitation/replacement on State Route 11 (Lackawanna Trail) over East Branch Martins Creek in Harford Township, Susquehanna County.

Title: SR 11 over East Branch Martins Creek

State Route: 11

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/1/2026

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$40	\$0	\$600	\$0	
State:	\$0	\$0	\$10	\$0	\$150	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$50	\$0	\$750	\$0	
Total FFY 2025-2036 Cost	\$800						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 67550

Project Administrator: PennDOT

Title: SR 11 over Tributary Salt Lick Creek

Improvement Type: Replace/Rehab

State Route: 11

Municipality: Great Bend (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/9/2025

Location: Susquehanna County, Great Bend Township, State Route 11 (Lackawanna Trail)

Project Description: Bridge rehabilitation/replacement on State Route 11 (Lackawanna Trail) over Tributary Salt Lick Creek in Great Bend Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$40	\$0	\$0	\$0
State:	\$0	\$0	\$10	\$0	\$748	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$0	\$748	\$0
Total FFY 2025-2036 Cost	\$798					

PennDOT Project Id: 89710

Project Administrator: PennDOT

Title: SR 11 over Tributary to Susquehanna River

Improvement Type: Replace/Rehab

State Route: 11

Municipality: Great Bend (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/18/2027

Location: Susquehanna County
Great Bend Township
SR 11 (Main Street)

Project Description: Bridge rehabilitation/replacement on State Route 11 (Main Street) over Tributary to Susquehanna River in Great Bend Township, Susquehanna County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$40	\$800	\$0
State:	\$0	\$0	\$0	\$10	\$550	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$50	\$1,350	\$0
Total FFY 2025-2036 Cost	\$1,400					

PennDOT Project Id: 94741

Project Administrator: PennDOT

Title: SR 11 Shoulder / ELRS.

Improvement Type: Safety Improvement

State Route: 11

Municipality: Lenox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/13/2024

Location: Susquehanna County, Lenox, Hartford, Lathrop Townships, State Route 11 (Lackawanna Trail)

Project Description: Safety improvements on State Route 11 (Lackawanna Trail) from Sali Road to Old Route 11 in Lenox, Harford, Lathrop Townships, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2320	\$100	\$0	\$0	\$0	\$0
State:	\$1000	\$1000	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$3,320	\$1,100	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,420					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 96728

Project Administrator: PennDOT

Title: SR 11 over Tannery Street

Improvement Type: Replace/Rehab

State Route: 11

Municipality: Harford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2026

Location: Susquehanna County, Harford Township, State Route 11 (Lackawanna Trail)

Project Description: Bridge replacement on State Route 11 (Lackawanna Trail) over Tannery Street in Harford Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$40	\$200	\$600	\$0	
State:	\$0	\$0	\$10	\$50	\$150	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$50	\$250	\$750	\$0	
Total FFY 2025-2036 Cost	\$1,050						

PennDOT Project Id: 112737

Project Administrator: PennDOT

Title: SR 11, SR 492, SR 848 Intersection Improvement

Improvement Type: Intersection Improvement

State Route: 11

Municipality: New Milford (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/7/2027

Location: Susquehanna County, New Milford Borough, State Routes 11(Main Street), 492 (Jackson Street), 848 (Harford Road)

Project Description: Turning Lanes, Pavement Markings, Curbs, and Paving at intersection on State Routes 11 (Main Street), 492 (Jackson Street), 848 (Harford Road), New Milford Borough, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$50	\$0	\$0	\$1550	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$1,550	\$0	
Total FFY 2025-2036 Cost	\$1,600						

PennDOT Project Id: 116705

Project Administrator: PennDOT

Title: SR 11 over Branch of Martins Creek

Improvement Type: Replace/Rehab

State Route: 11

Municipality: Harford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2032

Location: Susquehanna County, Harford Township, State Route 11 (Lackawanna Trail),

Project Description: Bridge rehabilitation/replacement on State Route 11 (Lackawanna Trail) over Branch of Martins Creek in Harford Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$40	\$0	\$0	\$0	\$800	\$0	
State:	\$10	\$0	\$0	\$0	\$200	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$50	\$0	\$0	\$0	\$1,000	\$0	
Total FFY 2025-2036 Cost	\$1,050						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 116706

Project Administrator: PennDOT

Title: SR 11 over Tributary to Salt Lick Creek

Improvement Type: Replace/Rehab

State Route: 11

Municipality: New Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2032

Location: Susquehanna County, New Milford Township, State Route 11 (Lackawanna Trail)

Project Description: Bridge rehabilitation/replacement on State Route 11 (Lackawanna Trail) over Tributary to Salt Lick Creek in New Milford Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$40	\$0	\$0	\$0	\$1000	\$0	
State:	\$10	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$50	\$0	\$0	\$0	\$1,000	\$0	
Total FFY 2025-2036 Cost	\$1,050						

PennDOT Project Id: 116707

Project Administrator: PennDOT

Title: SR 11 over Norfolk Southern Railroad

Improvement Type: Replace/Rehab

State Route: 11

Municipality: Great Bend (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2027

Location: Susquehanna County
Great Bend Borough
State Route 11 (Main Street)

Project Description: Bridge rehabilitation/replacement on State Route 11 (Main Street) over Norfolk Southern Railroad in Great Bend Borough, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$20	\$0	\$0	\$0	\$0	
State:	\$0	\$5	\$0	\$0	\$4350	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$25	\$0	\$0	\$4,350	\$0	
Total FFY 2025-2036 Cost	\$4,375						

PennDOT Project Id: 9698

Project Administrator: PENNDOT

Title: SR 29 over Branch of Wyalusing Creek

Improvement Type: Replace/Rehab

State Route: 29

Municipality: Bridgewater (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2026

Location: Susquehanna County, Bridgewater Township, State Route 29 (Main Street)

Project Description: Bridge rehabilitation/replacement on State Route 29 (Main Street) over Branch Wyalusing Creek in Bridgewater Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$40	\$0	\$0	\$400	\$0	
State:	\$0	\$10	\$0	\$0	\$100	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$500	\$0	
Total FFY 2025-2036 Cost	\$550						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 9701

Project Administrator: PENNDOT

Title: SR 29 over Tributary Snake Creek

Improvement Type: Bridge Preservation Activities

State Route: 29

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2025

Location: Susquehanna County, Franklin Township, State Route 29

Project Description: Bridge preservation on State Route 29 over Tributary to Snake Creek in Franklin Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$40	\$0	\$0	\$400	\$0	
State:	\$0	\$10	\$0	\$0	\$100	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$500	\$0	
Total FFY 2025-2036 Cost	\$550						

PennDOT Project Id: 114911

Project Administrator: PennDOT

Title: I-81 Guiderail/Cable Median Barrier

Improvement Type: Guiderail Improvement

State Route: 81

Municipality: Lenox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2024

Location: Susquehanna County, Lenox, Harford, New Milford Townships, Interstate 81 (American Legion Memorial Highway)

Project Description: Safety improvements on Interstate 81 in Lenox, Harford, New Milford Townships, Susquehanna County.

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

PennDOT Project Id: 121292

Project Administrator: PennDOT

Title: I-81 Cameras and Message Board - Susq County

Improvement Type: Video Cameras

State Route: 81

Municipality: Lenox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Susquehanna County
 Lenox Township
 Harford Township
 New Milford Township
 New Milford Boro
 Interstate 81

Project Description: Camera's and Message Board on Interstate 81 North Bound between the on/off ramp with State Route 2016 and exit 217 in Lenox Township, Harford Township and Interstate 81 South Bound at exit 223 in New Milford Borough and New Milford Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$293	\$217	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$293	\$217	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$510						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 9704

Project Administrator: PENNDOT

Title: SR 92 over Hillborn Creek

Improvement Type: Bridge Replacement

State Route: 92

Municipality: Oakland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/9/2025

Location: Susquehanna County, Oakland Township, State Route 92 (River Street)

Project Description: Bridge replacement on State Route 92 (River Street) over Hillborn Creek in Oakland Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$20	\$0	\$0	\$805	\$0	
State:	\$0	\$5	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$25	\$0	\$0	\$805	\$0	
Total FFY 2025-2036 Cost	\$830						

PennDOT Project Id: 85729

Project Administrator: PennDOT

Title: SR 92 over Tributary Tunkhannock Creek

Improvement Type: Bridge Replacement

State Route: 92

Municipality: Gibson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/9/2025

Location: Susquehanna County, Gibson Township, State Route 92

Project Description: Bridge replacement on State Route 92 over Tributary Tunkhannock Creek in Gibson Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$20	\$0	\$0	\$0	
State:	\$0	\$0	\$5	\$0	\$748	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$25	\$0	\$748	\$0	
Total FFY 2025-2036 Cost	\$773						

PennDOT Project Id: 116708

Project Administrator: PennDOT

Title: SR 92 over Drinkers Creek

Improvement Type: Replace/Rehab

State Route: 92

Municipality: Oakland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Oakland and Jackson Townships, State Route 92

Project Description: Bridge rehabilitation/replacement on State Route 92 over Drinkers Creek in Oakland and Jackson Townships, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$100	\$0	\$0	\$0	\$800	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$100	\$0	\$0	\$0	\$800	\$0	
Total FFY 2025-2036 Cost	\$900						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 116709

Project Administrator: PennDOT

Title: SR 92 over Branch of Drinkers Creek

Improvement Type: Replace/Rehab

State Route: 92

Municipality: Oakland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Oakland Township, State Route 92

Project Description: Bridge rehabilitation/replacement on State Route 92 over Branch of Drinkers Creek in Oakland Township, Susquehanna County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$0	\$0	\$800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$0	\$0	\$800	\$0
Total FFY 2025-2036 Cost	\$900					

PennDOT Project Id: 68926

Project Administrator: PennDOT

Title: SR 106 over Round Pond Creek

Improvement Type: Replace/Rehab

State Route: 106

Municipality: Lenox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2034

Location: Susquehanna County, Lenox Township, State Route 106

Project Description: Bridge rehabilitation/replacement on State Route 106 over Round Pond Creek in Lenox Township, Susquehanna County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$40	\$0	\$0	\$640	\$0
State:	\$0	\$10	\$0	\$0	\$160	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$50	\$0	\$0	\$800	\$0
Total FFY 2025-2036 Cost	\$850					

PennDOT Project Id: 68936

Project Administrator: PennDOT

Title: SR 167 over Martins Creek

Improvement Type: Bridge Replacement

State Route: 167

Municipality: Hop Bottom (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/24/2024

Location: Susquehanna County, Hop Bottom Borough, State Route 167 (Main Street)

Project Description: Bridge replacement on State Route 167 (Main Street) over Martins Creek in Hop Bottom Borough, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$400	\$2360	\$1400	\$0	\$0	\$0
State:	\$100	\$590	\$350	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$500	\$2,950	\$1,750	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$5,200					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 96733

Project Administrator: PennDOT

Title: SR 167 over Hop Bottom Creek

Improvement Type: Replace/Rehab

State Route: 167

Municipality: Brooklyn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2034

Location: Susquehanna County, Brooklyn Township, State Route 167 (Brooklyn Road)

Project Description: Bridge rehabilitation/replacement on State Route 167 (Brooklyn Road) over Hop Bottom Creek in Brooklyn Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$40	\$0	\$0	\$640	\$0	
State:	\$0	\$10	\$0	\$0	\$160	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$800	\$0	
Total FFY 2025-2036 Cost	\$850						

PennDOT Project Id: 116710

Project Administrator: PennDOT

Title: SR 167 over East Branch of Wyalusing Creek

Improvement Type: Replace/Rehab

State Route: 167

Municipality: Bridgewater (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2032

Location: Susquehanna County
Bridgewater Township
State Route 167 (Owego Street)

Project Description: Bridge rehabilitation/replacement on State Route 167 (Owego Street) over East Branch of Wyalusing Creek in Bridgewater Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$50	\$0	\$0	\$800	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$800	\$0	
Total FFY 2025-2036 Cost	\$850						

PennDOT Project Id: 118218

Project Administrator: PennDOT

Title: Susq County NYSW Corridor Crossing

Improvement Type: RR Warning Devices

State Route: 167

Municipality: Montrose (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/1/2025

Location: Montrose Boro
Susquehanna County

Project Description: Installation of railroad lights, gates, bells, circuitry, and housing at the NYSW Corridor Railroad Crossing in Montrose Boro, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$360	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$360	\$0	\$0	
Total FFY 2025-2036 Cost	\$360						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 47034

Project Administrator: PENNDOT

Title: SR 171 over Canawacta Creek

Improvement Type: Replace/Rehab

State Route: 171

Municipality: Lanesboro (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/23/2025

Location: Susquehanna County, Lanesboro Borough, State Route 171 (Main Street)

Project Description: Bridge rehabilitation/replacement on State Route 191 (Main Street) over Canawacta Creek in Lanesboro Borough, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$40	\$250	\$1030	\$0	
State:	\$0	\$0	\$10	\$63	\$258	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$50	\$313	\$1,288	\$0	
Total FFY 2025-2036 Cost	\$1,651						

PennDOT Project Id: 68940

Project Administrator: PennDOT

Title: SR 171 over Lackawanna River

Improvement Type: Bridge Rehabilitation

State Route: 171

Municipality: Clifford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/13/2025

Location: Susquehanna County, Clifford Township, State Route 171 (Main Street)

Project Description: Bridge rehabilitation on State Route 171 (Main Street) over Lackawanna River in Clifford Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$300	\$500	\$1600	\$0	\$0	
State:	\$0	\$75	\$125	\$400	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$375	\$625	\$2,000	\$0	\$0	
Total FFY 2025-2036 Cost	\$3,000						

PennDOT Project Id: 89705

Project Administrator: PennDOT

Title: SR 171 over Denton Creek

Improvement Type: Replace/Rehab

State Route: 171

Municipality: Great Bend (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2032

Location: Susquehanna County
Great Bend Township
State Route 171 (State Street)

Project Description: Bridge replacement on State Route 171 (State Street) over Denton Creek in Great Bend Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$40	\$0	\$0	\$1200	\$0	
State:	\$0	\$10	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$1,200	\$0	
Total FFY 2025-2036 Cost	\$1,250						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 101043

Project Administrator: PennDOT

Title: SR 171 over High Bridge Creek

Improvement Type: Replace/Rehab

State Route: 171

Municipality: Great Bend (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/23/2025

Location: Susquehanna County, Great Bend Township, State Route 171 (State Street)

Project Description: Bridge rehabilitation/replacement on State Route 171 (State Street) over High Bridge Creek in Great Bend Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$40	\$0	\$0	\$300	\$1300	\$0
State:	\$10	\$0	\$0	\$75	\$325	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$0	\$0	\$375	\$1,625	\$0
Total FFY 2025-2036 Cost	\$2,050					

PennDOT Project Id: 114079

Project Administrator: PennDOT

Title: Susquehanna County Paving

Improvement Type: Resurface

State Route: 171

Municipality: Forest City (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2026

Location: Susquehanna County

Project Description: As part of the 2021 TIP Update the Northern Tier RPO was awarded Secretary Discretionary funding in the amount of \$2 Million in Federal Fiscal Year 2027 for Paving activities. District 4-0 has prepared a 5 year cyclical maintenance plan for Susquehanna County state roadways in which in by 2025 the District will be able to better identify some of their Paving Needs in the County. In 2026 Project Design and Bid Package preparation occur allowing for a late 2026/ early 2027 Project Bid Letting that will take place on the identified roadways.

In the event of other identified SPIKE projects have bid savings there could be the possibility to advance the project from FFY 2027.

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

PennDOT Project Id: 121178

Project Administrator: PennDOT

Title: Susq/Wyoming High Friction Surface Treatment

Improvement Type: Surface Treatment

State Route: 171

Municipality: Great Bend (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Susquehanna County
 Wyoming County
 Great Bend TWP
 Bridgewater TWP
 New Milford TWP
 Overfield TWP
 Noxen TWP
 State Route 307 (Roosevelt Highway)
 State Route 171 (State Street)
 State Route 415 (Lake Road)
 State Route 706 (Wyalusing Street)

Project Description: High Friction Surface Treatment on State Route 307 (Roosevelt Highway) between State Route 92 and State Route 2019 (Maple Road), on State Route 415 (Lake Road) at the intersection with State Route 29 (Joseph W. Hunter Highway) in Overfield Twp and Noxen Twp, Wyoming County, State Route 171 (State Street) at the intersection with State Route 1025 (Hawkins Pond Road) and on State Route 706 (Wyalusing Street) between State Route 167 (Brooklyn Road) and State Route 11 (Lackawanna Trail) in Bridgewater Twp and New Milford Twp, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$916	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$916	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$916					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 109879

Project Administrator: PennDOT

Title: SR 267 over Branch Little Meshoppen Creek

Improvement Type: Replace/Rehab

State Route: 267

Municipality: Auburn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2029

Location: Susquehanna County, Auburn Township, State Route 267

Project Description: Bridge rehabilitation/replacement on State Route 267 over Branch Little Meshoppen Creek in Auburn Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$20	\$0	\$0
State:	\$0	\$0	\$0	\$5	\$563	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$25	\$563	\$0
Total FFY 2025-2036 Cost	\$588					

PennDOT Project Id: 9709

Project Administrator: PENNDOT

Title: SR 367 over Branch Tuscarora Creek

Improvement Type: Bridge Replacement

State Route: 367

Municipality: Auburn (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/11/2024

Location: Susquehanna County, Auburn Township, State Route 367

Project Description: Bridge replacement on State Route 367 over Branch of Tuscarora Creek in Auburn Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$550	\$0	\$0	\$0	\$0	\$0
State:	\$138	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$688	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$688					

PennDOT Project Id: 118120

Project Administrator: PennDOT

Title: SR 374 over Outlet of Lowe Lake

Improvement Type: Bridge Replacement

State Route: 374

Municipality: Herrick (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/26/2024

Location: State Route 374 (Old Newburg Turnpike)
Herrick Township
Susquehanna County

Project Description: Bridge replacement on State Route 374 (Old Newburg Turnpike) over Outlet of Lowe Lake in Herrick Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$750	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$0	\$0	\$0	\$750	\$0
Total FFY 2025-2036 Cost	\$800					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 9723

Project Administrator: PENNDOT

Title: SR 492 over Little Butler Creek

Improvement Type: Replace/Rehab

State Route: 492

Municipality: Jackson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/23/2025

Location: Susquehanna County, Jackson Township, State Route 492 (Jackson Street)

Project Description: Bridge rehabilitation/replacement on State Route 492 (Jackson Street) over Little Butler Creek in Jackson Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$40	\$0	\$0	\$0
State:	\$0	\$0	\$10	\$850	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$850	\$0	\$0
Total FFY 2025-2036 Cost	\$900					

PennDOT Project Id: 116711

Project Administrator: PennDOT

Title: SR 492 over Branch of Butler Creek

Improvement Type: Replace/Rehab

State Route: 492

Municipality: Jackson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2032

Location: Susquehanna County, Jackson Township, State Route 492 (Jackson Street)

Project Description: Bridge rehabilitation/replacement on State Route 492 (Jackson Street) over Branch of Butler Creek in Jackson Township, Susquehanna County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$40	\$0	\$0	\$0	\$0
State:	\$0	\$10	\$0	\$0	\$800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$50	\$0	\$0	\$800	\$0
Total FFY 2025-2036 Cost	\$850					

PennDOT Project Id: 9668

Project Administrator: PENNDOT

Title: SR 706 over Branch Wyalusing Creek

Improvement Type: Replace/Rehab

State Route: 706

Municipality: Rush (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Susquehanna County, Rush Township, State Route 706

Project Description: Bridge rehabilitation/replacement on State Route 706 over Branch of Wyalusing Creek in Rush Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$850	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$0	\$0	\$0	\$850	\$0
Total FFY 2025-2036 Cost	\$900					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 9720

Project Administrator: PENNDOT

Title: SR 706 over East Branch of Wyalusing Creek

Improvement Type: Bridge Replacement

State Route: 706

Municipality: Rush (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2024

Location: Susquehanna County, Rush Township, State Route 706

Project Description: Bridge replacement on State Route 706 over Deuel Creek in Rush Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$800	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,000					

PennDOT Project Id: 67525

Project Administrator: PennDOT

Title: SR 706 over East Branch Wyalusing Creek

Improvement Type: Bridge Replacement

State Route: 706

Municipality: Jessup (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2024

Location: Susquehanna County, Jessup Township, State Route 706

Project Description: Bridge replacement on State Route 706 over East Branch of Wyalusing Creek in Jessup Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1000	\$2000	\$1400	\$0	\$0	\$0
State:	\$250	\$500	\$350	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,250	\$2,500	\$1,750	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$5,500					

PennDOT Project Id: 96730

Project Administrator: PennDOT

Title: SR 706 over Branch Wyalusing Creek 2

Improvement Type: Bridge Replacement

State Route: 706

Municipality: Jessup (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2024

Location: Susquehanna County, Jessup Township, State Route 706

Project Description: Bridge replacement on State Route 706 over Roe Creek in Jessup Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$600	\$0	\$0	\$0
State:	\$0	\$0	\$150	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$750	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$750					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 109880

Project Administrator: PennDOT

Title: SR 706 over Snell Creek

Improvement Type: Bridge Replacement

State Route: 706

Municipality: Jessup (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2024

Location: Susquehanna County, Jessup Township, State Route 706

Project Description: Bridge replacement on State Route 706 over Snell Creek in Jessup Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$1400	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$350	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$1,750	\$0	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,750						

PennDOT Project Id: 116712

Project Administrator: PennDOT

Title: SR 1002 over Tunkhannock Creek

Improvement Type: Replace/Rehab

State Route: 1002

Municipality: Jackson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Jackson Township, State Route 1002 (Snake Hill Road)

Project Description: Bridge rehabilitation/replacement on State Route 1002 (Snake Hill Road) over Tunkhannock Creek in Jackson Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$40	\$0	\$0	\$800	\$0	\$0
State:	\$0	\$10	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$800	\$0	\$0
Total FFY 2025-2036 Cost	\$850						

PennDOT Project Id: 9631

Project Administrator: PENNDOT

Title: SR 1007 over South Branch Canawacta Creek

Improvement Type: Replace/Rehab

State Route: 1007

Municipality: Harmony (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Harmony Township, State Route 1007 (Bear Swamp Road)

Project Description: Bridge rehabilitation/replacement on State Route 1007 (Bear Swamp Road) over South Branch of Canawacta Creek in Harmony Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$25	\$0	\$0	\$393	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$25	\$0	\$0	\$393	\$0	\$0
Total FFY 2025-2036 Cost	\$418						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 116713

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Oakland (TWP)

Title: SR 1010 over Bedbug Creek
State Route: 1010
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County
 Oakland Township
 State Route 1010 (Harmony Road)

Project Description: Bridge rehabilitation/replacement on State Route 1010 (Harmony Road) over Bedbug Creek in Oakland Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$50	\$0	\$0	\$800	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$800	\$0	
Total FFY 2025-2036 Cost	\$850						

PennDOT Project Id: 116714

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Harmony (TWP)

Title: SR 1011 over East Branch of Hemlock Creek
State Route: 1011
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Harmony Township, State Route 1011 (Stevens Point Road)

Project Description: Bridge rehabilitation/replacement on State Route 1011 (Stevens Point Road) over East Branch of Hemlock Creek in Harmony Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$50	\$0	\$0	\$800	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$800	\$0	
Total FFY 2025-2036 Cost	\$850						

PennDOT Project Id: 69008

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Lanesboro (BORO)

Title: SR 1017 over Tributary to Susquehanna River
State Route: 1017
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2032

Location: Susquehanna County, Lanesboro Borough, State Route 1017 (Gulf Street)

Project Description: Bridge rehabilitation/replacement on State Route 1017 (Gulf Street) over Tributary to Susquehanna River in Lanesboro Borough, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$800	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$50	\$0	\$0	\$0	\$800	\$0	
Total FFY 2025-2036 Cost	\$850						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 85720

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Franklin (TWP)

Actual Construction Bid Date:

Location: Susquehanna County, Franklin Township, State Route 1018

Title: SR 1018 over Tributary Dubois Creek

State Route: 1018

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 2/13/2025

Project Description: Bridge replacement on State Route 1018 over Tributary Dubois Creek in Franklin Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$550	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$550	\$50	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$600				

PennDOT Project Id: 89698

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Franklin (TWP)

Actual Construction Bid Date:

Location: Susquehanna County, Franklin Township, State Route 1018 (Booth Road)

Title: SR 1018 over Snake Creek

State Route: 1018

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/30/2025

Project Description: Bridge replacement on State Route 1018 (Booth Road) over Snake Creek in Franklin Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1200	\$0	\$0	\$0	\$0	\$0
State:	\$300	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,500	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost		\$1,500				

PennDOT Project Id: 96732

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: New Milford (TWP)

Actual Construction Bid Date:

Location: Susquehanna County, New Milford Township, State Route 1018

Title: SR 1018 over Norfolk Southern RR

State Route: 1018

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/9/2025

Project Description: Bridge rehabilitation/replacement on State Route 1018 (Old Lackawanna Trail) over Norfolk Southern RR in New Milford Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$640	\$2400	\$0	\$0
State:	\$0	\$0	\$160	\$760	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$800	\$3,160	\$0	\$0
Total FFY 2025-2036 Cost		\$3,960				

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 67565

Project Administrator: PennDOT

Title: SR 1022 over Tributary Dubois Creek

Improvement Type: Bridge Replacement

State Route: 1022

Municipality: Liberty (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2026

Location: Susquehanna County, Liberty Township, State Route 1022 (Liberty Park Road)

Project Description: Bridge replacement on SR 1022 (Liberty Park Road) over Tributary Dubois Creek in Liberty Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$50	\$0	\$650	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$50	\$0	\$650	\$0	
Total FFY 2025-2036 Cost	\$700						

PennDOT Project Id: 79574

Project Administrator: PennDOT

Title: SR 1037 over Tributary to Dubois Creek

Improvement Type: Replace/Rehab

State Route: 1037

Municipality: Great Bend (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County
Great Bend Township
State Route 1037 (Dubois Street)

Project Description: Bridge rehabilitation/replacement on State Route 1037 (Dubois Street) over Tributary to Dubois Creek in Great Bend Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$800	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$50	\$0	\$0	\$0	\$800	\$0	
Total FFY 2025-2036 Cost	\$850						

PennDOT Project Id: 100596

Project Administrator: PennDOT

Title: SR 1049 over Branch of Snake Creek

Improvement Type: Bridge Replacement

State Route: 1049

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/20/2025

Location: Susquehanna County, Franklin Township, State Route 1049

Project Description: Bridge replacement on State Route 1049 over Branch of Snake Creek, in Franklin Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$500	\$0	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$500	\$0	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$500						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 69012

Project Administrator: PennDOT

Title: SR 2008 over Dundaff Creek

Improvement Type: Replace/Rehab

State Route: 2008

Municipality: Clifford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2032

Location: Susquehanna County, Clifford Township, State Route 2008

Project Description: Bridge rehabilitation/replacement on State Route 2008 over Dundaff Creek in Clifford Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$40	\$0	\$0	\$0	\$640	\$0	
State:	\$10	\$0	\$0	\$0	\$160	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$50	\$0	\$0	\$0	\$800	\$0	
Total FFY 2025-2036 Cost	\$850						

PennDOT Project Id: 69016

Project Administrator: PennDOT

Title: SR 2016 over Tributary E. Branch Tunkhannock Creek

Improvement Type: Replace/Rehab

State Route: 2016

Municipality: Lenox (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/8/2027

Location: Susquehanna County, Lenox Township, State Route 2016

Project Description: Bridge rehabilitation/replacement on State Route 2016 over Tributary East Branch Tunkhannock Creek in Lenox Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$25	\$0	\$546	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$25	\$0	\$546	\$0	
Total FFY 2025-2036 Cost	\$571						

PennDOT Project Id: 69020

Project Administrator: PennDOT

Title: SR 2017 over Norfolk Southern RR

Improvement Type: Replace/Rehab

State Route: 2017

Municipality: Lathrop (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/11/2025

Location: Susquehanna County
Lathrop Township and Hop Bottom Borough
State Route 2017 (Station Hill Road)

Project Description: Bridge rehabilitation/replacement on State Route 2017 (Station Hill Road) over Norfolk Southern Railroad in Lathrop Township and Hop Bottom Borough, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$40	\$0	\$1600	\$0	\$0	\$0	
State:	\$10	\$0	\$400	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$50	\$0	\$2,000	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$2,050						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 116715

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Lenox (TWP)

Title: SR 2020 over Tower Creek
State Route: 2020
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Tower Creek, State Route 2020 (Forest Street)

Project Description: Bridge rehabilitation/replacement on State Route 2020 (Forest Street) over Tower Creek in Lenox Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$50	\$0	\$0	\$800	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$800	\$0	
Total FFY 2025-2036 Cost	\$850						

PennDOT Project Id: 116716

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Lenox (TWP)

Title: SR 2020 over Outlet of Acre Lake
State Route: 2020
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Lenox Township, State Route 2020 (Bartholomew Road)

Project Description: Bridge rehabilitation/replacement on State Route 2020 (Bartholomew Road) over Outlet of Acre Lake in Lenox Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$50	\$0	\$1000	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$50	\$0	\$1,000	\$0	
Total FFY 2025-2036 Cost	\$1,050						

PennDOT Project Id: 89908

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Harford (TWP)

Title: SR 2022 over Branch Martins Creek
State Route: 2022
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2034

Location: Susquehanna County, Harford Township, State Route 2022 (Oakley Crossing Road)

Project Description: Bridge replacement on State Route 2022 (Oakley Crossing Road) over Branch of Martins Creek, in Harford Township, Susquehanna County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 109882

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Union Dale (BORO)

Title: SR 2023 over Outlet Lewis Lake

State Route: 2023

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: Susquehanna County, Uniondale Borough, State Route 2023 (Main Street)

Project Description: Bridge replacement on State Route 2023 (Main Street) over Outlet of Lewis Lake in Uniondale Borough, Susquehanna County.

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

PennDOT Project Id: 9643

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Gibson (TWP)

Title: SR 2036 over Rock Hill Creek

State Route: 2036

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/22/2026

Location: Susquehanna County, Gibson Township, State Route 2036

Project Description: Bridge rehabilitation/replacement on State Route 2036 over Rock Hill Creek, in Gibson Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$800	\$400	\$0	\$0
State:	\$0	\$0	\$200	\$100	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$1,000	\$500	\$0	\$0
Total FFY 2025-2036 Cost	\$1,500					

PennDOT Project Id: 69023

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Gibson (TWP)

Title: SR 2036 over Overflow Channel

State Route: 2036

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/22/2026

Location: Susquehanna County, Gibson Township, State Route 2036

Project Description: Bridge replacement on State Route 2036 over Overflow Channel for Tunkhannock Creek in Gibson Township, Susquehanna County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 85731

Project Administrator: PennDOT

Title: SR 2043 over Millard Creek

Improvement Type: Bridge Rehabilitation

State Route: 2043

Municipality: Lenox (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/9/2025

Location: Susquehanna County, Lenox Township, State Route 2043

Project Description: Bridge rehabilitation on State Route 2043 over Millard Creek, in Lenox Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$20	\$0	\$0	\$0	
State:	\$0	\$0	\$5	\$0	\$170	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$25	\$0	\$170	\$0	
Total FFY 2025-2036 Cost	\$195						

PennDOT Project Id: 89711

Project Administrator: PennDOT

Title: SR 2046 over West Branch Lackawanna River

Improvement Type: Bridge Replacement

State Route: 2046

Municipality: Ararat (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2027

Location: Susquehanna County, Ararat Township, State Route 2046 (Fiddle Lake Road)

Project Description: Bridge rehab/replacement on State Route 2046 (Fiddle Lake Road) over West Branch of Lackawanna River, in Ararat Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$25	\$1350	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$25	\$1,350	\$0	
Total FFY 2025-2036 Cost	\$1,375						

PennDOT Project Id: 112539

Project Administrator: PennDOT

Title: SR 2046 over Tunkhannock Creek

Improvement Type: Bridge Rehabilitation

State Route: 2046

Municipality: Gibson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: Susquehanna County
Gibson Township
State Route 2046 (Fiddle Lake Road)

Project Description: Bridge rehabilitation on State Route 2046 (Fiddle Lake Road) over Tunkhannock Creek in Gibson Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$25	\$0	\$1000	\$0	\$0	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$25	\$0	\$1,000	\$0	\$0	\$0	
Total FFY 2025-2036 Cost	\$1,025						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 116717

Project Administrator: PennDOT

Title: SR 2053 over Johnson Pond Creek

Improvement Type: Replace/Rehab

State Route: 2053

Municipality: Dimock (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Dimock Township, State Route 2053 (Meshoppen Creek Road)

Project Description: Bridge rehabilitation/replacement on State Route 2053 (Meshoppen Creek Road) over Johnson Pond Creek in Dimock Township, Susquehanna County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$40	\$0	\$650	\$0
State:	\$0	\$0	\$10	\$0	\$150	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$0	\$800	\$0
Total FFY 2025-2036 Cost	\$850					

PennDOT Project Id: 116718

Project Administrator: PennDOT

Title: SR 2063 over Branch of Leslie Creek

Improvement Type: Replace/Rehab

State Route: 2063

Municipality: Harford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/2033

Location: Susquehanna County, Harford Township, State Route 2063 (Creek Road)

Project Description: Bridge rehabilitation/replacement on State Route 2063 (Creek Road) over Branch of Leslie Creek in Harford Township, Susquehanna County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$50	\$0	\$800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$0	\$800	\$0
Total FFY 2025-2036 Cost	\$850					

PennDOT Project Id: 89699

Project Administrator: PennDOT

Title: SR 2067 over Tunkhannock Creek

Improvement Type: Replace/Rehab

State Route: 2067

Municipality: Gibson (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2032

Location: Susquehanna County, Gibson Township, State Route 2067

Project Description: Bridge rehabilitation/replacement on State Route 2067 over Tunkhannock Creek, in Gibson Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$20	\$1856	\$0
State:	\$0	\$0	\$0	\$5	\$464	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$25	\$2,320	\$0
Total FFY 2025-2036 Cost	\$2,345					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 96207

Project Administrator: PennDOT

Title: SR 2067 over Bell Creek

Improvement Type: Bridge Replacement

State Route: 2067

Municipality: Gibson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/9/2025

Location: SR 2067

Gibson Township

Project Description: Replace (2) 48" pipes with a precast box culvert along with approach repairs on SR 2067 in Gibson Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$501	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$0	\$0	\$0	\$501	\$0
Total FFY 2025-2036 Cost	\$551					

PennDOT Project Id: 119606

Project Administrator: PennDOT

Title: SR 2073 Pipe Replacement

Improvement Type: Replace/Rehab

State Route: 2073

Municipality: Gibson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/13/2025

Location: State Route 2073

Gibson Township

Susquehanna County

Project Description: Pipe replacement on State Route 2073 from Bert Hill Road to pond in Gibson Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$25	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$25	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$25					

PennDOT Project Id: 9654

Project Administrator: PENNDOT

Title: SR 2096 over Horton Creek

Improvement Type: Bridge Replacement

State Route: 2096

Municipality: Lathrop (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Lathrop Township, State Route 2096

Project Description: Bridge replacement on State Route 2096 over Horton Creek, in Lathrop Township, Susquehanna County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 79569

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Auburn (TWP)

Title: SR 3001 over Carter Creek
State Route: 3001
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 12/14/2023

Estimated Construction Bid Date: 12/14/2023

Location: Susquehanna County
 Auburn Township
 State Route 3001

Project Description: Bridge replacement on State Route 3001 over Carter Creek in Auburn Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1000	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,000						

PennDOT Project Id: 67548

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Auburn (TWP)

Title: SR 3004 over Tributary to Riley Creek
State Route: 3004
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/2024

Location: Susquehanna County, Auburn Township, State Route 3004

Project Description: Bridge replacement on State Route 3004 over Tributary to Riley Creek, in Auburn Township, Susquehanna County.

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

PennDOT Project Id: 79570

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Auburn (TWP)

Title: SR 3004 over Riley Creek
State Route: 3004
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/2024

Location: Susquehanna County
 Auburn Township
 State Route 3004

Project Description: Bridge replacement on State Route 3004 over Riley Creek in Auburn Township, Susquehanna County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 9742

Project Administrator: PENNDOT

Title: SR 3017 over Thomas Creek

Improvement Type: Replace/Rehab

State Route: 3017

Municipality: Springville (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2030

Location: Susquehanna County, Springville Township, State Route 3017 (West Nicholson Road)

Project Description: Bridge rehabilitation/replacement on State Route 3017 (West Nicholson Road) over Thomas Creek in Springville Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$40	\$0	\$0	\$0	\$1440	\$0	
State:	\$10	\$0	\$0	\$0	\$360	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$50	\$0	\$0	\$0	\$1,800	\$0	
Total FFY 2025-2036 Cost	\$1,850						

PennDOT Project Id: 79578

Project Administrator: PennDOT

Title: SR 3023 over Hortons Creek

Improvement Type: Replace/Rehab

State Route: 3023

Municipality: Lathrop (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2030

Location: Susquehanna County, Lathrop Township, State Route 3023

Project Description: Bridge rehabilitation/replacement on State Route 3023 over Hortons Creek in Lathrop Township, Susquehanna County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$40	\$0	\$0	\$2000	\$0	
State:	\$0	\$10	\$0	\$0	\$500	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$0	\$0	\$2,500	\$0	
Total FFY 2025-2036 Cost	\$2,550						

PennDOT Project Id: 96735

Project Administrator: PennDOT

Title: SR 3029 over Forest Lake Creek

Improvement Type: Replace/Rehab

State Route: 3029

Municipality: Forest Lake (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2034

Location: Susquehanna County, Forest Lake Township, State Route 3029

Project Description: Bridge replacement on State Route 3029 over Forest Lake Creek, in Forest Lake Township, Susquehanna County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 116719

Project Administrator: PennDOT

Title: SR 3050 over Elk Lake Stream

Improvement Type: Replace/Rehab

State Route: 3050

Municipality: Rush (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2030

Location: Susquehanna County, Rush Township, State Route 3050 (Pierson Road)

Project Description: Bridge rehabilitation/replacement on State Route 3050 (Pierson Road) over Elk Lake Stream in Rush Township, Susquehanna County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$40	\$0	\$2000	\$0
State:	\$0	\$0	\$10	\$0	\$500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$0	\$2,500	\$0
Total FFY 2025-2036 Cost	\$2,550					

PennDOT Project Id: 100452

Project Administrator: PennDOT

Title: SR 4002 over Snake Creek

Improvement Type: Bridge Preservation Activities

State Route: 4002

Municipality: Liberty (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/1/2034

Location: Susquehanna County, Liberty Township, State Route 4002 (Murphy Corners Road)

Project Description: Bridge preservation on State Route 4002 (Murphy Corners Road) over Snake Creek, in Liberty Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$20	\$0	\$0
State:	\$0	\$0	\$0	\$5	\$291	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$25	\$291	\$0
Total FFY 2025-2036 Cost	\$316					

PennDOT Project Id: 116732

Project Administrator: PennDOT

Title: SR 4005 over McCormick Run

Improvement Type: Replace/Rehab

State Route: 4005

Municipality: Silver Lake (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Susquehanna County, Silver Lake Township, State Route 4005

Project Description: Bridge rehabilitation/replacement on State Route 4005 over McCormick Run in Silver Lake Township, Susquehanna County

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 67560

Project Administrator: PennDOT

Title: SR 4008 over Silver Creek

Improvement Type: Bridge Replacement

State Route: 4008

Municipality: Franklin (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/7/2024

Location: Susquehanna County, Franklin Township, State Route 4008

Project Description: Bridge replacement on State Route 4008 over Silver Creek, in Franklin Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$400	\$1600	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$400	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$500	\$2,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,500						

PennDOT Project Id: 67546

Project Administrator: PennDOT

Title: SR 4014 over Branch of Apolacon Creek

Improvement Type: Replace/Rehab

State Route: 4014

Municipality: Apolacon (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2028

Location: Susquehanna County, Apolacon Township, State Route 4014

Project Description: Bridge rehabilitation/replacement on State Route 4014 over Branch of Apolacon Creek, in Apolacon Township, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$20	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$5	\$634	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$25	\$634	\$0	\$0
Total FFY 2025-2036 Cost	\$659						

PennDOT Project Id: 9546

Project Administrator: PENNDOT

Title: Johnston Street over Salt Lick Creek

Improvement Type: Bridge Replacement

State Route: 7409

Municipality: New Milford (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Johnston Street
New Milford
Susquehanna County

Project Description: Bridge Replacement on Johnston Street over Salt Like Creek in New Milford, Susquehanna County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$1600	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$300	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$100	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,000						

2025 - 2028 Transportation Improvement Program

Tioga

PennDOT Project Id: 7290

Project Administrator: PENNDOT

Title: T-894 ovr Bailey Crk

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Rutland (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Township Road 894 over Bailey Creek
Rutland Township

Project Description: Bridge replacement on Township Road 894 over Bailey Creek in Rutland Township

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$80	\$0	\$0	\$72	\$876	\$0
State:	\$15	\$0	\$0	\$12	\$164	\$0
Local/Other:	\$5	\$0	\$0	\$6	\$55	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$0	\$90	\$1,095	\$0
Total FFY 2025-2036 Cost	\$1,285					

PennDOT Project Id: 97689

Project Administrator: PennDOT

Title: T-385 ov Stoney Fork Cr

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Delmar (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: ownship Road 385 over Stoney Fork Creek , Delmar Township, 58720803850000.

Project Description: Bridge replacement on Township Road 385 over Stoney Fork Creek in Delmar Township

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$320	\$320	\$0
Local/Other:	\$0	\$0	\$0	\$80	\$80	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$400	\$400	\$0
Total FFY 2025-2036 Cost	\$800					

PennDOT Project Id: 114094

Project Administrator: PennDOT

Title: T-526 over Wilson Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Delmar (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: Wilkins Road (T-526) over Wilson Creek
Delmar Township

Project Description: Bridge replacement on Wilkins Road (T-526) over Wilson Creek in Delmar Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$200	\$0	\$156	\$816	\$0
State:	\$0	\$38	\$0	\$29	\$153	\$0
Local/Other:	\$0	\$13	\$0	\$10	\$51	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$251	\$0	\$195	\$1,020	\$0
Total FFY 2025-2036 Cost	\$1,466					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114100

Project Administrator: PennDOT

Title: T-533 over Tributary to Marsh Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Delmar (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

Location: Butler Road (T-533) over Tributary to Marsh Creek
Delmar Township

Project Description: Bridge replacement on Butler Road (T-533) over Tributary to Marsh Creek in Delmar Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$48	\$152	\$0	\$132	\$648
State:	\$0	\$9	\$29	\$0	\$25	\$122
Local/Other:	\$0	\$3	\$10	\$0	\$9	\$41
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$60	\$191	\$0	\$166	\$811
Total FFY 2025-2036 Cost	\$1,228					

PennDOT Project Id: 120010

Project Administrator: PennDOT

Title: Barber Hollow Road Over Shanty Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Tioga (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Barber Hollow Road, Tioga Township
Bradford County

Project Description: Bridge replacement on Barber Hollow Road, Tioga Township in Bradford County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$250	\$390	\$0	\$0
Local/Other:	\$0	\$0	\$63	\$98	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$313	\$488	\$0	\$0
Total FFY 2025-2036 Cost	\$801					

PennDOT Project Id: 121025

Project Administrator: PennDOT

Title: T-374 over Jemison Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Westfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: T-374 over Jemison Creek
Westfield Township

Project Description: Bridge replacement on T-374 over Jemison Creek in Westfield Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$200	\$0	\$136	\$816	\$0
State:	\$0	\$38	\$0	\$26	\$153	\$0
Local/Other:	\$0	\$13	\$0	\$9	\$51	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$251	\$0	\$171	\$1,020	\$0
Total FFY 2025-2036 Cost	\$1,442					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99107

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Richmond (TWP)

Title: US6ovTb N Elk Run
State Route: 6
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 6/6/2024

Location: US 6 over Tributary to North Elk Run
 Richmond Township
 BMS 58000607100294

Project Description: Bridge replacement on US Route 6 over Tributary to North Elk Run in Richmond Township, Tioga County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$500	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$500	\$0	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$500						

PennDOT Project Id: 99426

Project Administrator: PennDOT
Improvement Type: Resurface
Municipality: Richmond (TWP)

Title: Old Mainesburg Rd to Strange Rd
State Route: 6
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

Location: US 6 from 0.5 miles East of Old Mainsburg Road to Strange Road
 Richmond and Sullivan Townships, Mansfield Borough

Project Description: Resurface US Route 6 from 0.5 miles East of Old Mainsburg Road to Strange Road in Richmond and Sullivan Townships and Mansfield Borough, Tioga County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$448	\$303	\$0	\$3600	
State:	\$0	\$0	\$0	\$0	\$0	\$2400	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$448	\$303	\$0	\$6,000	
Total FFY 2025-2036 Cost	\$6,751						

PennDOT Project Id: 106243

Project Administrator: PennDOT
Improvement Type: Bridge Preservation Activities
Municipality: Mansfield (BORO)

Title: US6 ov Tioga River
State Route: 6
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 1/11/2024

Estimated Construction Bid Date: 1/11/2024

Location: SR 6 over Tioga River
 Mansfield Borough

Project Description: Bridge preservation on SR 6 over Tioga River in Mansfield Borough, Tioga County

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

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 110405

Project Administrator: PennDOT

Title: SR6 from SR2018 to SR660

Improvement Type: Resurface

State Route: 6

Municipality: Charleston (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: SR6 from SR2018 (Cherry Flats Road) to SR660
Charleston Township

Project Description: Resurfacing on SR6 from SR2018 (Cherry Flats Road) to SR660 in Charleston Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$2750	\$500	\$0	\$0
State:	\$0	\$50	\$0	\$450	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$50	\$2,750	\$950	\$0	\$0
Total FFY 2025-2036 Cost	\$3,750					

PennDOT Project Id: 114020

Project Administrator: PennDOT

Title: E of Mainesburg to Bradford Co Line

Improvement Type: Resurface

State Route: 6

Municipality: Sullivan (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: SR 6 East of Mainesburg to Bradford County Line, Sullivan Township

Project Description: Resurfacing on SR 6 East of Mainesburg to Bradford County Line in Sullivan Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$3386	\$0
State:	\$0	\$0	\$25	\$0	\$914	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$25	\$0	\$4,300	\$0
Total FFY 2025-2036 Cost	\$4,325					

PennDOT Project Id: 114022

Project Administrator: PennDOT

Title: SR 15 to East of Schodac Road

Improvement Type: Resurface

State Route: 6

Municipality: Richmond (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2028

Location: SR 15 to East of Schodac Road, Richmond Township

Project Description: Resurfacing on SR 6 from SR 15 to East of Schodac Road in Richmond Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$25	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$25	\$0	\$0
Total FFY 2025-2036 Cost	\$25					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114025

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Shippen (TWP)

Title: Colton Road to Shippen Twp Line

State Route: 6

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 6 from Colton Road to Shippen Township Line
Shippen and Delmar Townships

Project Description: Resurfacing on SR 6 from Colton Road to Shippen Township Line in Shippen and Delmar Townships, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$25	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$25	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$25					

PennDOT Project Id: 116505

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Mansfield (BORO)

Title: Tioga River to Swan Street

State Route: 6

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 1/11/2024

Estimated Construction Bid Date: 1/11/2024

Location: SR6 Tioga River to Swan Street
Mansfield Borough

Project Description: Mill and resurfacing on SR6 to Tioga River to Swan Street in Mansfield Borough, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$750	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$750	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$750					

PennDOT Project Id: 86917

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Richmond (TWP)

Title: SR 2005 to Welcome Cntr

State Route: 15

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

Location: SR 15 from the Welcome Center to the Richmond Township line.
Richmond & Tioga (Twps)

Project Description: Resurface SR 15 from the Welcome Center to the Richmond Township line in Richmond and Tioga Townships, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$2440	\$1567	\$250	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$2,440	\$1,567	\$250	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,257					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 101335

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Tioga (TWP)

Title: Welcome Center to Tioga River

State Route: 15

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2025

Location: US 15 NB and SB from Welcome Center to Tioga River Tioga and Lawrence Townships and Lawrenceville Borough

Project Description: Resurface US Route 15 Southbound and Northbound from Welcome Center to Tioga River in Tioga and Lawrence Townships and Lawrenceville Borough, Tioga County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$172	\$3111	\$0	\$0	\$0	\$0
State:	\$1467	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,639	\$3,111	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$4,750					

PennDOT Project Id: 113806

Project Administrator: PennDOT

Improvement Type: Surface Treatment Micro-surfacing

Municipality: Liberty (TWP)

Title: Sebring to SR 2005

State Route: 15

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: SR15 north of Liberty to SR 2005 (Bloss Mountain Road) , Liberty Township, Tioga County

Project Description: Micro surfacing on SR15 north of Liberty to SR 2005 (Bloss Mountain Road) in Liberty Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$25	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$25	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$25					

PennDOT Project Id: 114014

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Mansfield (BORO)

Title: SR 15 SB Mansfield to Tioga Twp

State Route: 15

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: SR 15 Southbound from Mansfield Borough to the Tioga Township Line
Mansfield Borough, Richmond & Tioga Townships

Project Description: Roadway mill and resurface on SR 15 Southbound from Mansfield Borough to the Tioga Township Line in Mansfield Borough, Richmond & Tioga Townships, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$2700	\$0
State:	\$0	\$0	\$25	\$0	\$1800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$25	\$0	\$4,500	\$0
Total FFY 2025-2036 Cost	\$4,525					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114023

Project Administrator: PennDOT

Title: SR 6 to South of SR 1038

Improvement Type: Resurface

State Route: 15

Municipality: Mansfield (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 6 to South of SR 1038 (Park Hill Road)
Mansfield Borough, Richmond Township, Tioga Township

Project Description: Roadway resurface on SR 6 to South of SR 1038 (Park Hill Road) in Mansfield Borough, Richmond Township, and Tioga Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$2950	\$0
State:	\$0	\$0	\$0	\$1225	\$3500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$1,225	\$6,450	\$0
Total FFY 2025-2036 Cost	\$7,675					

PennDOT Project Id: 115158

Project Administrator: PennDOT

Title: SR 15 Drainage (Mahosky Concern)

Improvement Type: Drainage Improvement

State Route: 15

Municipality: Richmond (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: SR 15 near Slate Creek South of Mansfield
Richmond Township

Project Description: Drainage/erosion repair along SR 15 near Slate Creek South of Mansfield in Richmond Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$300	\$150	\$0	\$0	\$1000	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$300	\$150	\$0	\$0	\$1,000	\$0
Total FFY 2025-2036 Cost	\$1,450					

PennDOT Project Id: 117163

Project Administrator: PennDOT

Title: SR 6 to Tioga River Trib (SB)

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Mansfield (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 2/15/2024

Estimated Construction Bid Date: 2/1/2024

Location: SR 6 to Tioga River Trib
Mansfield Boro & Richmond Twp

Project Description: Microsurface on SR 15 from SR 6 to Tioga River Trib in Mansfield Boro & Richmond Twp, Tioga Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$100	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$100					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 117166

Project Administrator: PennDOT

Title: Ramp I (SR8007) to SR 2005

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Liberty (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: SR 15 from Ramp I (SR 8007) to SR 2005 (Bloss Mountain Road)
Liberty Twp

Project Description: Microsurface on SR 15 from Ramp I (SR 8007) to SR 2005 (Bloss Mountain Road) in Liberty Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$650	\$200	\$150	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$650	\$200	\$150	\$0	\$0
Total FFY 2025-2036 Cost	\$1,000					

PennDOT Project Id: 117170

Project Administrator: PennDOT

Title: SR 2005 to Covington Twp line (SB&NB)

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Liberty (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: SR 15 from SR 2005 (Bloss Mountain Road) to Covington Twp line
Liberty & Bloss Twps and Blossburg Boro

Project Description: Microsurface on SR 15 from SR 2005 (Bloss Mountain Road) to Covington Twp line in Liberty & Bloss Twps and Blossburg Boro, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$2447	\$1500	\$63	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$2,447	\$1,500	\$63	\$0	\$0
Total FFY 2025-2036 Cost	\$4,010					

PennDOT Project Id: 117173

Project Administrator: PennDOT

Title: Lycoming Co to Ramp I (SR 8007)

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Liberty (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: Lycoming Co to Ramp I (SR 8007)
Liberty Twp

Project Description: Microsurface on SR 15 from Lycoming Co to Ramp I (SR 8007) in Liberty Twp, Tioga Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$700	\$200	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$700	\$200	\$0	\$0
Total FFY 2025-2036 Cost	\$900					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 117175

Project Administrator: PennDOT

Title: Tioga River to SR 6

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Richmond (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: Tioga River to SR 6
Richmond Twp & Mansfield Boro

Project Description: Microsurface on SR 15 from Tioga River to SR 6 in Richmond Twp & Mansfield Boro, Tioga Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$280	\$420	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$280	\$420	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$700					

PennDOT Project Id: 119590

Project Administrator: PennDOT

Title: SR 6 to Welcome Center NB

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Mansfield (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 2/15/2024

Estimated Construction Bid Date: 2/1/2024

Location: SR 6 to Welcome Center NB
Mansfield Boro, Richmond & Tioga Twps

Project Description: Microsurface on SR 15 from SR 6 to Welcome Center NB in Mansfield Boro, Richmond & Tioga Twps, Tioga Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$515	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$515	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$515					

PennDOT Project Id: 119591

Project Administrator: PennDOT

Title: Tioga River to SR 49 NB & SB

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Tioga (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: 2/15/2024

Estimated Construction Bid Date: 2/15/2024

Location: Tioga River to SR 49
Lawrence Twp

Project Description: Microsurface on SR 15 NB & SB from Tioga River to SR 49 in Lawrence Twp, Tioga Co

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$721	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$721	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$721					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 101278

Project Administrator: PennDOT
Improvement Type: Slides Correction
Municipality: Clymer (TWP)

Title: SR349 Sabinsville Slide
State Route: 349
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2027

Location: State Route 349 Slide near Scott Rd
 Clymer Township

Project Description: Reconstruct State Route 349 Slide near Scott Road in Clymer Township, Tioga County

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

PennDOT Project Id: 115993

Project Administrator: PennDOT
Improvement Type: Resurface
Municipality: Westfield (TWP)

Title: Ladd Rd to SR 49 Resurfacing
State Route: 349
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2025

Location: SR 349 from Ladd Road to SR 49
 Westfield Township and Westfield Borough, Tioga County.

Project Description: Resurface SR 349 from Ladd Road to SR 49 in Westfield Township and Westfield Borough, Tioga County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$700	\$0	\$0	\$0	\$0
State:	\$1400	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,400	\$700	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$2,100					

PennDOT Project Id: 118342

Project Administrator: PennDOT
Improvement Type: Slides Correction
Municipality: Shippen (TWP)

Title: SR 362 Shippen Twp Slide
State Route: 362
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 362 in Shippen Township
 Tioga County

Project Description: Soil Slide Repair located on SR 362 in Shippen Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$300	\$0	\$200	\$2000	\$1000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$300	\$0	\$200	\$2,000	\$1,000	\$0
Total FFY 2025-2036 Cost	\$3,500					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99173

Project Administrator: PennDOT

Title: SR15 to SR2005

Improvement Type: Restoration

State Route: 414

Municipality: Liberty (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 10/5/2023

Estimated Construction Bid Date: 9/28/2023

Location: PA 414 from US 15 to State Route 2005 (Water Street)
Liberty Township and Liberty Borough

Project Description: Highway restoration and drainage improvements on PA 414 from US Route 15 to State Route 2005 (Water Street) in Liberty Township and Liberty Borough, Tioga County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$960	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$960	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$960					

PennDOT Project Id: 106235

Project Administrator: PennDOT

Title: SR414 ov W Mill Creek

Improvement Type: Bridge Replacement

State Route: 414

Municipality: Union (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

Location: SR414 over West Mill Creek
Union Township

Project Description: Bridge replacement on SR 414 over West Mill Creek in Union Township, Tioga County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1000	\$0
State:	\$45	\$0	\$0	\$0	\$1020	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$45	\$0	\$0	\$0	\$2,020	\$0
Total FFY 2025-2036 Cost	\$2,065					

PennDOT Project Id: 117168

Project Administrator: PennDOT

Title: Ramp H to Liberty Boro line

Improvement Type: Resurface

State Route: 414

Municipality: Liberty (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: SR 414 from Ramp H to Liberty Boro line
Liberty Township & Borough, Tioga County

Project Description: Mill and resurface on SR 414 from Ramp H to Liberty Boro line in Liberty Township & Borough, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$10	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$10	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$10					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 117507

Project Administrator: PennDOT
Improvement Type: Bridge Painting
Municipality: Morris (TWP)

Title: Tioga Bridge Painting
State Route: 414
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2026

Location: Various Routes located in Various Townships
 Tioga County

Project Description: Bridge painting on Various Routes located in Various Townships all within Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$25	\$429	\$275	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$25	\$429	\$275	\$0	\$0
Total FFY 2025-2036 Cost	\$729					

PennDOT Project Id: 97677

Project Administrator: PennDOT
Improvement Type: Bridge Rehabilitation
Municipality: Richmond (TWP)

Title: SR1001 ov Lambs Creek
State Route: 1001
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: State Route 1001 over Lambs Creek
 Richmond Township
 58100101900464

Project Description: Bridge rehabilitation on State Route 1001 over Lambs Creek in Richmond Township

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1500	\$820
State:	\$0	\$0	\$0	\$125	\$315	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$125	\$1,815	\$820
Total FFY 2025-2036 Cost	\$2,760					

PennDOT Project Id: 97678

Project Administrator: PennDOT
Improvement Type: Bridge Rehabilitation
Municipality: Roseville (BORO)

Title: SR1005 ov Mill Creek
State Route: 1005
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: State Route 1005 over Mill Creek
 Roseville Borough
 58100500700000

Project Description: Bridge rehabilitation on State Route 1005 over Mill Creek in Roseville Borough

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1116	\$0
State:	\$0	\$0	\$0	\$125	\$310	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$125	\$1,426	\$0
Total FFY 2025-2036 Cost	\$1,551					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 117832

Project Administrator: PennDOT

Title: SR1007 near Reynolds Road

Improvement Type: Bridge Replacement

State Route: 1007

Municipality: Rutland (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/23/2025

Location: SR 1007 (N Elk Run Road) near Reynolds Road
Sullivan and Rutland Township

Project Description: Pipe replacement on SR 1007 (N Elk Run Road) near Reynolds Road in Sullivan and Rutland Townships, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$430	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$430	\$100	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$530					

PennDOT Project Id: 108985

Project Administrator: PennDOT

Title: SR 2005 Two-Way Left Turn Lane

Improvement Type: Safety Improvement

State Route: 2005

Municipality: Richmond (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2025

Location: Main Street (SR 2005)
Richmond Township

Project Description: Safety improvement from SR 15 to SR 2027 (Canoe Camp Creek Road) on SR 2005 (Main Street) in Richmond Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$3121	\$1911	\$872	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$3,121	\$1,911	\$872	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$5,904					

PennDOT Project Id: 116507

Project Administrator: PennDOT

Title: SR15 Ramp to S Mansfield Levee

Improvement Type: Resurface

State Route: 2005

Municipality: Mansfield (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 1/11/2024

Estimated Construction Bid Date: 1/11/2024

Location: SR2005 (Main Street) from Decker Street to East Main street
Mansfield Borough and Richmond Township

Project Description: Roadway resurfacing on SR2005 (Main Street) from Decker Street to East Main street in Mansfield Borough and Richmond Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$26	\$0	\$0	\$0	\$0	\$0
State:	\$980	\$249	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,006	\$249	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,255					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99394

Project Administrator: PennDOT

Title: Lycoming Co to Creamery St

Improvement Type: Resurface

State Route: 2007

Municipality: Liberty (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 10/5/2023

Estimated Construction Bid Date: 9/28/2023

Location: SR 2007 (Williamson Trail) from Lycoming County Line to Creamery St
Liberty Twp & Boro
Seg 0010/0000 to 0020/2120

Project Description: Highway restoration on SR 2007 (Williamson Trail) from Lycoming County Line to Creamery Street in Liberty Township and Liberty Borough, Tioga County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$186	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$186	\$0	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$186						

PennDOT Project Id: 99368

Project Administrator: PennDOT

Title: SR2011 ov Blockhouse Crk

Improvement Type: Bridge Replacement

State Route: 2011

Municipality: Liberty (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: State Route 2011 (Alexander Road) over Blockhouse Creek
Liberty Township

Project Description: Bridge replacement on SR 2011 (Alexander Road) over Blockhouse Creek in Liberty Township, Tioga County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$65	\$135	\$70	\$520	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$65	\$135	\$70	\$520	\$0	\$0
Total FFY 2025-2036 Cost	\$790						

PennDOT Project Id: 97680

Project Administrator: PennDOT

Title: SR2017 ov Tioga River

Improvement Type: Bridge Rehabilitation

State Route: 2017

Municipality: Blossburg (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: State Route 2017 (Main Street) over Tioga River
Blossburg Borough
58201702800634

Project Description: Bridge rehabilitation on State Route 2017 (Main Street) over Tioga River in Blossburg Borough, Tioga County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$0	\$1500	\$0	\$0
State:	\$0	\$140	\$100	\$150	\$20	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$140	\$100	\$150	\$1,520	\$0	\$0
Total FFY 2025-2036 Cost	\$1,910						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 114191

Project Administrator: PennDOT

Title: SR 2019 over Tributary to Towanda Creek

Improvement Type: Bridge Replacement

State Route: 2019

Municipality: Union (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2027

Location: SR 2019 (Randall Road) over Tributary to Towanda Creek
Union Township

Project Description: Bridge replacement on SR 2019 (Randall Road) over Tributary to Towanda Creek in Union Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$65	\$85	\$70	\$350	\$170	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$65	\$85	\$70	\$350	\$170	\$0
Total FFY 2025-2036 Cost	\$740					

PennDOT Project Id: 98478

Project Administrator: PennDOT

Title: SR2022 Ov Tb to Corey Crk

Improvement Type: Bridge Rehabilitation

State Route: 2022

Municipality: Sullivan (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/6/2025

Location: State Route 2022 (Old State Road) over a Tributary to Corey Creek
Sullivan Township

Project Description: Bridge rehabilitation on SR 2022 (Old State Road) over a Tributary to Corey Creek in Sullivan Township, Tioga County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$375	\$0	\$0	\$0	\$0
State:	\$70	\$20	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$70	\$395	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$465					

PennDOT Project Id: 99369

Project Administrator: PennDOT

Title: SR2022 ov Howland Crk

Improvement Type: Bridge Replacement

State Route: 2022

Municipality: Covington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2028

Location: State Route 2022 (West Hill Road) over Howland Creek
Covington Township

Project Description: Bridge replacement on State Route 2022 (West Hill Road) over Howland Creek in Covington Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$75	\$75	\$70	\$170	\$275	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$75	\$75	\$70	\$170	\$275	\$0
Total FFY 2025-2036 Cost	\$665					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 98514

Project Administrator: PennDOT
Improvement Type: Bridge Rehabilitation
Municipality: Richmond (TWP)

Title: SR2027 ov Canoe Camp Crk
State Route: 2027
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2026

Location: State Route 2027 (Canoe Camp Creek Road) over Canoe Camp Creek
 Richmond Township
 BMS 58202700502276

Project Description: Bridge rehabilitation on State Route 2027 (Canoe Camp Creek Road) over Canoe Camp Creek in Richmond Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$150	\$150	\$0	\$0
State:	\$50	\$170	\$20	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$170	\$170	\$150	\$0	\$0
Total FFY 2025-2036 Cost	\$540					

PennDOT Project Id: 102684

Project Administrator: PennDOT
Improvement Type: Slides Correction
Municipality: Richmond (TWP)

Title: Canoe Camp Slide
State Route: 2027
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2025

Location: SR 2027 (Canoe Creek Camp Road) at the intersection with Westgate Road
 Richmond Twp
 0060/0400 to 0060/0750

Project Description: Slide Correction on SR 2027 (Canoe Creek Camp Road) at the intersection with Westgate Road in Richmond Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$300	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$200	\$300	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$500					

PennDOT Project Id: 7571

Project Administrator: PENNDOT
Improvement Type: Bridge Replacement
Municipality: Delmar (TWP)

Title: SR 3007 ovr Tb Stoney Frk
State Route: 3007
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

Location: State Route 3007 (Dibble Hill Road) over Tributary to Stoney Fork Creek
 Delmar Township

Project Description: Bridge replacement on State Route 3007 (Dibble Hill Road) over Tributary to Stoney Fork Creek in Delmar Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$75	\$75	\$590	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$75	\$75	\$590	\$0
Total FFY 2025-2036 Cost	\$740					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99370

Project Administrator: PennDOT

Title: SR3007ovWBrStoneyFork

Improvement Type: Bridge Replacement

State Route: 3007

Municipality: Delmar (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2030

Location: State Route 3007 (West Branch Rd) over the West Branch of Stoney Fork Creek
Delmar Township

Project Description: Bridge replacement on State Route 3007 (West Branch Rd) over the West Branch of Stoney Fork Creek in Delmar Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$75	\$665	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$75	\$665	\$0
Total FFY 2025-2036 Cost	\$740					

PennDOT Project Id: 99413

Project Administrator: PennDOT

Title: SR3023ovHeiseRun #2

Improvement Type: Bridge Replacement

State Route: 3023

Municipality: Delmar (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 1/11/2024

Estimated Construction Bid Date: 1/11/2024

Location: State Route 3023 (Heise Run Road) over Heise Run
Delmar Township

Project Description: Bridge rehabilitation on State Route 3023 (Heise Run Road) over Heise Run in Delmar Township, Tioga County.

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

PennDOT Project Id: 99414

Project Administrator: PennDOT

Title: SR3023ovHeiseRun

Improvement Type: Bridge Improvement

State Route: 3023

Municipality: Delmar (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 1/11/2024

Estimated Construction Bid Date: 1/11/2024

Location: State Route 3023 (Heise Run Road) over Heise Run
Delmar Township

Project Description: Bridge rehabilitation on SR 3023 (Heise Run Road) over Heise Run in Delmar Township, Tioga County.

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

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 99415

Project Administrator: PennDOT

Title: SR4001 ov Potter Brook

Improvement Type: Bridge Replacement

State Route: 4001

Municipality: Clymer (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/9/2025

Location: State Route 4001 (Potter Brook Road) over Potter Brook
Clymer Township

Project Description: Bridge replacement on SR 4001 (Potter Brook Road) over Potter Brook in Clymer Township, Tioga County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$70	\$270	\$250	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$70	\$270	\$250	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$590					

PennDOT Project Id: 114170

Project Administrator: PennDOT

Title: SR4002 over Trib Catlin Hollow Crk

Improvement Type: Bridge Replacement

State Route: 4002

Municipality: Charleston (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/3/2026

Location: SR4002 (Charleston Road) over Tributary to Catlin Hollow Creek
Charleston Township

Project Description: Bridge replacement on SR4002 (Charleston Road) over Tributary to Catlin Hollow Creek in Charleston Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$75	\$260	\$250	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$75	\$260	\$250	\$0	\$0
Total FFY 2025-2036 Cost	\$585					

PennDOT Project Id: 97684

Project Administrator: PennDOT

Title: SR4007 ov N Brook

Improvement Type: Bridge Replacement

State Route: 4007

Municipality: Brookfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: State Route 4007 (North Road) over North Brook
Brookfield Township
58400701800000

Project Description: Bridge rehabilitation on State Route 4007 (North Road) over North Brook in Brookfield Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$1500	\$0
State:	\$0	\$125	\$125	\$120	\$70	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals:	\$0	\$125	\$125	\$120	\$1,570	\$0
Total FFY 2025-2036 Cost	\$1,940					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 106236

Project Administrator: PennDOT

Title: SR4021 ov Cowanesque River

Improvement Type: Bridge Replacement

State Route: 4021

Municipality: Elkland (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2026

Location: SR 4021 (S Buffalo Street) over Cowanesque River
Elkland Borough

Project Description: Bridge replacement on SR 4021 (South Buffalo Street) over Cowanesque River in Elkland Borough, Tioga County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$170	\$3100	\$0	\$0	\$0	\$0
State:	\$20	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$190	\$3,100	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,290					

PennDOT Project Id: 117304

Project Administrator: PennDOT

Title: SR 4024 over Cummings Creek

Improvement Type: Bridge Replacement

State Route: 4024

Municipality: Farmington (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

Location: SR 4024 (Elkhorn Road) over Cummings Creek
Farmington Township

Project Description: Bridge improvement on SR 4024 (Elkhorn Road) over Cummings Creek in Farmington Township, Tioga County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$600	\$0
State:	\$0	\$0	\$125	\$125	\$190	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$125	\$125	\$790	\$0
Total FFY 2025-2036 Cost	\$1,040					

PennDOT Project Id: 99416

Project Administrator: PennDOT

Title: SR4027ovBrCummingsCrk

Improvement Type: Bridge Replacement

State Route: 4027

Municipality: Farmington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/9/2025

Location: State Route 4027 (Cummings Creek Road) over Branch of Cummings Creek
Farmington Township

Project Description: Bridge replacement on SR 4027 (Cummings Creek Road) over Branch of Cummings Creek in Farmington Township, Tioga County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$320	\$250	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$320	\$250	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$570					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 110236

Project Administrator: PennDOT

Title: SR4027 over Cummings Creek

Improvement Type: Bridge Replacement

State Route: 4027

Municipality: Farmington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/12/2024

Location: SR 4027 (Cummings Creek Road) over Cummings Creek
Farmington Township, Tioga County

Project Description: Bridge replacement on SR 4027 (Cummings Creek Road) over Cummings Creek in Farmington Township, Tioga County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$270	\$250	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$270	\$250	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$520					

Wyoming

PennDOT Project Id: 10222

Project Administrator: PENNDOT

Title: SR 6 over Branch of Tunkhannock Creek

Improvement Type: Bridge Replacement

State Route: 6

Municipality: Clinton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2030

Location: Wyoming County, Clinton Township, State Route 6

Project Description: Bridge replacement on State Route 6 over Branch of Tunkhannock Creek, in Clinton Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$450	\$0	\$4000	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$450	\$0	\$4,000	\$0
Total FFY 2025-2036 Cost	\$4,450					

PennDOT Project Id: 10223

Project Administrator: PENNDOT

Title: SR 6 over South Branch of Tunkhannock Creek

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality: Clinton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/24/2024

Location: Wyoming County, Clinton Township, State Route 6

Project Description: Bridge rehabilitation on State Route 6 over South Branch of Tunkhannock Creek, in Clinton Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$1200	\$1200	\$0	\$0	\$0	\$0
State:	\$300	\$300	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,500	\$1,500	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,000					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 101154

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Clinton (TWP)

Actual Construction Bid Date:

Location: Wyoming County, Clinton Township, State Route 11

Title: SR 11 over Branch of Tunkhannock Creek

State Route: 11

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 9/11/2025

Project Description: Bridge replacement on State Route 11 over the Branch of Tunkhannock Creek, in Clinton Township, Wyoming County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$600	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$150	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$750	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$750						

PennDOT Project Id: 111778

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality: Eaton (TWP)

Actual Construction Bid Date:

Location: Wyoming County, Eaton Township, State Route 29 (Joseph W Hunter Highway)

Title: SR 29 and Keelersburg Road

State Route: 29

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 11/7/2024

Project Description: Safety improvements on State Route 29 (Joseph W Hunter Highway) between Eaton Tier and Intersection of State Route 2007 (Keelersburg Road) and between Intersection State Route 2007 (Keelersburg Road) and Runway Road, Eaton Township, Wyoming County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$1344	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$1,344	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,344						

PennDOT Project Id: 117267

Project Administrator: PennDOT

Improvement Type: Bridge Preservation Activities

Municipality: Lemon (TWP)

Actual Construction Bid Date:

Location: State Route 29 (Joseph Hunter HW)
Lemon Township
Wyoming County

Title: SR 29 over Trib Meshoppen Creek

State Route: 29

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/23/2025

Project Description: Bridge preservation activities on State Route 29 (Joseph Hunter Highway) over Tributary to Meschoppen Creek in Lemon Township, Wyoming County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$40	\$0	\$0	\$0	\$431	\$0	\$0
State:	\$10	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$50	\$0	\$0	\$0	\$431	\$0	\$0
Total FFY 2025-2036 Cost	\$481						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 85773

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality: Mehoopany (TWP)

Actual Construction Bid Date:

Location: Wyoming County, Mehoopany Township, State Route 87

Title: SR 87 over Little Mehoopany Creek

State Route: 87

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/1/2035

Project Description: Bridge rehabilitation on State Route 87 over Little Mehoopany Creek, in Mehoopany Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$20	\$0	\$0
State:	\$0	\$0	\$0	\$5	\$1344	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$25	\$1,344	\$0
Total FFY 2025-2036 Cost	\$1,369					

PennDOT Project Id: 113850

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Mehoopany (TWP)

Actual Construction Bid Date:

Location: Wyoming County, Mehoopany Township, State Route 87

Title: SR 87 over Branch Mehoopany Creek

State Route: 87

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/1/2034

Project Description: Bridge replacement on State Route 87 over Mehoopany Creek, in Mehoopany Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$20	\$0	\$0
State:	\$0	\$0	\$0	\$5	\$0	\$500
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$25	\$0	\$500
Total FFY 2025-2036 Cost	\$525					

PennDOT Project Id: 10181

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Nicholson (TWP)

Actual Construction Bid Date:

Location: Wyoming County, Nicholson Township, State Route 92

Title: SR 92 over Field Brook

State Route: 92

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/8/2026

Project Description: Bridge rehabilitation/replacement on State Route 92 over Field Brook, in Nicholson Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$25	\$897	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$25	\$897	\$0
Total FFY 2025-2036 Cost	\$922					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 10228

Project Administrator: PENNDOT

Title: SR 92 over Fitch Creek

Improvement Type: Bridge Replacement

State Route: 92

Municipality: Falls (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/2024

Location: Wyoming County, Falls Township, State Route 92

Project Description: Bridge replacement on State Route 92 over Fitch Creek, in Falls Township, Wyoming County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$1220	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$305	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$1,525	\$0	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,525						

PennDOT Project Id: 116721

Project Administrator: PennDOT

Title: SR 92 over Tributary to Susquehanna River

Improvement Type: Replace/Rehab

State Route: 92

Municipality: Tunkhannock (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

Location: Wyoming County, Tunkhannock Township, State Route 92

Project Description: Bridge rehabilitation/replacement on State Route 92 over Tributary to Susquehanna River in Tunkhannock Township, Wyoming County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$40	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$10	\$0	\$800	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$50	\$0	\$800	\$0	\$0
Total FFY 2025-2036 Cost	\$850						

PennDOT Project Id: 10139

Project Administrator: PENNDOT

Title: SR 267 over Meshoppen Creek

Improvement Type: Replace/Rehab

State Route: 267

Municipality: Meshoppen (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/21/2026

Location: Wyoming County, Meshoppen Borough, State Route 267 (Main Street)

Project Description: Bridge rehabilitation on State Route 267 (Main Street) over Meshoppen Creek, in Meshoppen Borough, Wyoming County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$40	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$10	\$500	\$3000	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$50	\$500	\$3,000	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$3,550						

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 10232

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Tunkhannock (TWP)

Actual Construction Bid Date:

Location: Wyoming County, Tunkhannock Township, State Route 307 (Roosevelt Highway)

Title: SR 307 over Branch Osterhout Creek

State Route: 307

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/9/2025

Project Description: Bridge rehabilitation/replacement on State Route 307 (Roosevelt Highway) over Branch Osterhout Creek, in Tunkhannock Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$400	\$0	\$0	\$0
State:	\$0	\$0	\$100	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$500	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$500					

PennDOT Project Id: 10137

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Nicholson (TWP)

Actual Construction Bid Date:

Location: Wyoming County, Nicholson Township, State Route 1015 (Field Brook Road)

Title: SR 1015 over Field Brook Creek

State Route: 1015

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 3/12/2026

Project Description: Bridge rehabilitation on State Route 1015 (Field Brook Road) over Field Brook Creek, in Nicholson Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$40	\$1040	\$0	\$0	\$0	\$0
State:	\$10	\$260	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$50	\$1,300	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,350					

PennDOT Project Id: 68808

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Monroe (TWP)

Actual Construction Bid Date:

Location: Wyoming County, Monroe Township, State Route 2001 (Buckwheat Hollow Road)

Title: SR 2001 over South Run Creek C-3

State Route: 2001

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 6/18/2026

Project Description: Bridge replacement on State Route 2001 (Buckwheat Hollow Road) over South Run Creek in Monroe Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$20	\$0	\$0	\$0	\$1075
State:	\$0	\$5	\$0	\$0	\$0	\$269
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$25	\$0	\$0	\$0	\$1,344
Total FFY 2025-2036 Cost	\$1,369					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 96750

Project Administrator: PennDOT

Title: SR 2007 over Tributary to Susquehanna River

Improvement Type: Bridge Replacement

State Route: 2007

Municipality: Eaton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/10/2024

Location: Wyoming County, Eaton Township, State Route 2007 (Kellersburg Road)

Project Description: Bridge replacement on State Route 2007 (Kellersburg Road) over Tributary to the Susquehanna River, in Eaton Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$1150	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,150	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,150					

PennDOT Project Id: 116722

Project Administrator: PennDOT

Title: SR 2008 over Outlet from American Asphalt

Improvement Type: Replace/Rehab

State Route: 2008

Municipality: Falls (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2023

Location: Wyoming County, Falls Township, State Route 2008 (Sand Plant Road)

Project Description: Bridge rehabilitation/replacement on State Route 2008 (Sand Plant Road) over Outlet from American Asphalt in Falls Township, Wyoming County

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$50	\$0	\$800	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$50	\$0	\$800	\$0
Total FFY 2025-2036 Cost	\$850					

PennDOT Project Id: 10138

Project Administrator: PENNDOT

Title: SR 2012 over Tunkhannock Creek

Improvement Type: Bridge Replacement

State Route: 2012

Municipality: Clinton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/22/2024

Location: Wyoming County, Clinton Township, State Route 2012 (Lithia Valley Road)

Project Description: Bridge replacement on State Route 2012 (Lithia Valley Road) over Branch of Tunkhannock Creek, in Clinton Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$400	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$500	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$500					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 68841

Project Administrator: PennDOT

Title: SR 2018 over Leonard Creek

Improvement Type: Bridge Replacement

State Route: 2018

Municipality: Monroe (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/9/2025

Location: Wyoming County, Monroe Township, State Route 2018 (Plattsburg Road)

Project Description: Bridge replacement on State Route 2018 (Plattsburg Road) over Leonard Creek, in Monroe Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$25	\$0	\$435	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$25	\$0	\$435	\$0
Total FFY 2025-2036 Cost	\$460					

PennDOT Project Id: 96746

Project Administrator: PennDOT

Title: SR 2021 over Beaver Creek

Improvement Type: Replace/Rehab

State Route: 2021

Municipality: Overfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/21/2025

Location: Wyoming County, Overfield Township, State Route 2021 (Lower Road)

Project Description: Bridge replacement on State Route 2021 (Lower Road) over Beaver Creek, in Overfield Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$800	\$0	\$0
State:	\$0	\$0	\$0	\$200	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$1,000	\$0	\$0
Total FFY 2025-2036 Cost	\$1,000					

PennDOT Project Id: 96756

Project Administrator: PennDOT

Title: SR 2031 over Outlet Lake Winola

Improvement Type: Bridge Replacement

State Route: 2031

Municipality: Overfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/12/2024

Location: Wyoming County, Overfield Township, State Route 2031 (Lake Road)

Project Description: Bridge replacement on State Route 2031 (Lake Road) over the Outlet of Lake Winola, in Overfield Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$1000	\$200	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$1,000	\$200	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,200					

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 101146

Project Administrator: PennDOT
Improvement Type: Bridge Rehabilitation
Municipality: Forkston (TWP)

Title: SR 3001 over Kasson Brook
State Route: 3001
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2028

Location: Wyoming County, Forkston Township, State Route 3001

Project Description: Bridge rehabilitation on State Route 3001 over Kasson Brook, in Forkston Township, Wyoming County.

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$20	\$911	\$0	
State:	\$0	\$0	\$0	\$5	\$228	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$25	\$1,139	\$0	
Total FFY 2025-2036 Cost	\$1,164						

PennDOT Project Id: 116723

Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Forkston (TWP)

Title: SR 3001 over Mehoopany Creek
State Route: 3001
Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2028

Location: Wyoming County
 Forkston and Tunkhannock Townships
 State Route 3001

Project Description: Bridge rehabilitation/replacement on State Route 3001 over Mehoopany Creek in Forkston and Tunkhannock Townships, Wyoming County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$0	\$20	\$1600	\$0	
State:	\$0	\$0	\$0	\$5	\$400	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$0	\$25	\$2,000	\$0	
Total FFY 2025-2036 Cost	\$2,025						

PennDOT Project Id: 68874

Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Noxen (TWP)

Title: SR 3002 over Stone Run
State Route: 3002
Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2025

Location: Wyoming County, Noxen Township, State Route 3002 (Wilson Road)

Project Description: Bridge replacement on State Route 3002 (Wilson Road) over Stone Run, in Noxen Township, Wyoming County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 10162

Project Administrator: PENNDOT

Improvement Type: Replace/Rehab

Municipality: Eaton (TWP)

Title: SR 3003 over Sugar Hollow Creek

State Route: 3003

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2034

Location: Wyoming County, Eaton Township, State Route 3003 (Sugar Hollow Road)

Project Description: Bridge rehabilitation on State Route 3003 (Sugar Hollow Road) over Sugar Hollow Creek, in Eaton Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$20	\$0	\$0
State:	\$0	\$0	\$0	\$5	\$0	\$1456
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$0	\$0	\$0	\$25	\$0	\$1,456
Total FFY 2025-2036 Cost	\$1,481					

PennDOT Project Id: 96757

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Mehoopany (TWP)

Title: SR 4002 over Little Mehoopany Creek

State Route: 4002

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/25/2024

Location: Wyoming County, Mehoopany Township, State Route 4002

Project Description: Bridge replacement on State Route 4002 over Little Mehoopany Creek, in Mehoopany Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1000	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Period Totals:	\$1,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2025-2036 Cost	\$1,000					

PennDOT Project Id: 96747

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Laceyville (BORO)

Title: SR 4006 over Little Tuscarora Creek

State Route: 4006

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/13/2025

Location: Wyoming County, Laceyville Borough, State Route 4006 (Lacey Street)

Project Description: Bridge replacement on State Route 4006 (Lacey Street) over Little Tuscarora Creek, in Laceyville Borough, Wyoming County.

2025 - 2028 Transportation Improvement Program

PennDOT Project Id: 116724

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Meshoppen (TWP)

Title: SR 4027 over West Branch of Meshoppen Creek

State Route: 4027

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/10/2030

Location: Wyoming County
Meshoppen Township
Township Road 542 (Farr Road)

Project Description: Bridge rehabilitation/replacement on Township Road 542 (Farr Road) over West Branch of Meshoppen Creek in Meshoppen Township, Wyoming County

Project Costs(In Thousands)							
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Federal:	\$0	\$0	\$40	\$0	\$1600	\$0	
State:	\$0	\$0	\$10	\$0	\$400	\$0	
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0	
	2025	2026	2027	2028	2029 - 2032	2033 - 2036	
Period Totals:	\$0	\$0	\$50	\$0	\$2,000	\$0	
Total FFY 2025-2036 Cost	\$2,050						

HB TIP

**2025 - 2028 Northern Tier
Transportation Improvement
Program Spreadsheets**

2025 - 2028 Transportation Improvement Program

Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						^ Milestones	
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total		
Bradford			99158	SR220 Major Guide Signs	C	HRST																581	100,000		100,000							1/1/2027 E
Bradford			113489	SCM Monitoring NTIER	S	HRST			581	75,000		75,000			581	75,000		75,000			581	75,000		75,000			581	75,000		75,000		
Bradford			117806	NTIER Consultant Reserve Line Item	C	BRDG			185	30,000		30,000			185	4,000		4,000			185	50,000		50,000			185	50,000		50,000		
Bradford			117806	NTIER Consultant Reserve Line Item	C	HRST	STP	50,000				50,000			581	50,000		50,000	STP	100,000	581	50,000		150,000	STP	100,000	581	50,000		150,000		
Bradford			120352	NTIER Permit Mitigation	S	BRDG			185	200,000		200,000			185	200,000		200,000														
Bradford		000	68018	NTIER TIP reserve D3	C	SAMI																				HSIP	871,800				871,800	
Bradford		000	68018	NTIER TIP reserve D3	C	BRDG																				CRP	778,000				778,000	
Bradford		000	68018	NTIER TIP reserve D3	C	HRST													STP	7,020				7,020								
Bradford		000	68018	NTIER TIP reserve D3	C	HRST													NHPP	221,000				221,000								
Bradford		000	68018	NTIER TIP reserve D3	C	BRDG													BRIP	5,387,000				5,387,000	BRIP	6,572,000				6,572,000		
Bradford		000	68018	NTIER TIP reserve D3	C	HRST	CRP	669,000				669,000	CRP	428,000				428,000	CRP	778,000				778,000								
Bradford		000	68018	NTIER TIP reserve D3	C	BRDG	BOF	573,000				573,000							BOF	1,056,000	185	208,517		1,264,517	BOF	1,500,000				1,500,000		
Bradford		LBR	5112	Redington Ave ov W Branch of Sugar Creek	U	BRDG	BOF	50,000				50,000																				
Bradford		LBR	5112	Redington Ave ov W Branch of Sugar Creek	+C	BRDG	BOF	1,200,000				1,200,000																				9/25/2025 E
Bradford		LBR	5129	S Railroad Street Bridge	+U	BRDG	BOF	25,000				25,000																				
Bradford		LBR	5129	S Railroad Street Bridge	+C	BRDG	BOF	387,000				387,000	BRIP	863,000				863,000														9/25/2025 E
Bradford		LBR	5166	T-821 over Beckwith Creek	F	BRDG							BOF	60,000	183	11,250	3,750	75,000	BOF	60,000	183	11,250	3,750	75,000								
Bradford		LBR	5166	T-821 over Beckwith Creek	U	BRDG													BOF	16,000	183	3,000	1,000	20,000								
Bradford		LBR	5166	T-821 over Beckwith Creek	R	BRDG													BOF	12,000	183	2,250	750	15,000								
Bradford		LBR	5166	T-821 over Beckwith Creek	C	BRDG													BOF	560,000	183	105,000	35,000	700,000	BOF	560,000	183	105,000	35,000	700,000	9/1/2026 E	
Bradford		LBR	5223	Prospect Street over Fall Brook	+F	BRDG													BOF	60,000				60,000								
Bradford		LBR	5223	Prospect Street over Fall Brook	+U	BRDG													BOF	30,000				30,000								
Bradford		LBR	5223	Prospect Street over Fall Brook	+R	BRDG													BOF	30,000				30,000								
Bradford		LBR	5223	Prospect Street over Fall Brook	+C	BRDG													BOF	250,000				250,000	BOF	300,000				300,000	1/1/2027 E	
Bradford		LBR	102862	T-762 ov Seeley Creek #38	C	BRDG	BOF	200,000	183	37,500	12,500.00	250,000																				6/6/2024 E
Bradford		LBR	114098	T-377 over Sugar Run	P	BRDG	BOF	160,000	183	30,000	10,000.00	200,000																				
Bradford		LBR	114098	T-377 over Sugar Run	F	BRDG							BOF	80,000	183	15,000	5,000	100,000														
Bradford		LBR	114098	T-377 over Sugar Run	C	BRDG													BOF	320,000	183	60,000	20,000	400,000	BOF	320,000	183	60,000	20,000	400,000	9/1/2026 E	
Bradford		LBR	115637	Cty #13 Cons Road (T-348) over Towanda Creek	F	BRDG	sSTP	200,000				200,000																				
Bradford		LBR	116504	Mill Street over Sugar Creek	+F	BRDG													BOF	55,000				55,000								
Bradford		LBR	116504	Mill Street over Sugar Creek	+U	BRDG													BOF	30,000				30,000								
Bradford		LBR	116504	Mill Street over Sugar Creek	R	BRDG													BOF	200,000				200,000								
Bradford		LBR	116504	Mill Street over Sugar Creek	+C	BRDG													BOF	180,000				180,000	BOF	210,000				210,000	1/1/2027 E	
Bradford		LBR	116524	T-799 over Gaylord Creek	+F	BRDG													BOF	55,000				55,000								
Bradford		LBR	116524	T-799 over Gaylord Creek	+R	BRDG													BOF	30,000				30,000								
Bradford		LBR	116524	T-799 over Gaylord Creek	+C	BRDG													BOF	130,000				130,000	BOF	216,000				216,000	1/1/2027 E	
Bradford		LBR	116533	T-321 over Murray Creek Road	+C	BRDG	BOF	320,000				320,000																				12/12/2024 E
Bradford		LBR	116535	T-348 over Millstone Creek	+C	BRDG	BOF	500,000				500,000	BRIP	94,000				94,000														12/12/2024 E
Bradford		LBR	116556	T-372 over South Branch Millstone Creek	+C	BRDG	BOF	230,000				230,000	BRIP	13,000				13,000														12/12/2024 E
Bradford		LBR	121034	Athens Township Bridge	P	BRDG	BOF	200,000	183	37,500	12,500.00	250,000																				
Bradford		LBR	121034	Athens Township Bridge	F	BRDG														BOF	120,000	183	22,500	7,500	150,000							
Bradford		LBR	121034	Athens Township Bridge	R	BRDG														BOF	16,000	185	3,000	1,000	20,000							
Bradford	6	131	101100	SR6 & SR 187 Intersection	+C	HRST							STP	675,624				675,624														3/12/2026 E
Bradford	6	131	101100	SR6 & SR 187 Intersection	+C	HRST	NHPP	1,469,898				1,469,898	NHPP	1,354,478				1,354,478														3/12/2026 E
Bradford	6	147	110406	SR6 from Tracey Rd to Rummerfield Rd	P	HRST			581	10,000		10,000																				11/1/2025 E
Bradford	6	147	110406	SR6 from Tracey Rd to Rummerfield Rd	+C	HRST							NHPP	400,000				400,000	NHPP	100,000				100,000							1/1/2026 E	
Bradford	6	159	114016	West of SR 3011 to Wonder View Lane	P	HRST									581	25,000		25,000														
Bradford	6	159	114016	West of SR 3011 to Wonder View Lane	+C	HRST													STP	490,980				490,980								1/1/2029 E
Bradford	6	159	114016	West of SR 3011 to Wonder View Lane	+C	HRST													NHPP	2,309,020				2,309,020	NHPP	250,000				250,000	1/1/2029 E	
Bradford	6	160	114017	Burlington to East of SR 3011	P	HRST									581	25,000		25,000														
Bradford	6	160	114017	Burlington to East of SR 3011	C	HRST													NHPP	900,000	581	1,079,000		1,979,000								

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Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					Milestones								
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total				
Bradford	6	164	114021	Susquehanna River to Laning Creek	P	HRST																										581	25,000	25,000	
Bradford	6	190	117198	Bowling Alley Rd to Sterling Hill Rd	F	HRST													581	25,000					25,000										
Bradford	6	190	117198	Bowling Alley Rd to Sterling Hill Rd	+C	HRST																				NHPP	1,200,000					1,200,000	1/1/2028 E		
Bradford	6	196	118371	SR6 East of Wyalusing	+P	HRST	NHPP	150,000				150,000																							
Bradford	6	196	118371	SR6 East of Wyalusing	+F	HRST							NHPP	100,000					100,000																
Bradford	6	196	118371	SR6 East of Wyalusing	+C	HRST													NHPP	1,300,000					1,300,000	NHPP	500,000				500,000	1/1/2027 E			
Bradford	6	203	120683	SR 1039 to Means St	F	HRST			581	30,000		30,000																							
Bradford	6	203	120683	SR 1039 to Means St	C	HRST									581	800,000		800,000																3/12/2026 E	
Bradford	6	204	120896	Old Mills Rd to State St	+C	HRST																				NHPP	450,000				450,000	1/1/2028 E			
Bradford	6	206	117194	Little Wysox Cr to SR 187	C	HRST														581	200,000			200,000									1/1/2027 E		
Bradford	14	077	88915	SR 14 over Tannery Creek	U	BRDG															185	20,000		20,000											
Bradford	14	077	88915	SR 14 over Tannery Creek	+C	BRDG													STP	1,000,000				1,000,000	STP	500,000				500,000	9/1/2026 E				
Bradford	14	093	94631	SR 14 over Tb South Creek #2	+C	BRDG	STP	361,523				361,523	STP	386,500					386,500															2/15/2024 A	
Bradford	14	117	97598	PA 14 over South Creek	+F	BRDG	BRIP	125,000				125,000																							
Bradford	14	117	97598	PA 14 over South Creek	U	BRDG													STP	25,000				25,000											
Bradford	14	117	97598	PA 14 over South Creek	+C	BRDG													STP	1,614,000				1,614,000	STP	1,585,000				1,585,000	9/1/2026 E				
Bradford	14	128	117191	Old Kennedy Rd to South Creek Trib	F	HRST			581	10,000		10,000																							
Bradford	14	128	117191	Old Kennedy Rd to South Creek Trib	C	HRST							STP	300,000	581	2,200,000		2,500,000	STP	600,000	581	1,400,000		2,000,000								1/1/2026 E			
Bradford	14	129	117195	Tioga Co to Sullivan St	F	HRST																										581	25,000	25,000	
Bradford	154	072	103156	Grover Rd to South Ave	C	HRST														581	400,000			400,000									1/1/2027 E		
Bradford	154	090	114178	SR154 over Beech Flats Creek	F	BRDG			185	137,625		137,625			185	121,875		121,875																	
Bradford	154	090	114178	SR154 over Beech Flats Creek	R	BRDG			185	15,000		15,000																							
Bradford	187	074	99278	SR187 over Wysox Creek	+F	BRDG							BRIP	150,000				150,000																	
Bradford	187	074	99278	SR187 over Wysox Creek	U	BRDG													BRIP	20,000				20,000											
Bradford	187	074	99278	SR187 over Wysox Creek	+R	BRDG													BRIP	15,000				15,000											
Bradford	187	074	99278	SR187 over Wysox Creek	+C	BRDG													BRIP	1,000,000				1,000,000	STP	1,000,000				1,000,000	9/26/2026 E				
Bradford	187	075	97628	SR 187 over Parks Creek	F	BRDG													BRIP	150,000				150,000											
Bradford	187	075	97628	SR 187 over Parks Creek	R	BRDG													BRIP	15,000				15,000											
Bradford	187	076	97621	SR 187 ov Tr Wysox Cr	F	BRDG									185	200,000		200,000				185	75,000		75,000										
Bradford	187	076	97621	SR 187 ov Tr Wysox Cr	U	BRDG																185	20,000		20,000										
Bradford	187	076	97621	SR 187 ov Tr Wysox Cr	R	BRDG									185	15,000		15,000																	
Bradford	187	076	97621	SR 187 ov Tr Wysox Cr	C	BRDG														185	1,100,000			1,100,000				185	400,000		400,000	9/1/2026 E			
Bradford	187	109	117581	SR187 near Wyoming County	P	HRST									581	300,000		300,000															2/26/2024 A		
Bradford	187	109	117581	SR187 near Wyoming County	F	HRST																										581	150,000	150,000	
Bradford	187	109	117581	SR187 near Wyoming County	R	HRST																										581	50,000	50,000	
Bradford	199	LGT	121043	NTIER Bridge Lighting	P	BRDG	CRP	50,000				50,000																							
Bradford	199	LGT	121043	NTIER Bridge Lighting	F	BRDG	CRP	40,000				40,000																							
Bradford	199	LGT	121043	NTIER Bridge Lighting	C	BRDG							CRP	350,000				350,000																1/8/2026 E	
Bradford	220	199	101109	SR199 to NY State Line SB	C	HRST			581	600,000		600,000																						1/25/2024 A	
Bradford	220	240	115243	Sullivan Co to Stevenson Hill Rd	P	HRST			581	50,000		50,000																						11/1/2024 E	
Bradford	220	240	115243	Sullivan Co to Stevenson Hill Rd	+C	HRST							STP	450,000				450,000																1/1/2026 E	
Bradford	220	244	115979	South Branch Village to SR 414	C	HRST			581	50,000		50,000			581	200,000		200,000																1/1/2026 E	
Bradford	220	249	117188	P3 Pipe Replacement	+P	HRST																				NHPP	250,000				250,000				
Bradford	220	251	117201	Tomahawk Rd to Murray Cr	F	HRST																									581	10,000	10,000		
Bradford	220	252	117249	SR 220 Pipe Replacement	+C	HRST	NHPP	900,000				900,000	NHPP	500,000				500,000																2/1/2025 E	
Bradford	220	258	120935	Yanuzzi Dr Intersection NB & SB	C	HRST			581	200,000		200,000			581	200,000		200,000																1/1/2025 E	
Bradford	409	011	120937	SR 6 to SR 706	C	HRST									581	250,000		250,000			581	250,000		250,000									7/1/2026 E		
Bradford	1012	009	110238	SR 1012 over Trib to Cold Creek	+F	BRDG			185	50,000		50,000																							
Bradford	1012	009	110238	SR 1012 over Trib to Cold Creek	U	BRDG									185	20,000		20,000																	
Bradford	1012	009	110238	SR 1012 over Trib to Cold Creek	R	BRDG			185	15,000		15,000																							
Bradford	1012	009	110238	SR 1012 over Trib to Cold Creek	C	BRDG									185	250,000		250,000			185	250,000		250,000									9/11/2025 E		
Bradford	1021	004	98534	SR1021 ov Rummerfield Crk	P	BRDG			185	125,000		125,000																						9/3/2025 E	
Bradford	1021	004	98534	SR1021 ov Rummerfield Crk	+F	BRDG								BOF	150,000			150,000																	
Bradford	1021	004	98534	SR1021 ov Rummerfield Crk	+U	BRDG													BOF	20,000				20,000											
Bradford	1021	004	98534	SR1021 ov Rummerfield Crk	+R	BRDG								BOF	15,000			15,000																	
Bradford	1021	004	98534	SR1021 ov Rummerfield Crk	+C	BRDG													BOF	300,000				300,000	BOF	1,500,000				1,500,000	9/3/2026 E				
Bradford	1029	008	110161	SR 1029 over Pond Hill Run	+F	BRDG	BOF	150,000				150,000																							

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Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					^ Milestones						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total		
Bradford	1029	008	110161	SR 1029 over Pond Hill Run	+U	BRDG							BOF	25,000				25,000															
Bradford	1029	008	110161	SR 1029 over Pond Hill Run	+R	BRDG	BOF	15,000				15,000																					
Bradford	1029	008	110161	SR 1029 over Pond Hill Run	+C	BRDG							STP	517,000				517,000													9/25/2025 E		
Bradford	1029	008	110161	SR 1029 over Pond Hill Run	+C	BRDG							BOF	233,000				233,000	BOF	750,000					750,000						9/25/2025 E		
Bradford	1029	009	110241	SR 1029 over Bullards Creek	P	BRDG															185	125,000		125,000		185	25,000		25,000				
Bradford	1033	006	115282	Bradford SR 1033 Slide Repair	F	HRST			581	100,000		100,000			581	150,000		150,000								581	50,000		50,000				
Bradford	1033	006	115282	Bradford SR 1033 Slide Repair	U	HRST																											
Bradford	1033	006	115282	Bradford SR 1033 Slide Repair	R	HRST			581	50,000		50,000																					
Bradford	1033	006	115282	Bradford SR 1033 Slide Repair	C	HRST															581	1,515,000		1,515,000		581	2,097,382		2,097,382	1/1/2027 E			
Bradford	1040	008	114192	SR1040 over Branch Prince Hollow Run	P	BRDG									185	150,000		150,000															
Bradford	1040	008	114192	SR1040 over Branch Prince Hollow Run	F	BRDG																					185	50,000		50,000			
Bradford	1040	008	114192	SR1040 over Branch Prince Hollow Run	R	BRDG																					185	20,000		20,000			
Bradford	1040	014	99358	SR1040ovPrinceHollowRun	C	BRDG			185	75,000		75,000			185	75,000		75,000				185	50,000		50,000					10/1/2025 E			
Bradford	1043	018	99142	SR1043ovSpauldingsCreek	P	BRDG									185	15,000		15,000															
Bradford	1043	018	99142	SR1043ovSpauldingsCreek	F	BRDG															185	5,000		5,000									
Bradford	1043	018	99142	SR1043ovSpauldingsCreek	C	BRDG																					185	30,000		30,000	10/1/2028 E		
Bradford	1049	023	99063	SR1049ovRusselRun	P	BRDG															185	125,000		125,000									
Bradford	1049	028	110264	SR 1049 over Branch of Pendleton Creek	P	BRDG																					185	125,000		125,000			
Bradford	1055	014	78773	SR 1055 Over Parks Creek	C	BRDG			185	30,000		30,000																			10/1/2024 E		
Bradford	1056	014	114168	SR 1056 over Trib Wappasening Creek	F	BRDG			185	50,000		50,000																					
Bradford	1056	014	114168	SR 1056 over Trib Wappasening Creek	U	BRDG			185	20,000		20,000																					
Bradford	1056	014	114168	SR 1056 over Trib Wappasening Creek	C	BRDG			185	400,000		400,000			185	400,000		400,000													10/23/2025 E		
Bradford	1056	015	117193	Glen Valley Rd to Miller Rd	C	HRST									581	350,000		350,000													7/1/2026 E		
Bradford	1058	007	99360	SR1058ovSackett Run	P	BRDG																					185	125,000		125,000			
Bradford	1062	005	114180	SR1062 over Cayuta Crk and NS	F	BRDG			185	75,000		75,000																					
Bradford	1062	005	114180	SR1062 over Cayuta Crk and NS	C	BRDG			185	1,000,000		1,000,000			185	1,000,000		1,000,000													4/10/2025 E		
Bradford	1067	002	97640	SR1067ovTribSatterlee Cr	P	BRDG																					185	125,000		125,000			
Bradford	1069	014	120685	Cole St to SR 4022	C	HRST			581	100,000		100,000			581	100,000		100,000													1/1/2025 E		
Bradford	2007	021	78776	SR2007 ov Sugar Run	C	BRDG			185	30,000		30,000									185	15,000		15,000							10/2/2025 E		
Bradford	2032	014	120936	Shiner Rd to SR 6	C	HRST									581	250,000		250,000									581	250,000		250,000		1/1/2026 E	
Bradford	3001	017	78786	SR3001ovTowandaCreek	P	BRDG			185	15,000		15,000																					
Bradford	3001	017	78786	SR3001ovTowandaCreek	F	BRDG															185	75,000		75,000									
Bradford	3001	017	78786	SR3001ovTowandaCreek	C	BRDG															185	30,000		30,000			185	30,000		30,000	10/1/2027 E		
Bradford	3002	016	74024	SR3002 over Ladds Creek	F	BRDG			185	100,000		100,000																					
Bradford	3002	016	74024	SR3002 over Ladds Creek	U	BRDG			185	25,000		25,000																					
Bradford	3002	016	74024	SR3002 over Ladds Creek	C	BRDG			185	1,400,000		1,400,000																			8/7/2025 E		
Bradford	3008	016	114183	SR3008 over Tributary to Towanda Creek	F	BRDG			185	20,000		20,000			185	15,000		15,000															
Bradford	3008	016	114183	SR3008 over Tributary to Towanda Creek	U	BRDG																					185	20,000		20,000			
Bradford	3008	016	114183	SR3008 over Tributary to Towanda Creek	R	BRDG			185	15,000		15,000																					
Bradford	3008	016	114183	SR3008 over Tributary to Towanda Creek	C	BRDG																					185	50,000		50,000	10/1/2028 E		
Bradford	3008	017	114190	SR 3008 over Trib Towanda Creek 2	F	BRDG									185	10,000		10,000				185	50,000		50,000								
Bradford	3008	017	114190	SR 3008 over Trib Towanda Creek 2	U	BRDG																					185	20,000		20,000			
Bradford	3008	017	114190	SR 3008 over Trib Towanda Creek 2	R	BRDG																					185	15,000		15,000			
Bradford	3008	017	114190	SR 3008 over Trib Towanda Creek 2	C	BRDG																					185	250,000		250,000	9/1/2027 E		
Bradford	3008	019	117443	SR 3008 over Trib Towanda Creek	F	BRDG									185	60,000		60,000															
Bradford	3008	019	117443	SR 3008 over Trib Towanda Creek	U	BRDG															185	20,000		20,000									
Bradford	3008	019	117443	SR 3008 over Trib Towanda Creek	R	BRDG									185	15,000		15,000															
Bradford	3008	019	117443	SR 3008 over Trib Towanda Creek	C	BRDG															185	350,000		350,000		185	150,000		150,000	9/3/2026 E			
Bradford	3015	014	115287	Bradford SR 3015 Slide Repair	F	HRST			581	100,000		100,000																					
Bradford	3015	014	115287	Bradford SR 3015 Slide Repair	U	HRST									581	50,000		50,000															
Bradford	3015	014	115287	Bradford SR 3015 Slide Repair	R	HRST			581	100,000		100,000																					

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Project Information						FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs								
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones	
Bradford	3015	014	115287	Bradford SR 3015 Slide Repair	C	HRST									581	600,000		600,000			581	200,000		200,000							1/1/2026 E	
Bradford	3017	005	99072	SR3017ovNBrtowandaCrk	+C	BRDG	BOF	1,200,000				1,200,000																			1/9/2025 E	
Bradford	3019	006	117446	SR 3019 over Tributary North Branch Towanda Creek	U	BRDG									185	20,000		20,000														
Bradford	3019	006	117446	SR 3019 over Tributary North Branch Towanda Creek	C	BRDG									185	75,000		75,000													10/1/2026 E	
Bradford	3027	011	118051	SR 3027 over UNT Alba Creek	F	BRDG			185	125,000		125,000																				
Bradford	3027	011	118051	SR 3027 over UNT Alba Creek	U	BRDG									185	20,000		20,000														
Bradford	3027	011	118051	SR 3027 over UNT Alba Creek	R	BRDG			185	30,000		30,000																				
Bradford	3027	011	118051	SR 3027 over UNT Alba Creek	C	BRDG									185	400,000		400,000			185	400,000		400,000							10/23/2025 E	
Bradford	3030	001	117458	SR 3030 over Tributary to Alba Creek	U	BRDG															185	20,000		20,000								
Bradford	3030	001	117458	SR 3030 over Tributary to Alba Creek	C	BRDG															185	37,500		37,500			185	37,500	37,500	9/1/2027 E		
Bradford	4013	049	117477	SR 4013 over West Branch Tomjack Creek	P	BRDG			185	100,000		100,000																				
Bradford	4013	049	117477	SR 4013 over West Branch Tomjack Creek	F	BRDG															185	35,000		35,000								
Bradford	4013	049	117477	SR 4013 over West Branch Tomjack Creek	R	BRDG															185	15,000		15,000								
Bradford	4015	005	89906	SR 4015 ov Tb Sugar Creek	F	BRDG			185	50,000		50,000																				
Bradford	4015	005	89906	SR 4015 ov Tb Sugar Creek	U	BRDG			185	20,000		20,000																				
Bradford	4015	005	89906	SR 4015 ov Tb Sugar Creek	C	BRDG			185	200,000		200,000			185	75,000		75,000			185	75,000		75,000							10/1/2025 E	
Bradford	4016	007	78797	SR 4016 Over South Creek	F	BRDG			185	5,000		5,000																				
Bradford	4016	007	78797	SR 4016 Over South Creek	C	BRDG									185	30,000		30,000			185	30,000		30,000			185	15,000	15,000	10/8/2026 E		
Bradford	4016	014	118016	Bridge Improvement LIne Item	S	BRDG			185	20,000		20,000			185	20,000		20,000														
Bradford	4022	016	99076	SR4022 ov US220	P	BRDG																					185	125,000	125,000			
Bradford	4022	017	76157	SR4022 ov Chemung River	F	BRDG			185	175,000		175,000			185	175,000		175,000														
Bradford	4022	017	76157	SR4022 ov Chemung River	U	BRDG									185	10,000		10,000														
Bradford	4022	017	76157	SR4022 ov Chemung River	R	BRDG			185	15,000		15,000																				
Bradford	4022	017	76157	SR4022 ov Chemung River	+C	BRDG	STP	1,339,716				1,339,716	STP	1,565,500				1,565,500													9/11/2025 E	
Bradford	4022	017	76157	SR4022 ov Chemung River	+C	BRDG	NHPP	1,075,000				1,075,000	NHPP	106,000				106,000													9/11/2025 E	
Bradford	4022	017	76157	SR4022 ov Chemung River	+C	BRDG	BRIP	3,983,600				3,983,600	BRIP	2,271,928				2,271,928	STP	600,000				600,000							9/11/2025 E	
Bradford	4022	021	120686	SR 4022 Ramps to SR 1069	C	HRST			581	100,000		100,000			581	300,000		300,000													1/1/2025 E	
Bradford	4024	023	112732	SR 4024 Slide Repair	U	HRST			581	50,000		50,000																				
Bradford	4024	023	112732	SR 4024 Slide Repair	C	HRST			581	907,775		907,775			581	692,225		692,225													9/11/2025 E	
Bradford	4027	007	5138	SR 4027 over Buck Creek	P	BRDG									185	125,000		125,000			185	125,000		125,000								
Bradford	4027	007	5138	SR 4027 over Buck Creek	F	BRDG																					185	125,000	125,000			
Bradford	4027	007	5138	SR 4027 over Buck Creek	R	BRDG																				185	15,000	15,000				
Bradford	4027	008	97644	SR4027 ov Bucks Cr	P	BRDG									185	125,000		125,000			185	125,000		125,000								
Bradford	4027	008	97644	SR4027 ov Bucks Cr	F	BRDG																					185	125,000	125,000			
Bradford	4027	008	97644	SR4027 ov Bucks Cr	R	BRDG																				185	15,000	15,000				
Bradford	4027	009	5137	SR 4027 over South Creek	P	BRDG									185	125,000		125,000			185	125,000		125,000								
Bradford	4027	009	5137	SR 4027 over South Creek	F	BRDG																					185	75,000	75,000			
Bradford	4027	009	5137	SR 4027 over South Creek	R	BRDG																				185	15,000	15,000				
Bradford	4031	014	114169	SR 4031 over Wolfe Creek	F	BRDG			185	10,000		10,000																				
Bradford	4031	014	114169	SR 4031 over Wolfe Creek	U	BRDG			185	10,000		10,000																				
Bradford	4031	014	114169	SR 4031 over Wolfe Creek	C	BRDG			185	277,000		277,000			185	250,000		250,000													12/12/2024 E	
Totals for: Bradford								15,623,737		7,502,400	35,000	23,161,137		11,545,030		10,776,600	9,500	22,331,130		20,319,020		10,444,267	59,750	30,823,037		21,545,780		7,145,382	63,500	28,754,662	105,069,966	
Sullivan		LBR	6936	T-416 over Porter Creek	P	BRDG							BOF	200,000	183	37,500	12,500	250,000	BOF	40,000	183	7,500	2,500	50,000								
Sullivan		LBR	6936	T-416 over Porter Creek	F	BRDG																				BOF	120,000	183	22,500	7,500	150,000	
Sullivan		LBR	6936	T-416 over Porter Creek	R	BRDG																				BOF	12,000	183	2,250	750	15,000	
Sullivan		LBR	6957	T-460 over Lick Creek	P	BRDG													BOF	200,000	183	37,500	12,500	250,000								
Sullivan		LBR	67743	T-346 over Kings Creek	F	BRDG								BOF	120,000	183	22,500	7,500	150,000													
Sullivan		LBR	67743	T-346 over Kings Creek	U	BRDG													BOF	16,000	185	3,000	1,000	20,000								
Sullivan		LBR	67743	T-346 over Kings Creek	R	BRDG																										
Sullivan		LBR	67743	T-346 over Kings Creek	C	BRDG													BOF	1,200,000	183	225,000	75,000	1,500,000							12/12/2024 E	
Sullivan		LBR	110435	T-410 over N Branch of Mehoopany Creek	P	BRDG								BOF	200,000	183	37,500	12,500	250,000													
Sullivan		LBR	110435	T-410 over N Branch of Mehoopany Creek	F	BRDG																				BOF	60,000	183	11,250	3,750	75,000	
Sullivan		LBR	110435	T-410 over N Branch of Mehoopany Creek	R	BRDG																				BOF	12,000	183	2,250	750	15,000	
Sullivan		RBR	7025	T-325 over Trout Run Bridge	C	BRDG															183	125,000	31,250	156,250		183	275,000	68,750	343,750	1/1/2027 E		
Sullivan		RBR	67746	T-420 over Elk Creek	C	BRDG									183	198,488	49,622	248,110			183	121,400	30,350	151,750		183	358,600	89,650	448,250	9/1/2024 E		

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Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs								
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones		
Sullivan	42	095	99422	SR220 to Muncy Valley Road	C	HRST			581	628,000		628,000			581	800,000		800,000			581	372,000		372,000							1/8/2026 E		
Sullivan	42	109	110404	Allegheny Ave to Lakewood Ave	P	HRST																581	50,000		50,000								
Sullivan	42	109	110404	Allegheny Ave to Lakewood Ave	+C	HRST																				STP	1,300,000			1,300,000	1/1/2028 E		
Sullivan	42	120	115995	Edkin Hill Rd to Allegheny Ave	C	HRST																581	320,000		320,000						7/1/2027 E		
Sullivan	42	121	116158	1 mile N of Georges Rd to Edkin Hill Rd	F	HRST																581	10,000		10,000								
Sullivan	42	121	116158	1 mile N of Georges Rd to Edkin Hill Rd	C	HRST																						581	1,000,000		1,000,000	1/1/2028 E	
Sullivan	87	111	99159	LycotoLoyalsockCrk	C	HRST																581	800,000		800,000						7/1/2027 E		
Sullivan	87	127	7007	SR 87 over Slab Run	U	BRDG									185	20,000		20,000															
Sullivan	87	127	7007	SR 87 over Slab Run	+C	BRDG								BRIP	1,400,000																	9/11/2025 E	
Sullivan	87	128	7006	SR 87 over Dry Run	U	BRDG			185	20,000		20,000																					
Sullivan	87	128	7006	SR 87 over Dry Run	+C	BRDG	STP	700,000				700,000																				1/9/2025 E	
Sullivan	87	128	7006	SR 87 over Dry Run	+C	BRDG	BRIP	1,000,000				1,000,000																				1/9/2025 E	
Sullivan	87	129	110166	SR 87 over Little Loyalsock Creek	+F	BRDG	BRIP	150,000				150,000																					
Sullivan	87	129	110166	SR 87 over Little Loyalsock Creek	U	BRDG							BRIP	20,000				20,000															
Sullivan	87	129	110166	SR 87 over Little Loyalsock Creek	+R	BRDG	BRIP	15,000				15,000																					
Sullivan	87	129	110166	SR 87 over Little Loyalsock Creek	+C	BRDG							STP	254,928				254,928														8/21/2025 E	
Sullivan	87	129	110166	SR 87 over Little Loyalsock Creek	+C	BRDG							BRIP	1,745,072				1,745,072														8/21/2025 E	
Sullivan	87	130	78938	SR87 ov Ogdonia Creek	+C	BRDG	BRIP	1,298,400				1,298,400																				9/26/2024 E	
Sullivan	87	130	78938	SR87 ov Ogdonia Creek	+C	BRDG	STP	701,600				701,600																				9/26/2024 E	
Sullivan	87	133	110441	SR87 over Loyalsock Creek	P	BRDG									185	125,000		125,000				185	125,000		125,000								
Sullivan	87	133	110441	SR87 over Loyalsock Creek	F	BRDG																							185	75,000		75,000	
Sullivan	87	133	110441	SR87 over Loyalsock Creek	R	BRDG																							185	15,000		15,000	
Sullivan	87	134	110442	SR87 over Little Loyalsock Creek	P	BRDG									185	125,000		125,000				185	125,000		125,000								
Sullivan	87	134	110442	SR87 over Little Loyalsock Creek	F	BRDG																							185	75,000		75,000	
Sullivan	87	134	110442	SR87 over Little Loyalsock Creek	R	BRDG																							185	15,000		15,000	
Sullivan	87	152	115988	SR 220 to Dutch Mtn Rd	F	HRST																581	10,000		10,000								
Sullivan	87	152	115988	SR 220 to Dutch Mtn Rd	C	HRST																						581	700,000		700,000	1/1/2028 E	
Sullivan	154	077	99382	Shanerburg Rd to SR 3009	C	HRST			581	255,000		255,000																				7/1/2024 E	
Sullivan	154	088	114053	SR 154 over Shanerburg Run	P	BRDG																185	125,000		125,000				185	125,000		125,000	
Sullivan	154	089	114055	SR 154 over Elk Creek	P	BRDG									185	125,000		125,000				185	125,000		125,000								
Sullivan	154	089	114055	SR 154 over Elk Creek	F	BRDG																							185	75,000		75,000	
Sullivan	154	089	114055	SR 154 over Elk Creek	R	BRDG																							185	15,000		15,000	
Sullivan	220	190	102938	SR 42 to Loyalsock Cr	F	HRST																						581	10,000		10,000		
Sullivan	220	197	7030	Lycoming Co to Sonestown	C	HRST																				STP	1,400,000	581	1,200,000		2,600,000	1/1/2028 E	
Sullivan	220	206	99114	SR 87 to Marsh Crk	C	HRST																581	500,000		500,000			581	400,000		400,000	1/1/2028 E	
Sullivan	220	214	99275	SR220 over Marsh Creek	P	BRDG																						185	125,000		125,000		
Sullivan	220	243	116129	US220 over Birch Creek 2	C	BRDG			185	250,000		250,000																					
Sullivan	220	245	115987	SR 87 to Mill St	F	HRST																581	10,000		10,000								
Sullivan	220	245	115987	SR 87 to Mill St	C	HRST																						581	600,000		600,000	1/1/2028 E	
Sullivan	1001	023	110267	SR 1001 over Loyalsock Creek	P	BRDG																185	65,000		65,000			185	65,000		65,000	8/1/2028 E	
Sullivan	1002	020	110259	SR1002 over Branch of Little Loyalsock Creek	P	BRDG			185	75,000		75,000			185	75,000		75,000														8/1/2026 E	
Sullivan	1002	020	110259	SR1002 over Branch of Little Loyalsock Creek	F	BRDG																185	50,000		50,000								
Sullivan	1002	020	110259	SR1002 over Branch of Little Loyalsock Creek	U	BRDG																						185	20,000		20,000		
Sullivan	1002	020	110259	SR1002 over Branch of Little Loyalsock Creek	R	BRDG																185	15,000		15,000								
Sullivan	1002	020	110259	SR1002 over Branch of Little Loyalsock Creek	C	BRDG																						185	350,000		350,000	9/1/2027 E	
Sullivan	1002	021	110275	SR 1002 over Trib to Pigeon Creek	P	BRDG																						185	75,000		75,000		
Sullivan	1006	036	110243	SR1006 over Trib to Birch Creek	F	BRDG									185	50,000		50,000											185	20,000		20,000	
Sullivan	1006	036	110243	SR1006 over Trib to Birch Creek	U	BRDG																											
Sullivan	1006	036	110243	SR1006 over Trib to Birch Creek	R	BRDG									185	20,000		20,000															
Sullivan	1006	036	110243	SR1006 over Trib to Birch Creek	C	BRDG																						185	350,000		350,000	9/1/2027 E	
Sullivan	2002	036	115986	SR 220 to Big Run	C	HRST																581	450,000		450,000						1/1/2027 E		
Sullivan	2003	018	110251	SR 2003 over Bloody Run	P	BRDG			185	60,000		60,000																					
Sullivan	2003	018	110251	SR 2003 over Bloody Run	F	BRDG									185	50,000		50,000															
Sullivan	2003	018	110251	SR 2003 over Bloody Run	U	BRDG																185	20,000		20,000								

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Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs						^ Milestones			
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total				
Susquehanna	167	554	116710	SR 167 over East Branch of Wyalusing Creek	P	BRDG									185	50,000		50,000																
Susquehanna	167	D52	96733	SR 167 over Hop Bottom Creek	+P	BRDG							STP	40,000	185	10,000		50,000																
Susquehanna	167	D54	68936	SR 167 over Martins Creek	C	BRDG	BRIP	400,000	185	100,000		500,000	BRIP	2,360,000	185	590,000		2,950,000	BRIP	1,400,000	185	350,000		1,750,000								10/24/2024 E		
Susquehanna	167	RRX	118218	Susq County NYSW Corridor Crossing	C	SAMI																			RRX	360,000				360,000		3/1/2025 E		
Susquehanna	171	502	47034	SR 171 over Canawacta Creek	P	BRDG							STP	40,000	185	10,000		50,000														6/11/2008 E		
Susquehanna	171	502	47034	SR 171 over Canawacta Creek	C	BRDG																			STP	250,000	185	62,500		312,500		10/23/2025 E		
Susquehanna	171	552	89705	SR 171 over Denton Creek	P	BRDG							STP	40,000	185	10,000		50,000																
Susquehanna	171	573	68940	SR 171 over Lackawanna River	C	BRDG							STP	300,000	185	75,000		375,000	STP	500,000	185	125,000		625,000	STP	1,600,000	185	400,000		2,000,000		3/13/2025 E		
Susquehanna	171	D52	101043	SR 171 over High Bridge Creek	F	BRDG	STP	40,000	185	10,000		50,000																						
Susquehanna	171	D52	101043	SR 171 over High Bridge Creek	C	BRDG																			STP	300,000	185	75,000		375,000		2/12/2026 E		
Susquehanna	171	HFS	121178	Susq/Wyoming High Friction Surface Treatment	P	SAMI	sHSIP	10,000				10,000																						
Susquehanna	171	HFS	121178	Susq/Wyoming High Friction Surface Treatment	C	SAMI	sHSIP	906,000				906,000																						
Susquehanna	171	PAV	114079	Susquehanna County Paving	C	HRST															s581	2,000,000		2,000,000								10/1/2026 E		
Susquehanna	267	554	109879	SR 267 over Branch Little Meshoppen Creek	P	BRDG																			STP	20,000	185	5,000		25,000				
Susquehanna	367	550	9709	SR 367 over Branch Tuscarora Creek	C	BRDG	BOF	550,000	185	137,500		687,500																					7/11/2024 E	
Susquehanna	374	553	118120	SR 374 over Outlet of Lowe Lake	P	BRDG			185	50,000		50,000																					12/6/2023 A	
Susquehanna	492	550	116711	SR 492 over Branch of Butler Creek	P	BRDG							STP	40,000	185	10,000		50,000																
Susquehanna	492	D50	9723	SR 492 over Little Butler Creek	F	BRDG													STP	40,000	185	10,000		50,000										
Susquehanna	492	D50	9723	SR 492 over Little Butler Creek	C	BRDG																						185	850,000		850,000		10/23/2025 E	
Susquehanna	706	552	9720	SR 706 over East Branch of Wyalusing Creek	C	BRDG	STP	800,000	185	200,000		1,000,000																					6/13/2024 E	
Susquehanna	706	553	109880	SR 706 over Snell Creek	C	BRDG	BRIP	1,400,000	185	350,000		1,750,000																					6/13/2024 E	
Susquehanna	706	554	67525	SR 706 over East Branch Wyalusing Creek	C	BRDG	STP	1,000,000	581	250,000		1,250,000	STP	2,000,000	581	500,000		2,500,000	STP	1,400,000	581	350,000		1,750,000								9/12/2024 E		
Susquehanna	706	555	9668	SR 706 over Branch Wyalusing Creek	P	BRDG			581	50,000		50,000																					8/16/2019 A	
Susquehanna	706	556	96730	SR 706 over Branch Wyalusing Creek 2	C	BRDG													STP	600,000	185	150,000		750,000									6/13/2024 E	
Susquehanna	1002	550	116712	SR 1002 over Tunkhannock Creek	P	BRDG							STP	40,000	185	10,000		50,000																
Susquehanna	1007	D51	9631	SR 1007 over South Branch Canawacta Creek	P	BRDG										185	25,000		25,000															
Susquehanna	1010	552	116713	SR 1010 over Bedbug Creek	P	BRDG										185	50,000		50,000															
Susquehanna	1011	553	116714	SR 1011 over East Branch of Hemlock Creek	P	BRDG										185	50,000		50,000															
Susquehanna	1017	571	69008	SR 1017 over Tributary to Susquehanna River	P	BRDG			185	50,000		50,000																						
Susquehanna	1018	550	85720	SR 1018 over Tributary Dubois Creek	C	BRDG			581	550,000		550,000			581	50,000		50,000																2/13/2025 E
Susquehanna	1018	551	89698	SR 1018 over Snake Creek	C	BRDG	BOF	1,200,000	185	300,000		1,500,000																						1/30/2025 E
Susquehanna	1018	D50	96732	SR 1018 over Norfolk Southern RR	C	BRDG													BRIP	640,000	581	160,000		800,000	BRIP	2,400,000	581	760,000		3,160,000		12/4/2025 E		
Susquehanna	1022	552	67565	SR 1022 over Tributary Dubois Creek	F	BRDG																185	50,000		50,000									
Susquehanna	1037	552	79574	SR 1037 over Tributary to Dubois Creek	P	BRDG			185	50,000		50,000																						
Susquehanna	1049	D50	100596	SR 1049 over Branch of Snake Creek	C	BRDG									581	500,000		500,000																2/20/2025 E
Susquehanna	2008	570	69012	SR 2008 over Dundaff Creek	P	BRDG	STP	40,000	185	10,000		50,000																						
Susquehanna	2016	570	69016	SR 2016 over Tributary E. Branch Tunkhannock Creek	P	BRDG																185	25,000		25,000									
Susquehanna	2017	570	69020	SR 2017 over Norfolk Southern RR	F	BRDG	BOF	40,000	185	10,000		50,000																						
Susquehanna	2017	570	69020	SR 2017 over Norfolk Southern RR	C	BRDG													BOF	1,600,000	185	400,000		2,000,000										12/11/2025 E
Susquehanna	2020	550	116715	SR 2020 over Tower Creek	P	BRDG									185	50,000		50,000																
Susquehanna	2020	551	116716	SR 2020 over Outlet of Acre Lake	P	BRDG																185	50,000		50,000									
Susquehanna	2022	D50	89908	SR 2022 over Branch Martins Creek	P	BRDG																							185	25,000		25,000		
Susquehanna	2023	550	109882	SR 2023 over Outlet Lewis Lake	C	BRDG																						581	2,000,000		2,000,000		11/7/2024 E	
Susquehanna	2036	570	9643	SR 2036 over Rock Hill Creek	C	BRDG													BOF	800,000	185	200,000		1,000,000	BOF	400,000	185	100,000		500,000		10/22/2026 E		
Susquehanna	2036	D50	69023	SR 2036 over Overflow Channel	F	BRDG																						185	50,000		50,000			
Susquehanna	2043	550	85731	SR 2043 over Millard Creek	P	BRDG													BOF	20,000	185	5,000		25,000										
Susquehanna	2046	570	112539	SR 2046 over Tunkhannock Creek	P	HRST			185	25,000		25,000																						
Susquehanna	2046	570	112539	SR 2046 over Tunkhannock Creek	C	BRDG																581	1,000,000		1,000,000									11/7/2024 E

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Project Information							FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs										
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones				
Susquehanna	2046	D50	89711	SR 2046 over West Branch Lackawanna River	P	BRDG																						185	25,000	25,000					
Susquehanna	2053	550	116717	SR 2053 over Johnson Pond Creek	P	BRDG													BOF	40,000	185	10,000		50,000											
Susquehanna	2063	550	116718	SR 2063 over Branch of Leslie Creek	P	BRDG															185	50,000		50,000											
Susquehanna	2067	552	89699	SR 2067 over Tunkhannock Creek	P	BRDG																			BOF	20,000	185	5,000	25,000						
Susquehanna	2067	555	96207	SR 2067 over Bell Creek	P	BRDG			581	50,000		50,000																			3/26/2019 A				
Susquehanna	2073	P01	119606	SR 2073 Pipe Replacement	P	HRST									582	25,000		25,000																	
Susquehanna	2096	550	9654	SR 2096 over Horton Creek	P	BRDG	BOF	20,000	581	5,000		25,000																							
Susquehanna	3001	550	79569	SR 3001 over Carter Creek	C	BRDG			581	1,000,000		1,000,000																				12/14/2023 A			
Susquehanna	3004	550	79570	SR 3004 over Riley Creek	C	BRDG															581	600,000		600,000								10/10/2024 E			
Susquehanna	3004	D51	67548	SR 3004 over Tributary to Riley Creek	C	BRDG									581	600,000		600,000														10/10/2024 E			
Susquehanna	3017	571	9742	SR 3017 over Thomas Creek	P	BRDG	BOF	40,000	185	10,000		50,000																							
Susquehanna	3023	554	79578	SR 3023 over Hortons Creek	P	BRDG								BOF	40,000	185	10,000		50,000																
Susquehanna	3029	D50	96735	SR 3029 over Forest Lake Creek	P	BRDG																			BOF	20,000	185	5,000	25,000						
Susquehanna	3050	550	116719	SR 3050 over Elk Lake Stream	P	BRDG													BOF	40,000	185	10,000		50,000											
Susquehanna	4002	D51	100452	SR 4002 over Snake Creek	P	BRDG																			BOF	20,000	185	5,000	25,000						
Susquehanna	4005	550	116732	SR 4005 over McCormick Run	P	BRDG															185	50,000		50,000											
Susquehanna	4008	D01	67560	SR 4008 over Silver Creek	C	BRDG	BOF	400,000	185	100,000		500,000	BOF	1,600,000	185	400,000		2,000,000														11/7/2024 E			
Susquehanna	4014	550	67546	SR 4014 over Branch of Apolacoon Creek	P	BRDG																			STP	20,000	185	5,000	25,000						
Susquehanna	7409	552	9546	Johnston Street over Salt Lick Creek	C	BRDG																			BOF	1,600,000	183	300,000	100,000	2,000,000					
Totals for: Susquehanna								14,189,778	5,313,000	19,502,778		19,502,778	7,782,882	4,788,000	12,570,882		12,570,882	9,305,200	6,411,000	52,189,237	9,781,400	5,680,000	100,000	15,561,400	63,351,260										
Tioga		LBR	7290	T-894 ovr Bailey Crk	P	BRDG	BOF	80,000	183	15,000	5,000.00	100,000																							
Tioga		LBR	7290	T-894 ovr Bailey Crk	F	BRDG																			BOF	60,000	183	11,250	3,750	75,000					
Tioga		LBR	7290	T-894 ovr Bailey Crk	R	BRDG																			BOF	12,000	183	750	2,250	15,000					
Tioga		LBR	97689	T-385 ov Stoney Fork Cr	C	BRDG																					183	320,000	80,000	400,000	1/1/2028 E				
Tioga		LBR	114094	T-526 over Wilson Creek	P	BRDG							BOF	200,000	183	37,500	12,500	250,000																	
Tioga		LBR	114094	T-526 over Wilson Creek	F	BRDG																			BOF	140,000	183	26,250	8,750	175,000					
Tioga		LBR	114094	T-526 over Wilson Creek	R	BRDG																			BOF	16,000	183	3,000	1,000	20,000					
Tioga		LBR	114100	T-533 over Tributary to Marsh Creek	P	BRDG							BOF	48,000	183	9,000	3,000	60,000	BOF	152,000	183	28,500	9,500	190,000											
Tioga		LBR	121025	T-374 over Jemison Creek	P	BRDG							BOF	200,000	183	37,500	12,500	250,000																	
Tioga		LBR	121025	T-374 over Jemison Creek	F	BRDG																			BOF	120,000	183	22,500	7,500	150,000					
Tioga		LBR	121025	T-374 over Jemison Creek	R	BRDG																			BOF	16,000	183	3,000	1,000	20,000					
Tioga		RBR	120010	Barber Hollow Road Over Shanty Creek	C	BRDG															183	250,000	62,500	312,500			183	390,000	97,500	487,500	1/1/2027 E				
Tioga	6	130	99107	US6ovTb N Elk Run	+C	BRDG	NHPP	500,000				500,000																				6/6/2024 E			
Tioga	6	135	106243	US6 ov Tioga River	+C	BRDG	NHPP	150,000				150,000																				1/1/2024 A			
Tioga	6	137	99426	Old Mainesburg Rd to Strange Rd	+P	HRST																			NHPP	303,020				303,020					
Tioga	6	137	99426	Old Mainesburg Rd to Strange Rd	+P	HCON																													
Tioga	6	146	110405	SR6 from SR2018 to SR660	P	HRST									581	50,000		50,000																	
Tioga	6	146	110405	SR6 from SR2018 to SR660	C	HRST																			NHPP	1,300,000			1,300,000	NHPP	500,000	581	450,000	950,000	1/1/2027 E
Tioga	6	146	110405	SR6 from SR2018 to SR660	C	HRST																			STP	1,450,000			1,450,000				1/1/2027 E		
Tioga	6	163	114020	E of Mainesburg to Bradford Co Line	P	HRST															581	25,000		25,000											
Tioga	6	165	114022	SR 15 to East of Schodac Road	P	HRST																						581	25,000	25,000					
Tioga	6	166	114025	Colton Road to Shippen Twp Line	P	HRST			581	25,000		25,000																							
Tioga	6	179	116505	Tioga River to Swan Street	+C	HRST	NHPP	750,000				750,000																				1/1/2024 A			
Tioga	15	186	101335	Welcome Center to Tioga River	+C	HRST	NHPP	172,360	581	1,467,282		1,639,642	NHPP	3,110,992				3,110,992															1/1/2025 E		
Tioga	15	217	113806	Sebring to SR 2005	P	HRST									581	25,000		25,000																	
Tioga	15	218	114014	SR 15 SB Mansfield to Tioga Twp	P	HRST															581	25,000		25,000											
Tioga	15	219	114023	SR 6 to South of SR 1038	P	HRST																						581	25,000	25,000					
Tioga	15	219	114023	SR 6 to South of SR 1038	C	HRST																						581	1,200,000	1,200,000	1/1/2028 E				
Tioga	15	223	115158	SR 15 Drainage (Mahosky Concern)	+P	HRST	STP	50,000				50,000																					7/1/2024 E		
Tioga	15	223	115158	SR 15 Drainage (Mahosky Concern)	+P	HRST	NHPP	250,000				250,000																					7/1/2024 E		
Tioga	15	223	115158	SR 15 Drainage (Mahosky Concern)	+F	HRST																													

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Project Information							FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					^ Milestones							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal		St.	State	Local	Total			
Tioga	15	247	117170	SR 2005 to Covington Twp line (SB&NB)	C	HRST									581	2,437,382		2,437,382			581	1,500,000		1,500,000			581	62,618		62,618	1/1/2026 E			
Tioga	15	248	117173	Lycoming Co to Ramp I (SR 8007)	C	HRST															581	700,000		700,000			581	200,000		200,000	1/1/2027 E			
Tioga	15	249	117175	Tioga River to SR 6	C	HRST									581	280,000		280,000			581	420,000		420,000							1/1/2026 E			
Tioga	15	262	119590	SR 6 to Welcome Center NB	C	HRST	NHPP	515,244				515,244																			2/15/2024 A			
Tioga	15	263	119591	Tioga River to SR 49 NB & SB	C	HRST	STP	690,445				690,445																			2/15/2024 A			
Tioga	15	263	119591	Tioga River to SR 49 NB & SB	C	HRST	NHPP	31,498				31,498																			2/15/2024 A			
Tioga	15	M53	86917	SR 2005 to Welcome Cntr	+C	HRST	NHPP	2,440,000				2,440,000	NHPP	1,566,530				1,566,530	NHPP	250,000				250,000							1/1/2025 E			
Tioga	349	009	101278	SR349 Sabinsville Slide	C	HCON															581	200,000		200,000							1/1/2027 E			
Tioga	349	010	115993	Ladd Rd to SR 49 Resurfacing	C	HRST			581	1,400,000		1,400,000	STP	700,000				700,000													1/9/2025 E			
Tioga	362	001	118342	SR 362 Shippen Twp Slide	P	HRST			581	300,000		300,000																						
Tioga	362	001	118342	SR 362 Shippen Twp Slide	F	HRST															581	150,000		150,000										
Tioga	362	001	118342	SR 362 Shippen Twp Slide	R	HRST															581	50,000		50,000										
Tioga	362	001	118342	SR 362 Shippen Twp Slide	C	HRST																					581	2,000,000		2,000,000		1/1/2028 E		
Tioga	414	059	99173	SR15 to SR2005	C	HRST			581	959,998		959,998																				10/5/2023 A		
Tioga	414	064	106235	SR414 ov W Mill Creek	P	BRDG			185	45,375		45,375																				3/7/2024 A		
Tioga	414	086	117168	Ramp H to Liberty Boro line	F	HRST									581	10,000		10,000																
Tioga	414	087	117507	Tioga Bridge Painting	P	BRDG									185	25,000		25,000																
Tioga	414	087	117507	Tioga Bridge Painting	C	BRDG															185	428,833		428,833			185	275,000		275,000		9/1/2026 E		
Tioga	1001	022	97677	SR1001 ov Lambs Creek	P	BRDG																												
Tioga	1005	033	97678	SR1005 ov Mill Creek	P	BRDG																												
Tioga	1007	029	117832	SR1007 near Reynolds Road	U	BRDG			581	30,000		30,000																						
Tioga	1007	029	117832	SR1007 near Reynolds Road	C	HRST			581	400,000		400,000			581	100,000		100,000														10/23/2025 E		
Tioga	2005	020	108985	SR 2005 Two-Way Left Turn Lane	F	SAMI	HSIP	161,000				161,000																						
Tioga	2005	020	108985	SR 2005 Two-Way Left Turn Lane	U	SAMI	HSIP	50,000				50,000	HSIP	100,000				100,000																
Tioga	2005	020	108985	SR 2005 Two-Way Left Turn Lane	R	SAMI	HSIP	115,000				115,000																						
Tioga	2005	020	108985	SR 2005 Two-Way Left Turn Lane	C	SAMI	TAP	470,000				470,000																					1/9/2025 E	
Tioga	2005	020	108985	SR 2005 Two-Way Left Turn Lane	C	SAMI	STP	1,801,400				1,801,400	STP	1,039,448				1,039,448															1/9/2025 E	
Tioga	2005	020	108985	SR 2005 Two-Way Left Turn Lane	C	SAMI	HSIP	524,200				524,200	HSIP	771,800				771,800	HSIP	871,800					871,800								1/9/2025 E	
Tioga	2005	026	116507	SR15 Ramp to S Mansfield Levee	C	HRST	STP	26,316	581	979,720		1,006,036			581	249,393		249,393															1/11/2024 A	
Tioga	2007	016	99394	Lycoming Co to Creamery St	C	HRST			581	186,225		186,225																					10/5/2023 A	
Tioga	2011	002	99368	SR2011 ov Blockhouse Crk	P	BRDG									185	65,000		65,000			185	135,000		135,000										
Tioga	2011	002	99368	SR2011 ov Blockhouse Crk	F	BRDG																						185	50,000		50,000			
Tioga	2011	002	99368	SR2011 ov Blockhouse Crk	R	BRDG																						185	20,000		20,000			
Tioga	2017	016	97680	SR2017 ov Tioga River	F	BRDG									185	100,000		100,000			185	100,000		100,000			185	150,000		150,000				
Tioga	2017	016	97680	SR2017 ov Tioga River	R	BRDG									185	40,000		40,000																
Tioga	2019	007	114191	SR 2019 over Tributary to Towanda Creek	P	BRDG			185	65,000		65,000			185	85,000		85,000																
Tioga	2019	007	114191	SR 2019 over Tributary to Towanda Creek	F	BRDG															185	50,000		50,000										
Tioga	2019	007	114191	SR 2019 over Tributary to Towanda Creek	U	BRDG																						185	20,000		20,000			
Tioga	2019	007	114191	SR 2019 over Tributary to Towanda Creek	R	BRDG															185	20,000		20,000										
Tioga	2019	007	114191	SR 2019 over Tributary to Towanda Creek	C	BRDG																					185	329,787		329,787			9/1/2027 E	
Tioga	2022	010	98478	SR2022 Ov Tb to Corey Crk	F	BRDG			185	50,000		50,000																						
Tioga	2022	010	98478	SR2022 Ov Tb to Corey Crk	U	BRDG									185	20,000		20,000																
Tioga	2022	010	98478	SR2022 Ov Tb to Corey Crk	R	BRDG			185	20,000		20,000																						
Tioga	2022	010	98478	SR2022 Ov Tb to Corey Crk	+C	BRDG							BOF	375,000				375,000															11/6/2025 E	
Tioga	2022	011	99369	SR2022 ov Howland Crk	P	BRDG			185	75,000		75,000			185	75,000		75,000																
Tioga	2022	011	99369	SR2022 ov Howland Crk	F	BRDG															185	50,000		50,000										
Tioga	2022	011	99369	SR2022 ov Howland Crk	U	BRDG																						185	20,000		20,000			
Tioga	2022	011	99369	SR2022 ov Howland Crk	R	BRDG															185	20,000		20,000										
Tioga	2022	011	99369	SR2022 ov Howland Crk	C	BRDG																					185	150,000		150,000			10/1/2028 E	
Tioga	2027	014	98514	SR2027 ov Canoe Camp Crk	P	BRDG			185	50,000		50,000																					9/1/2025 E	
Tioga	2027	014	98514																															

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Project Information						FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Tioga	2027	12S	102684	Canoe Camp Slide	U	HRST									581	100,000		100,000													
Tioga	2027	12S	102684	Canoe Camp Slide	R	HRST			581	100,000		100,000																			
Tioga	2027	12S	102684	Canoe Camp Slide	C	HRST			581	100,000		100,000			581	200,000		200,000													1/9/2025 E
Tioga	3007	017	99370	SR3007ovWBrStoneyFork	P	BRDG																						185	75,000		75,000
Tioga	3007	018	7371	SR 3007 ovr Tb Stoney Frk	P	BRDG														185	75,000		75,000				185	75,000		75,000	
Tioga	3023	003	99413	SR3023ovHeiseRun #2	C	BRDG			185	250,000		250,000																		1/11/2024 A	
Tioga	3023	004	99414	SR3023ovHeiseRun	C	BRDG			185	250,000		250,000																		1/11/2024 A	
Tioga	4001	027	99415	SR4001 ov Potter Brook	F	BRDG			185	50,000		50,000																			
Tioga	4001	027	99415	SR4001 ov Potter Brook	U	BRDG									185	20,000		20,000													
Tioga	4001	027	99415	SR4001 ov Potter Brook	R	BRDG			185	20,000		20,000																			
Tioga	4001	027	99415	SR4001 ov Potter Brook	C	BRDG									185	250,000		250,000				185	250,000		250,000					10/9/2025 E	
Tioga	4002	016	114170	SR4002 over Trib Catlin Hollow Crk	F	BRDG									185	60,000		60,000													
Tioga	4002	016	114170	SR4002 over Trib Catlin Hollow Crk	U	BRDG																185	10,000		10,000						
Tioga	4002	016	114170	SR4002 over Trib Catlin Hollow Crk	R	BRDG									185	15,000		15,000													
Tioga	4002	016	114170	SR4002 over Trib Catlin Hollow Crk	C	BRDG																185	250,000		250,000			185	250,000	250,000	9/3/2026 E
Tioga	4007	007	97684	SR4007 ov N Brook	P	BRDG									185	125,000		125,000				185	125,000		125,000						
Tioga	4007	007	97684	SR4007 ov N Brook	F	BRDG																					185	100,000		100,000	
Tioga	4007	007	97684	SR4007 ov N Brook	R	BRDG																					185	20,000		20,000	
Tioga	4021	007	106236	SR4021 ov Cowanesque River	+F	BRDG	BOF	150,000				150,000																			
Tioga	4021	007	106236	SR4021 ov Cowanesque River	U	BRDG			185	20,000		20,000																			
Tioga	4021	007	106236	SR4021 ov Cowanesque River	+R	BRDG	BOF	20,000				20,000																			
Tioga	4021	007	106236	SR4021 ov Cowanesque River	+C	BRDG							BOF	3,100,000				3,100,000												1/1/2026 E	
Tioga	4024	025	117304	SR 4024 over Cummings Creek	P	BRDG																185	125,000		125,000			185	125,000	125,000	
Tioga	4027	006	99416	SR4027ovBrCummingsCrk	F	BRDG			185	50,000		50,000																			
Tioga	4027	006	99416	SR4027ovBrCummingsCrk	U	BRDG			185	20,000		20,000																			
Tioga	4027	006	99416	SR4027ovBrCummingsCrk	C	BRDG			185	250,000		250,000			185	250,000		250,000												1/9/2025 E	
Tioga	4027	010	110236	SR4027 over Cummings Creek	U	BRDG			185	20,000		20,000																			
Tioga	4027	010	110236	SR4027 over Cummings Creek	C	BRDG			185	250,000		250,000			185	250,000		250,000												9/12/2024 E	
Totals for: Tioga								8,947,463		7,548,600	5,000	16,501,063			12,011,770		5,095,775	28,000	17,135,545		4,821,780	5,007,333	72,000	62,090,350		1,467,020		6,649,155	201,750	8,317,925	51,855,646
Wyoming	6	751	10222	SR 6 over Branch of Tunkhannock Creek	+P	BRDG													NHPP	450,000				450,000							
Wyoming	6	776	10223	SR 6 over South Branch of Tunkhannock Creek	C	BRDG	NHPP	1,200,000	581	300,000		1,500,000	NHPP	1,200,000	581	300,000		1,500,000												10/24/2024 E	
Wyoming	11	D53	101154	SR 11 over Branch of Tunkhannock Creek	+C	BRDG								STP	600,000	581	150,000		750,000											1/9/2025 E	
Wyoming	29	792	111778	SR 29 and Keelersburg Road	+C	SAMI								HSIP	481,200			481,200	HSIP	548,000				548,000	HSIP	314,800			314,800	11/7/2024 E	
Wyoming	29	PRS	117267	SR 29 over Trib Meshoppen Creek	P	BRDG	STP	40,000	185	10,000		50,000																			
Wyoming	87	751	113850	SR 87 over Branch Mehoopany Creek	P	BRDG																				STP	20,000	185	5,000	25,000	
Wyoming	87	D51	85773	SR 87 over Little Mehoopany Creek	P	BRDG																				STP	20,000	185	5,000	25,000	
Wyoming	92	751	10181	SR 92 over Field Brook	P	BRDG																				STP	25,000			25,000	
Wyoming	92	754	116721	SR 92 over Tributary to Susquehanna River	P	BRDG													STP	40,000	185	10,000		50,000							
Wyoming	92	D50	10228	SR 92 over Fitch Creek	C	BRDG	STP	1,220,000	581	305,000		1,525,000																		10/10/2024 E	
Wyoming	267	770	10139	SR 267 over Meshoppen Creek	F	BRDG								STP	40,000	185	10,000		50,000												
Wyoming	267	770	10139	SR 267 over Meshoppen Creek	C	BRDG																581	500,000		500,000			581	3,000,000	3,000,000	5/21/2026 E
Wyoming	307	750	10232	SR 307 over Branch Osterhout Creek	+C	BRDG													STP	400,000	185	100,000		500,000						1/9/2025 E	
Wyoming	1015	770	10137	SR 1015 over Field Brook Creek	F	BRDG	BOF	40,000	185	10,000		50,000																			
Wyoming	1015	770	10137	SR 1015 over Field Brook Creek	C	BRDG								BOF	1,040,000	185	260,000		1,300,000												3/12/2026 E
Wyoming	2001	772	68808	SR 2001 over South Run Creek C-3	P	BRDG								BOF	20,000	185	5,000		25,000												
Wyoming	2007	D52	96750	SR 2007 over Tributary to Susquehanna River	C	BRDG									581	1,150,000		1,150,000												10/10/2024 E	
Wyoming	2008	750	116722	SR 2008 over Outlet from American Asphalt	P	BRDG																185	50,000		50,000						
Wyoming	2012	772	10138	SR 2012 over Tunkhannock Creek	C	BRDG	BOF	400,000	185	100,000		500,000																		8/22/2024 E	
Wyoming	2018	770	68841	SR 2018 over Leonard Creek	P	BRDG																					185	25,000		25,000	
Wyoming	2021	D50	96746	SR 2021 over Beaver Creek	C	BRDG																				STP	800,000	581	200,000	1,000,000	1/9/2025 E
Wyoming	2031	D50	96756	SR 2031 over Outlet Lake Winola	C	BRDG									581	1,000,000		1,000,000				581	200,000		200,000					12/12/2024 E	
Wyoming	3001	750	116723	SR 3001 over Mehoopany Creek	P	BRDG																				BOF	20,000	185	5,000	25,000	
Wyoming	3001	D50	101146	SR 3001 over Kasson Brook	P	BRDG																				BOF	20,000	185	5,000	25,000	

2025 - 2028 Transportation Improvement Program

Project Information						FFY 2025 Costs						FFY 2026 Costs						FFY 2027 Costs						FFY 2028 Costs							
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Wyoming	3002	770	68874	SR 3002 over Stone Run	C	BRDG															581	1,000,000		1,000,000							10/1/2025 E
Wyoming	3003	D01	10162	SR 3003 over Sugar Hollow Creek	P	BRDG																			STP	20,000	185	5,000		25,000	
Wyoming	4002	D52	96757	SR 4002 over Little Mehoopany Creek	C	BRDG			581	1,000,000		1,000,000																		9/26/2024 E	
Wyoming	4006	771	96747	SR 4006 over Little Tuscarora Creek	C	BRDG															581	2,000,000		2,000,000						2/13/2025 E	
Wyoming	4027	751	116724	SR 4027 over West Branch of Meshoppen Creek	P	BRDG													BOF	40,000	183	10,000		50,000							
Totals for: Wyoming								2,900,000		1,725,000		4,625,000		3,381,200		2,875,000		6,256,200		1,478,000		3,895,000		67,463,350		1,239,800		3,225,000		4,464,800	20,719,000
Overall Totals:								45,525,978		24,067,000	40,000	69,632,978		38,672,882		25,875,000	120,372	64,668,254		37,380,000		29,799,000	284,350	67,463,350		36,938,000		29,580,000	536,400	67,054,400	268,818,982

**2025 - 2028 Transportation
Improvement Program BeST Transit
Public Narratives**

2025 - 2028 Transportation Improvement Program

Endless Mountains Transportation Authority	
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PennDOT Project Id: 89366

Title: Computer Equipmt/Software

Air Quality Status:Exempt from Regional Conformity Analysis

County: Bradford

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

Computer/Laptop equipment

Narrative:

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
OTH-S	\$10	\$10	\$5	\$10	\$0	\$0
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$10	\$10	\$5	\$10	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	\$10	\$10	\$5	\$10	\$0	\$0
Total FY 2025-2036 Cost	\$35					

PennDOT Project Id: 95522

Title: Support Vehicles

Air Quality Status:Exempt from Regional Conformity Analysis

County: Bradford

Air Quality Exempt Reason: M2 - Purchase of support vehicles

Purchase Support Vehicles

Narrative:

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
OTH-S	\$78	\$0	\$0	\$0	\$0	\$0
LOC	\$2	\$0	\$0	\$0	\$0	\$0
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$78	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$2	\$0	\$0	\$0	\$0	\$0
Period Totals	\$80	\$0	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$80					

PennDOT Project Id: 95525

Title: Purchase Mini Buses

Air Quality Status:Exempt from Regional Conformity Analysis

County: Bradford

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

Purchase Mini Buses (18 Passanger)

Narrative:

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5311	\$920	\$120	\$0	\$0	\$0	\$0
OTH-S	\$223	\$29	\$0	\$0	\$0	\$0
LOC	\$7	\$1	\$0	\$0	\$0	\$0
Federal:	\$920	\$120	\$0	\$0	\$0	\$0
State:	\$223	\$29	\$0	\$0	\$0	\$0
Local/Other:	\$7	\$1	\$0	\$0	\$0	\$0
Period Totals	\$1,150	\$150	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$1,300					

PennDOT Project Id: 106426

Title: Garage & Office Fac Impvt

Air Quality Status:Exempt from Regional Conformity Analysis

County: Bradford

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

Garage & Office Fac Impvts Athens and Mansfield

Narrative:

Project is programmed in accordance with the Transit Asset Management Plan (TAMP) targets.

2025 - 2028 Transportation Improvement Program

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

PennDOT Project Id: 121466

Title: Preventive Maintenance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Air Quality Exempt Reason: M3 - Rehabilitation of transit vehicles

Narrative: Preventative Maintenance of capital assets

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
5311	\$60	\$60	\$60	\$80	\$0	\$0
OTH-S	\$15	\$15	\$15	\$19	\$0	\$0
LOC	\$0	\$0	\$0	\$1	\$0	\$0
Federal:	\$60	\$60	\$60	\$80	\$0	\$0
State:	\$15	\$15	\$15	\$19	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$1	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$75	\$75	\$75	\$100	\$0	\$0
Total FY 2025-2036 Cost	\$325					

PennDOT Project Id: 121475

Title: Purchase MVan and MBus

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

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

Narrative: Purchases Minivans and minibus for paratransit services

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
OTH-S	\$720	\$600	\$0	\$0	\$0	\$0
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$720	\$600	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$720	\$600	\$0	\$0	\$0	\$0
Total FY 2025-2036 Cost	\$1,320					

PennDOT Project Id: 121476

Title: Mansfield Fac Purchase

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

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

Narrative: Purchase new facility for to replace the current Mansfield facility

2025 - 2028 Transportation Improvement Program

Project Costs(In Thousands)						
Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
OTH-S	\$2,500	\$2,500	\$2,500	\$2,500	\$0	\$0
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$2500	\$2500	\$2500	\$2500	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
Period Totals	2025	2026	2027	2028	2029 - 2032	2033 - 2036
	\$2,500	\$2,500	\$2,500	\$2,500	\$0	\$0
Total FY 2025-2036 Cost	\$10,000					

2025 - 2028 Transportation Improvement Program

Fund Category Appendix

Fund Category Code	Fund Category Description	Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	PIB	State Infrastructure Bank - 100% state
ACT3	Act 3 Public Transportation Grant	PL	Planning
ACT4A	Act 4A Supplemental Operating Grant	PRIV	Private Party
ACT83	Transit Bond	PRO	Protect Program
ADCMS	Advanced Digital Construction Management Systems	PRTCT	Promoting Resilient Operations for Transformative
ADMUO	Administration Use Only - Do Not Use	PTAF	Act 26 PA Transportation Assist Fund
AIP	FAAAirport Improvement Program	RAISE	Rebuild American Infra. Sustainability Equity
APD	Appalachia Development	RCP	Reconnecting Communities
APL	Appalachia Local Access	REC	Recreational Trails
BDP	Bridge Discretionary Program	RES	Funds Restoration
BGENT	FAA Block Grant Entitlement	RFAP	Rail Freight Assistance Program
BIP	Bridge Investment Program	RRX	Highway Safety
BND	Bridge Bonding	RURAL	Rural Surface Transportation Grant Program
BOF	Bridge Off System	SBY	Scenic Byways
BRIP	Bridge Investment Program	SECT9	FTA Federal Formula - Section 9
BUILD	BUILD Discretionary Grants	SIB	State Infrastructure Bank
CAQ	Congestion Mitigation/Air Quality	SPOPR	Supplemental Operating Assistance
CARES	Coronavirus Aid, Relief, and Economic Security	SPR	State Planning/Research
CB	Capital Budget Nonhighway	SRTSF	Federal Safe Routes to Schools
CFI	Charging - Fueling Infrastructure Program	SR2S	State Safe Route to School
COVID	COVID Relief	SSE	Supportive Services Enterprise
CPF	Community Project Funding	SS4A	Safe Streets for All
CRP	Carbon Reduction Program	STE	Surface Transportation Enhancement
CRPU	Carbon Reduction Program Urban	STN	STP - Nonurbanized
DAR	Defense Access Roads	STP	Surface Transportation Prog-Flexible
DBE	Disadvantages Business Enterprise	STR	Surface Transportation Rural
D4R	Discretionary Interstate Maintenance	STU	Surface Transportation Urban
EB	Equity Bonus	SXF	Special Federal Funds (Demo)
ECONR	Economic Recovery	TAP	Transportation Alternatives (TAP) Flexible
FAABG	FAA Block Grant	TAU	Tap > 200,000 Population
FAAD	FAA Discretionary	TCS	Transpo & Community System Pres.
FAI	Interstate Construction	TIGER	Trans Investment Generating Economic Recovery
FB	Ferry Boat/Ferry Terminal Facilities	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FFL	Federal Flood	TPK	Tumpike
FHA	Public Lands Highways	TTE	Transit Transportation Enhancements
FLAP	Federal Lands Access Program	073	Green Light-Go
FLH	Forest Highways	137	Municipal Bridge Improvements and Bundling
FRA	Federal Railroad Administration	138	Rural Commercial Routes
FRB	Ferry Boat	140	Intelligent Transportation System
FTAD	FTA Discretionary Funds	144	302-87-3 Transportation Assistance
GEN	PA General Fund	160	Community Transport.-Equip Grant
HCB	Historic Covered Bridge	163	Community Transport.- Equip Grant
HPR	Highway Planning/Research	164	PTAF
HRRR	High Risk Rural Roads	175	FTA- Capital Improvements
HSIP	Highway Safety Improvement Program	179	Local Bridge Construction (Act 26 Counties)
HVRU	Vulnerable Road User Safety	183	Local Bridge Construction
H4L	Highway for Life - 10% Limiting Amount	184	Restoration - Hwy Transfer
INFRA	INFRA Discretionary Award	185	State Bridge Construction
ITS	Intelligent Transportation System	20005b	TOD Planning Pilot Program
IVB	Innovative Bridge	208	FTA- Discretionary Capital
LOC	Local Government Funds	244	ARLE Projects
LRFA	Local Rail Freight Assistance	278	Safety Admin
MBP3	Major Bridge P3 Initiative	338	PT - 1513 Mass Transit Operating
MEGA	National Infrastructure Project Assistance program	339	PT - 1514 Asst Imprvmnt / Capitl Budg
MSFF	Marcellus Shale Fee Fund	340	PT - 1517 Capital Improvement
NEVI	National Electric Vehicle Infrastructure F/S	341	PT - 1516 Progrms of Statewide Signif
NFP	National HWY Freight Program	342	Transit Administration and Oversight
NHPP	National Highway Performance Program	361	FTA- Capital Improvements
OJT	On the Job Training Supportive Services	383	DGS Delegated Facilities projects
OTH	Other Local Government Agencies	403	Act 89 - Aviation Grants
OTH-F	Other Federal Govt Agencies	404	Act 89 - Rail Freight Grants
OTH-S	Other Pa State Government Agencies	405	Act 89 - Passenger Rail Grants

RPT# TIP206D

2025 - 2028 Transportation Improvement Program

Project Information			FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs									
Project	Project Title	Sponsor	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Totals
89366	Computer Equipmt/Software	ENDLES			OTH-S	10,000		10,000			OTH-S	10,000		10,000			OTH-S	5,000		5,000			OTH-S	10,000		10,000	35,000
95522	Support Vehicles	ENDLES			OTH-S	77,600	2,400	80,000																			80,000
95525	Purchase Mini Buses	ENDLES	5311	920,000	OTH-S	222,582	7,418	1,150,000	5311	120,000	OTH-S	29,032	968	150,000													1,300,000
106426	Garage & Office Fac Impvt	ENDLES			OTH-S	150,000		150,000																			150,000
121466	Preventive Maintenance	ENDLES	5311	60,000	OTH-S	14,516	484	75,000	5311	60,000	OTH-S	14,516	484	75,000	5311	60,000	OTH-S	14,516	484	75,000	5311	80,000	OTH-S	19,355	645	100,000	325,000
121475	Purchase MVan and MBus	ENDLES			OTH-S	720,000		720,000			OTH-S	600,000		600,000													1,320,000
121476	Mansfield Fac Purchase	ENDLES			OTH-S	2,500,000		2,500,000			OTH-S	2,500,000		2,500,000			OTH-S	2,500,000		2,500,000			OTH-S	2,500,000		2,500,000	10,000,000
Totals for: Endless Mountains Transportation Authority				980,000		3,694,698	10,302	4,685,000		180,000		3,153,548	1,452	3,335,000		60,000		2,519,516	484	2,580,000		80,000		2,529,355	645	2,610,000	13,210,000
Overall Totals:				980,000		3,694,698	10,302	4,685,000		180,000		3,153,548	1,452	3,335,000		60,000		2,519,516	484	2,580,000		80,000		2,529,355	645	2,610,000	13,210,000

**PA Transit Asset Management Group Plan
FFY 2022-23 through 2025-26**

Pennsylvania
Transit Asset Management Group Plan
Fiscal Year 2022-23 through 2025-26

Sponsored by:



pennsylvania
DEPARTMENT OF TRANSPORTATION

Revised: 8/26/2022

For: State FY 2022-23

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Introduction

Transit Asset Management (TAM) is a systematic process that enables public transportation agencies to reach and maintain assets in a State-of-Good-Repair (SGR). TAM accounts for the full life-cycle of an asset used for public transportation service, from procurement through operations and maintenance to final disposition. Originally authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and furthered by the Fixing America's Surface Transportation Act (FAST ACT), the Federal Transit Administration (FTA) developed the Transit Asset Management (TAM) model to:

- Monitor and manage public transportation assets
- Improve safety
- Increase reliability and performance
- Establish asset performance measures

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum TAM standards, policies, and procedures. 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 based on size and mode:

Tier I

- Operates Rail Fixed Guideway (§5337) **OR**
- Operates over 100 vehicles across all fixed route modes **OR**
- Operates over 100 vehicles in one non-fixed route mode

Tier II

- Urban and Rural Public Transportation (§5307, §5310, and §5311 eligible) **OR**
- Operates up to and including 100 vehicles across all fixed route modes **OR**
- Operates up to and including 100 vehicles in one non-fixed route mode

In Pennsylvania, the Pennsylvania Department of Transportation (PennDOT) is responsible for overseeing all public transportation programs for the Commonwealth. Through this responsibility, PennDOT manages an annual public transportation grant program of \$1.7 billion in state funds and more than \$50 million in direct federal funds. Pennsylvania is committed to ensuring that public transportation is safe, reliable, accessible, and affordable; and supports strong asset management as a key component to achieving these goals.

PennDOT will update the TAM Group Plan every four years to maintain compliance with TAM regulations. 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. A listing of the agencies and their current accountable executive are identified on the following page.

Pennsylvania Transit Asset Management (TAM) Group Plan Participants

Urban and Rural Fixed Route Agencies	Accountable Executive
Altoona Metro Transit (Amtran)	Eric Wolf
Area Transportation Authority of NC PA (ATA)	Mark Head
Beaver County Transit Authority (BCTA)	Mary Jo Morandini
Borough of Mt. Carmel (LATS)	Victor Girardi
Borough of Pottstown (PART)	Kourtney High
Butler Transit Authority (BTA)	Tiffany Fosnaught
County of Lackawanna Transit Authority (COLTS)	Michael Danchak
County of Lebanon Transit Authority (LT)	Bill McNeal
Crawford Area Transit Authority (CATA)	Tim Geibel
Endless Mountains Transportation Authority (BEST)	Nicole Farr
Erie Metropolitan Transit Authority (EMTA)	Jeremy Peterson
Fayette County (FACT)	Rudy Dutko
Hazleton Public Transit (HPT)	Ralph Sharp
Indiana County Transit Authority (IndiGO)	John Kanyan
Lehigh and Northampton Transportation Authority (LANTA)	Brendan Cotter
Luzerne County Transportation Authority (LCTA)	Robert Fiume
Mercer County Regional Council of Governments (SVSS)	Jill Boozer
Mid-County Transit Authority (TACT)	Patti Lynn Johnston
Mid-Mon Valley Transit Authority (MMVTA)	Nancy Basile
Monroe County Transit Authority (MCTA)	Walter Quadarella
New Castle Area Transit Authority (NCATA)	John Misiuda
River Valley Transit Authority (RVTA)	Nicole Farr
Schuylkill County (STS)	Dave Bekisz
Transit Authority of Warren County (TAWC)	Wendy Hollabaugh
Washington County Transportation Authority (Freedom)	Sheila Gombita
Westmoreland County Transit Authority (WCTA)	Alan Blahovec
Shared-Ride only Agencies (5310 eligible)	
Allied Coordinated Transportation Services, Inc.	Vanessa Lovlie
Blair Senior Services	Dennis Wisor
Bucks County Transport	Jim Raymond
Butler County	Cody Slater
Call A Ride Services	Cindy Sunderland
Centre County	David Lomison
Chester County	Christopher Burns
Clarion County	Wayne Brosius
Community Transit of Delaware County	Derek Staccone
Forest County	Brenda McCanna
Greene County	Rick Blaker
Huntingdon-Bedford-Fulton AAA	Anthony Molinari
Pike County	Robert Ruiz
Somerset County	David Mrozowski
STEP, Inc.	Daniel Merk
Suburban Transit Network	Maria Church
Susquehanna County	Ronalyn Lewis
Wayne County	Carl Albright

Statewide Asset Management System

PennDOT has developed software to assist in the inventory and monitoring of assets, including condition assessments and schedules of expected expenditures. This software, the Pennsylvania Capital Planning Tool (CPT), was created under a cooperative agreement between PennDOT and the Virginia Division of Rail and Public Transit (DRPT) and was funded through a FTA state-of-good-repair award. It has been in use statewide since 2016. ____

PennDOT uses the Capital Planning Tool (CPT) to:

- Inventory all public transportation system assets;
- Collect relevant data on those assets that can be easily exported for NTD asset reporting;
- Predict asset replacement schedules based on Estimated Service Life (ESL) and required annual asset condition status and mileage updates completed by participants;
- Create a four-year capital program for each public transportation system to submit to their regional planning organization for review and approval;
- Create an annual capital program for each public transportation system which becomes an agency's individual capital application in PennDOT's electronic granting system;
- Create an annual statewide public transportation capital program through communication with participants and an agency-state approval process;
- Compare statewide capital needs to available funding; and
- Prioritize statewide capital program decisions based on meeting state-of-good-repair (SGR) targets within available funding.

The Capital Planning Tool assists agencies in making decisions to advance group TAM goals. As of 2022, a new feature of the CPT allows agencies to develop and compare scenarios to plan for future funding needs more efficiently. Agencies can look at multiple program options for the same timeframe, ultimately picking the plan that best fits their needs. The tool generates a twelve-year plan so agencies can account for long-term and short-term planning. Agencies select a scenario to be their submitted unconstrained capital plan to PennDOT BPT. From there, agencies collaborate with PennDOT Program Managers to apply available funding to the prioritized projects and develop capital grant applications. More information on the Capital Planning Tool can be found in the [user guide](#).

Asset Inventory and Condition Assessment

An accurate and comprehensive inventory of assets and a consistent condition assessment of these assets is the most critical element of the TAM process. The following sections outline the requirements for achieving this.

Asset Inventory

All Pennsylvania public transportation systems must maintain/update asset data in the CPT system annually. CPT stores crucial information about every asset type and maintains a complete history of the asset as it ages. Transit agencies record changes in condition, usage, value, depreciation, etc. for the following asset categories:

- **Rolling Stock (Revenue Vehicles):** Transit agency-owned or leased Fixed Route & Paratransit vehicles, used to provide public transportation.
- **Equipment:** Tangible support property having a useful life of at least one year, including all non-revenue/support vehicles.
- **Facilities:** A building or structure that is used in the provision of public transportation, including administrative and maintenance, and passenger and parking facilities.

The asset inventory forms the basis of the group TAM plan and a current, complete inventory of all assets over \$50,000 in value is identified in Appendix A. It is important to note that this list represents a snapshot in time, and the CPT will be continually updated as assets are added, retired, or as conditions change. For the most current asset inventory, the CPT should be used.

Condition Assessment

Each transit agency must update the age, mileage, and condition of their Rolling Stock and Equipment assets at least annually. Additionally, transit agencies must document the condition of each transit-related facility in the CPT. This annual update requirement exceeds the basic FTA requirement but is necessary for PennDOT to properly plan long-term capital funding. Each asset is rated as a whole integer using FTA’s Transit Economic Requirements Model (TERM) scale:

Excellent	5.0	Brand new asset; no visible defects.
Good	4.0	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
Adequate	3.0	Asset has reached its mid-life; some moderately defective or deteriorated component(s).
Marginal	2.0	Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
Poor	1.0	Asset is past its useful life and needs immediate repair or replacement; may have critically damaged components(s).

Agencies may reference the FTA Facility Condition Assessment Guidebook¹ for detailed assessment standards. Sample checklists are included as Appendix B. Every four years all group plan participants are required to complete an FTA Facility Condition Assessment on all facilities for which an agency has capital responsibility.

¹<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Facility%20Performance%20Assessment%20Guidebook.pdf>

Asset Inventory and Condition Verification

PennDOT staff, in coordination with transit agency management, will conduct periodic reviews of the CPT inventory and verify condition assessments through the following activities:

- **Transit Agency Performance Reviews:** A state-required comprehensive review of agency management and operations on five-year cycle.
- **Compliance Reviews:** PennDOT conducts regular compliance reviews of public transportation grantees, including those that receive §5310, §5311, and PennDOT Shared-Ride Lottery funding. These reviews are conducted on a periodic basis that is generally every three years. Certain circumstances may result in more frequent review.

PennDOT's goal is to actively engage with each individual transit agency on an annual basis, and complete an in-depth, on-site review at least once every three (3) years to confirm the accuracy of CPT data.

Estimated Service Life (ESL) Standards

The estimated life cycle or the acceptable period of use in service for a capital asset is determined by PennDOT Estimated Service Life (ESL) standards. An asset exceeding its ESL is a strong indicator that it may not be in a state-of-good-repair.

For the purpose of the PennDOT TAM group plan, PennDOT has elected to not use FTA's defined Useful Life Benchmarks (ULB) and instead use the state recognized ESL Standards. The current ESL standards are identified in Appendix D and available on the PennDOT website.²

² <https://www.penndot.gov/Doing-Business/Transit/Procurement/Documents/BPT%20Estimated%20Service%20Life%20for%20Capital%20Items%20017.pdf>

Asset Inventory and Condition Summary

Below is a snapshot of the cumulative status and condition of the statewide Group TAM Plan's members' assets. These figures are updated annually along with performance and targets.

Rolling Stock (Revenue Vehicles)					
Asset Class	Number	Average Mileage	Average Age	Number met or exceeding ESL	% met or exceeding ESL
AO-Automobile	17	63,400	3	1	6%
BR-Over-the-road Bus	44	221,487	8	3	7%
BU-Bus	541	222,884	7	130	24%
CU-Cutaway	1131	99,396	4	490	43%
VN-Van	395	82,639	5	231	58%
SV - Sports Utility Vehicle	7	66,237	2	1	14%
Grand Total	2,135	129,465	5	856	40%

Equipment (Non-Revenue Vehicles)					
Asset Class	Number	Average Mileage	Average Age	Number met or exceeding ESL	% met or exceeding ESL
Automobiles	178	70,623	11	111	62%
Trucks and other Rubber Tire Vehicles	68	46,132	10	19	28%
Grand Total	246	63,853	11	130	53%

Facilities				
Asset Class	Number	Average Condition on TERM Scale	Number below 3.0 on TERM Scale	% below 3.0 on TERM Scale
Administrative / Maintenance Facilities	53	4	5	9%
Passenger / Parking Facilities	146	3	69	47%
Grand Total	199	3	74	37%

Annual Performance Targets and Measures

PennDOT will annually update performance targets based on two primary elements:

- Prior year's performance
- Anticipated/obligated funding levels

As discussed in the investment prioritization section, 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.

Performance Measure	Asset Class	FY 2021-22 Target	Current Performance	FY 2022-23 Target
Rolling Stock (Revenue Vehicles)				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	18%	29%	29%
	BR-Over-the-road Bus	18%	20%	20%
	BU-Bus	28%	31%	31%
	CU-Cutaway	52%	53%	53%
	VN-Van	63%	62%	62%
	SV - Sports Utility Vehicle	33%	36%	36%
Equipment (Non-Revenue Vehicles)				
Age - % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	57%	45%	45%
	Trucks and other Rubber Tire Vehicles	27%	21%	21%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	14%	14%
	Passenger / Parking Facilities	84%	66%	66%

Decision Support Tools

The PennDOT BPT, in coordination with the PennDOT Planning and Program Center, the Pennsylvania Public Transportation Association through PennTRAIN (PA Rural Technical Assistance Program), and local transit agencies will work to provide and regularly enhance decision support tools that aid in the implementation of the TAM Plan. There are several primary decision support tools currently in place that are foundational for the execution of TAM. They are:

- PennDOT Capital Planning Tool (CPT) – As documented above, the CPT allows PennDOT and transit agencies to view current inventory, assess current and future needs, and plan for capital replacement and investment based on current and forecasted funding. The CPT includes the ability to develop annual capital plans that can be directly imported into PennDOT’s online grants management system. A prioritized list of capital investments can be found in the CPT.
- Estimated Service Life (ESL) Standards – PennDOT has created ESL standards for most transit assets. The current ESL standards are identified in Appendix C.
- Agency Maintenance Plans – Agencies are required to have maintenance plans in place prior to receiving funding from PennDOT. Maintenance plans are reviewed as a requirement in the §5310 application, reviewed during §5311 compliance reviews, and are reviewed and discussed during the Transit Agency Performance reviews for all fixed route transit agencies.
- Public Transportation Agency Safety Plans (PTASP) - All urban public transit agencies in the Commonwealth have written safety plans compliant with Part 673 of the PTASP final rule as of July 20, 2021. The PTASP final rule requires recipients of §5307 FTA funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). 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. Rural public transit agencies in Pennsylvania do not currently have PTASPs in place. PennDOT has developed a template that rural agencies can use to develop a PTASP and have strongly encouraged rural agencies to create plans.
- Planning and Project Delivery Division Support – The PennDOT BPT Planning and Project Delivery Division is charged with overseeing state and federal grants and guiding grantees and subrecipients through the capital project process, from project development through design or specifications development, construction or procurement, and project close-out.

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.

Investment Prioritization

Using established decision support tools, investment prioritization will occur 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, state, and local 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. Appendix D contains a prioritized list of investments for the duration of the plan.

Planning Partner Coordination

Coordination between PennDOT, transit agencies, and the regional planning partner—Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO)— is a vital component of TAM. Furthermore, the final rule on metropolitan and statewide planning, published in the Federal Register on May 27, 2016, requires MPOs to practice Performance Based Planning and Programming (PBPP).

As documented in a “Dear Colleague” letter from FTA Region III dated August 17, 2018, “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, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO. These jointly written provisions can be documented either as part of the metropolitan planning agreements required under 23 CFR 450.314

or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPOs, States, and providers of public transportation.”

The Pennsylvania TAM Group Plan fulfills this requirement and encourages communication between transit agencies and their respective MPOs and RPOs. Using updated CPT data, PennDOT will provide annual reports on individual agency performance against established statewide targets to transit agencies for help in capital planning and in fulfilling the PBPP requirement. To do this, the following process will take place:

- PennDOT will provide 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 will review content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies will 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 will be established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies will continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the regional planning partner.

To formalize this process, a separate acknowledgement form has been developed for each transit agency, a template is included in Appendix E.

Recordkeeping and Reporting

The FTA TAM rule requires the Department to maintain accurate records of inventory and condition rating and performance and report this information to the National Transit Database (NTD) each year. Accurate recordkeeping is critical to the success of TAM and the CPT.

Transit agencies shall update all assets in the CPT annually prior to February 28.

PennDOT shall provide the following to NTD by the last business day of March of each calendar year per NTD requirements:

- Narrative description of any change in the condition of PennDOT’s transit system or operations from the previous year
- Description of the progress made during the reporting year to meet the performance targets set in the previous reporting year
- Asset inventory data for 5310 and 5311 recipients
- Asset performance data for 5310 and 5311 recipients

All tier II agencies that receive Section 5307 funding will report inventory and performance data directly to the NTD, including both full and limited reporting agencies.

Appendix A: Full Capital Asset Inventory

2025 - 2028 Transportation Improvement Program

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1002	9/10/2012	256534	2	10
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1003	9/10/2012	235328	2	10
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1004	9/10/2012	258383	2	10
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1005	6/28/2018	94377	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1006	6/19/2018	96843	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1007	6/19/2018	105332	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1008	6/19/2018	113895	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1009	6/19/2018	106835	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1010	6/19/2018	108504	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1011	9/10/2018	102714	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1012	9/11/2018	117620	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1013	9/12/2018	115942	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1014	9/13/2018	116807	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1015	9/14/2018	117930	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1016	9/17/2018	103802	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1017	9/18/2018	114392	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1018	9/19/2018	110170	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1019	9/20/2018	103300	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1020	9/26/2018	112428	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1021	8/10/2021	17663	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1022	8/10/2021	19192	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	FT1	8/10/2021	17905	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	706	8/10/2021	13127	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	707	8/10/2021	18027	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	708	8/10/2021	17001	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	709	8/10/2021	16900	5	1
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	711	4/1/2005	210355	2.5	17
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	712	4/1/2005	224564	2.5	17
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	713	4/1/2005	238697	2.5	17
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	714	4/1/2005	302088	2.5	17
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	715	4/1/2005	185836	2.5	17
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	716	4/1/2005	221086	2.5	17
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LLF	717	6/5/2008	169023	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LLF	718	6/5/2008	177064	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LLF	719	6/5/2008	287720	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LLF	720	6/5/2008	188918	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	721	6/18/2008	207441	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LLF	722	6/18/2008	150409	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	723	6/18/2008	218324	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LLF	724	6/18/2008	136094	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	725	1/20/2009	236482	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	726	1/20/2009	241709	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	727	1/20/2009	168307	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	728	1/20/2009	238042	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	729	2/2/2009	268065	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	754	2/2/2009	238572	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	755	2/2/2009	209720	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	731	2/2/2009	237775	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	732	2/2/2009	124123	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	534	2/2/2009	273895	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	535	2/2/2009	104357	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 35'	536	2/2/2009	174988	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 35'	537	2/2/2009	260598	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 35'	538	5/15/2010	162339	2.5	12
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	539	6/18/2008	242474	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	540	6/17/2008	267619	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	541	6/17/2008	284210	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LLF	543	11/2/2015	114136	3	7
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	544	7/19/2017	107285	4	5
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	545	7/19/2017	101854	4	5
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	546	7/19/2017	97757	4	5
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	209	4/11/2007	224239	2	15
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	211	4/11/2007	256769	2	15
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	214	1/1/2021	24966	5	2
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	216	1/1/2021	31338	5	2
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	5228-148	10/24/2017	181786	4	5

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Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	5229-149	10/24/2017	176917	4	5
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	5230-150	10/24/2017	177978	4	5
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	37	9/19/2018	134015	4	4
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	50	12/13/2018	127969	4	4
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	51	9/21/2018	122615	4	4
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	53	9/24/2018	117888	4	4
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	22	9/24/2018	126375	4	4
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	42	10/3/2018	127228	4	4
BMC	Revenue Vehicles	BU-Bus	GMC - General Motors Corporation		1130 006640-1	3/4/2015	111323	2.5	8
BMC	Revenue Vehicles	BU-Bus	GMC - General Motors Corporation		1130 24	3/4/2015	71870	2.5	8
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1857	5/7/2007	350895	1	15
BTA	Revenue Vehicles	BU-Bus	ZZZ - Other (Describe)	Trolley Conversion for Bus #841	1858	7/7/2008	350895	1	14
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	2059	11/15/2017	133791	3.75	5
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	2061	11/15/2017	130769	3.75	5
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	2155	11/15/2017	130641	3.75	5
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	2156	4/11/2019	79203	4.25	3
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	2157	4/11/2019	66519	4.25	3
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	2158	4/11/2019	78029	4.25	3
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	2097	5/11/2009	387034	1	13
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	2098	5/11/2009	352321	1	13
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	2099	9/2/2010	369847	2	12
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	2000	10/1/2010	363132	2	12
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	2001	11/30/2010	335954	2	12
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	2002	5/3/2012	348777	2	10
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1994	5/3/2012	321149	2	10
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1993	5/3/2012	293050	2	10
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1665	10/1/2010	374565	2	12
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1667	10/1/2010	390163	2	12
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2107	12/10/2018	64595	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2108	12/10/2018	63953	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	2005	2/7/2019	65498	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	2109	2/7/2019	49806	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	2110	2/7/2019	49329	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	203	3/1/2019	61313	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	220	8/7/2019	71291	4	3
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	303	9/3/2019	73559	4	3
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	F550	195	10/31/2018	74479	4.25	4
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	F550	201	10/31/2018	70236	4.75	4
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	F550	205	2/28/2019	45004	4.4	3
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	V14	4/26/2021	16203	4.5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	2056	4/26/2021	19004	4.5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	2057	4/26/2021	22837	4.5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	2058	4/26/2021	15785	4.5	1
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	2063	6/1/2009	426217	1.79	13
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	2064	6/1/2009	434546	1.79	13
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	86	3/14/2011	383936	1.79	11
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	101	3/14/2011	378289	2.54	11
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	103	3/14/2011	382845	2.54	11
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	104	3/14/2011	383552	2.54	11
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	105	8/7/2012	306755	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	106	8/8/2012	326891	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	107	8/8/2012	330254	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	108	8/15/2012	328172	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	109	8/16/2012	327867	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	510	8/21/2012	328910	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	511	8/22/2012	327616	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	513	8/27/2012	319704	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	514	8/27/2012	304909	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	515	1/12/2015	238283	3.54	7
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	716	1/13/2015	247670	3.58	7
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	717	1/13/2015	246591	3.54	7
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	920	12/3/2015	212137	3.54	7
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	921	12/4/2015	211849	3.54	7
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	922	1/24/2018	118395	3.58	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	923	1/24/2018	116370	3.58	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1024	1/24/2018	117318	3.54	4

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Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1025	7/9/2018	94023	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	1026	7/31/2018	98992	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	1027	7/31/2018	91605	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	1028	7/31/2018	92513	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	1029	7/31/2018	99072	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	1033	7/31/2018	94203	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	1034	7/31/2018	98218	3.58	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	1035	5/1/2019	84414	4.58	3
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	1336 GILLIG	5/1/2019	84620	4.58	3
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	1337 GILLIG	5/1/2019	77845	4.54	3
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	F550	1338 40 FT	2/28/2019	52959	4.4	3
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	1339 40 FT	4/26/2021	18786	4.5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	1340 40FT	1/31/2022	391	5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	1342	1/31/2022	340	5	1
CRATA	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation		1347	12/3/2021	null	5	0
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1336	1/15/2018	165885	4	5
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1337	1/15/2018	115155	4	5
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1445	1/15/2018	130280	4	5
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1749	6/10/2019	68785	4.5	3
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1750	9/20/2019	104935	4.5	3
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	2165	2/22/2021	45764	5	2
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	392	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	525	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	524	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	523	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	521	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	1139	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	1141	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	1116	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	1117	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	C35LF	1118	1/22/2001	351026	1	22
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	1115	10/5/2001	561927	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	152	10/2/2001	619994	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	160	10/5/2001	522577	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	171	10/1/2001	573602	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	172	10/5/2001	560736	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	173	10/8/2001	603430	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	1120	10/3/2001	556429	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	1121	10/22/2001	617547	1	21
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1123	8/1/2005	470434	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1124	8/2/2005	606270	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1125	8/4/2005	532223	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1127	8/7/2005	495652	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1128	8/8/2005	578456	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1129	8/19/2005	649192	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1130	10/3/2007	534705	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1131	10/3/2007	529582	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1132	10/4/2007	560067	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1122	1/20/2009	582409	1	13
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1126	1/20/2009	582724	1	13
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	17	1/21/2009	602145	1	13
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	18	1/23/2009	541002	2	13
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	53	1/23/2009	598489	2	13
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	54	10/19/2010	443335	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	7	10/19/2010	514415	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	8	10/19/2010	473873	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	10	10/19/2010	491569	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	12	10/19/2010	480961	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	14	10/19/2010	446122	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R4	9	7/20/2010	506280	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R4	3	7/20/2010	484672	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R4	4	7/20/2010	541824	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R4	5	7/20/2010	431007	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R2	6	7/20/2010	355265	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R2	11	7/20/2010	396347	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N2	15	8/26/2013	243165	2	9

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Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N2	16	8/26/2013	303329	3	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	51	8/26/2013	321241	3	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	50	8/26/2013	353179	2	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	2	8/26/2013	296369	2	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	54-2016	8/26/2013	339529	2	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	46-2015	8/26/2013	280977	3	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	GC65	1/7/2014	315224	2	8
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	GC66	1/8/2014	303035	3	8
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	48-2015	1/9/2014	292415	3	8
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	49-2015	1/13/2014	258341	2	8
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D40LF	50-2015	3/25/1997	428168	1	25
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	51-2015	10/7/1999	433123	1	23
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	52-2016	10/6/1999	439053	1	23
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	53-2016	8/10/1999	467437	1	23
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	55-2016	8/10/1999	455197	1	23
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29' Low Floor	56-2017	11/7/2005	318321	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	40'//////// Gillig Bus	58	7/21/2017	488429	2	18
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	40'\\\\ Gillig Bus	59	7/21/2017	479234	2	18
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		8	10/1/2019	400467	2	14
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' Low Floor	9	11/4/2019	124349	5	3
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' Low Floor	237	11/4/2019	91396	5	3
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' Low Floor	24	11/4/2019	58770	5	3
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	861	1/1/2012	295889	2.5	10
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29' Bus	43	9/2/2020	437226	2.5	14
FACT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	3818	5/8/2008	479460	1	14
FACT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	3819	5/8/2008	388313	1	14
FACT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	3820	5/8/2008	649021	1	14
FACT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	3821	5/8/2008	638780	1	14
GREENE	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation		3109	3/1/2022	null	null	0
GREENE	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	1702	3/1/2022	null	null	0
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	804	8/25/2015	286483	3.25	7
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Lowfloor	805	8/24/2015	266896	3.25	7
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	807	12/12/2018	137481	3.75	4
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	808	12/12/2018	149964	3.75	4
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low floor	S900	12/18/2019	72885	4	3
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	S901	12/18/2019	70768	4	3
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	S902	12/18/2019	89520	4	3
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low Floor	S903	6/10/2021	46848	5	1
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	S906	8/30/2021	27169	5	1
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29 SSLF	S907	4/1/2013	339765	3	9
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	SSLF	S908	4/1/2013	265829	3	9
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	SSLF	B-59	4/7/2014	294844	3	8
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	SSLF	S904	4/4/2014	320091	3	8
ICTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	Defender	S905	5/28/2015	139606	3	7
ICTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	Defender	B-58	5/28/2015	135494	3	7
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29LFCNG	B-60	10/1/2015	265443	3	7
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29LFCNG	B-61	10/1/2015	276473	3	7
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29LFCNG	B-62	10/1/2015	295901	3	7
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		Van 211	7/1/2019	111190	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	Van 201	6/1/2010	504990	1	12
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	Van 202	6/1/2010	476370	1	12
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	B-69	6/1/2010	520435	1	12
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	B-70	1/1/2013	407022	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	B-71	1/1/2013	403503	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	B-72	1/1/2013	408025	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	Van 203	1/1/2013	399131	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	B-73	1/1/2013	399136	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	B-74	1/1/2014	382555	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	775-21	1/1/2014	360521	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	120	1/1/2014	341577	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	179	1/1/2014	365226	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	189	1/1/2014	372855	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	183	6/1/2010	451178	1	12
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	184	6/1/2010	470318	1	12
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1901	1/1/2013	395564	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	57	1/1/2013	386106	1	9

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Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	60	1/1/2013	382367	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	61	1/1/2013	386902	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	64	1/1/2013	381071	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	65	1/1/2014	297842	2	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	113	1/1/2014	326470	2	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	114	1/1/2014	347362	2	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	115	1/1/2014	334829	2	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	62	3/3/2016	298936	2	6
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	63	3/3/2016	286702	2	6
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	66	3/3/2016	285111	2	6
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	67	9/1/2017	213708	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	68	8/31/2017	216093	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	69	8/29/2017	214134	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	116	8/28/2017	202395	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	117	8/23/2017	203472	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	70	8/31/2017	206576	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	71	9/11/2017	195300	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	72	9/13/2017	215984	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	73	9/8/2017	220766	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	118	9/12/2017	210434	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	506	8/23/2017	211210	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	507	8/23/2017	214207	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	508	8/23/2017	210393	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	477	8/30/2017	202747	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	479	9/12/2017	206087	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	484	9/6/2017	214992	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	485	5/23/2018	182164	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	486	5/23/2018	175218	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	488	5/23/2018	172653	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	489	5/22/2018	173877	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	490	5/22/2018	182792	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	494	5/25/2018	181776	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	495	5/24/2018	187631	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	497	5/24/2018	186184	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	64	1/24/2019	142711	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	65	1/25/2019	105195	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	66	1/23/2019	146577	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	67	1/25/2019	150740	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	69	1/25/2019	148270	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	70	1/25/2019	150233	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	71	1/23/2019	156628	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	72	1/24/2019	153292	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1301	1/28/2019	152727	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1302	1/28/2019	151795	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1303	9/16/2019	92041	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1304	9/16/2019	120176	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1105	9/16/2019	120430	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1106	9/16/2019	121890	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1107	9/17/2019	122847	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1108	9/20/2019	115699	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1109	9/19/2019	111572	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1201	9/19/2019	114916	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1202	9/20/2019	109119	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	1203	9/18/2019	112793	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1322	8/27/2020	68856	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		63	8/25/2020	59150	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1403	8/26/2020	47109	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C09	9/3/2020	69409	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C-15	9/3/2020	68119	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C-3	8/25/2020	78662	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C-14	9/3/2020	76827	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C04	8/27/2020	74944	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C08	9/3/2020	72964	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C10	9/3/2020	76694	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C-11	3/10/2021	43068	5	1
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C17	3/10/2021	47062	5	1

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Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		C18	3/12/2021	52093		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	TR833	10/25/2010	265771		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU160	10/13/2010	352703		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	NO046	10/21/2010	331192		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU162	10/12/2012	298156		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU122	10/12/2012	329491		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU124	10/12/2012	308885		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU004	12/17/2012	316809		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU010	12/20/2012	318828		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU014	12/21/2012	338960		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU016	11/5/2009	388210		1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU116	11/10/2009	364817		1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	TR9	11/4/2009	370841		1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	TR12	11/5/2009	418647		1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	SJU700	9/6/2018	125401		4
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	SJU701	9/6/2018	117454		4
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	TR766	11/20/2019	93794		4
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	TR776	11/26/2019	97809		4
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	TR763	12/6/2019	88751		4
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	TR774B	12/12/2019	96611		4
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	TR754	12/17/2019	94706		4
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	TR790B	10/29/2020	69385		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	NO100	3/13/2021	59176		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	TR812	3/18/2021	56921		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	TR813	3/24/2021	42996		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	TR814	4/6/2021	51528		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	MI102	3/25/2021	57907		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	NO103	4/27/2021	48351		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	NO104	5/3/2021	29813		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	TR817	4/21/2021	57168		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	TR821	5/20/2021	53040		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	TR823	6/14/2021	52820		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	BU500	6/29/2021	46812		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	BU502	3/22/2022	13393		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	BU504	3/29/2022	14416		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	BU506	4/2/2022	12074		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	MI103	4/19/2022	10584		5
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU430	10/13/2012	291408		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	TR789B	11/4/2009	402237		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	TR830	10/12/2010	405763		2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	TR829	3/13/2021	null	null	1
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low-floor	BU522	7/1/2008	373987		1
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low-floor	BU528	7/1/2013	260034		2
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low-floor	BU524	7/1/2012	287907		2
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low-floor	BU526	7/1/2015	234523		3
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low floor	BU372	10/3/2018	137754		4
MCRCOG	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	S2C	BU374	5/1/2019	61977		4
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low floor	BU394	7/27/2020	47695		4
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		TR706	10/1/2021	7458		5
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	NO056	12/23/2013	386616		3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	NO060	12/23/2013	421861		3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	TR713	12/23/2013	368253		3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	TR715	12/23/2013	406818		3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	TR738	12/23/2013	451916		3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	TR744	12/23/2013	449248		3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	TR747	12/23/2013	441361		3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	TR753	12/23/2013	442325		3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	TR875	9/21/2020	75971		5
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	TR876	9/22/2020	67867		5
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU530	9/21/2020	74747		5
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU536	12/15/2021	4693		5
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU534	12/15/2021	4816		5
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	BU538	12/15/2021	4454		5
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	TR869	12/15/2021	5775		5
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	BU556	10/16/2020	36838		4.75
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	TR886	4/4/2022	null		5

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Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	TR887	4/4/2022	null		5	0
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	TR888	4/7/2009	514969	1.75	13	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	M1113	4/7/2009	497356	1.75	13	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	NO112	4/7/2009	468700	1.75	13	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	NO114	4/7/2009	489069	1.75	13	
MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	NO116	8/13/2014	240770	1.75	13	
MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	TR885	8/13/2014	196342	1.75	13	
MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	TR889	8/13/2014	238180	1.75	13	
MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	TR890	8/13/2014	249226	1.75	13	
MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	TR891	8/13/2014	226750	1.75	13	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	43	2/9/2016	230806	3.5	7	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	51	2/9/2016	257663	3.5	7	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	52	2/9/2016	228818	3.5	7	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	65	2/9/2016	250755	3.5	7	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4 - Low Floor	66	2/9/2016	228623	3.5	7	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4 - Low Floor	68	2/9/2016	239981	3.5	7	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4 - Low Floor	69	2/9/2016	255189	3.5	7	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4 - Low Floor	70	2/29/2016	254962	3.5	7	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	72	8/22/2018	131312	3.75	4	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	73	8/22/2018	141172	3.75	4	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	6159	8/22/2018	136319	3.75	4	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	29	8/22/2018	119636	3.75	4	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	32	8/22/2018	143679	3.75	4	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	31	8/22/2018	124249	3.75	4	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	36	8/22/2018	149227	3.75	4	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	37	3/18/2020	84000	4.75	2	
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	46	3/18/2020	87078	4.75	2	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	49	8/10/2010	513236	2	12	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	50	8/10/2010	582688	2	12	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1801	8/10/2010	500006	2	12	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1803	8/10/2010	448473	2	12	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1804	8/10/2010	421534	2	12	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1805	5/13/2013	348870	3	9	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	54	5/13/2013	328217	3	9	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	53	5/13/2013	339078	3	9	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1905	5/13/2013	337183	3	9	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1904	5/13/2013	361049	3	9	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	56	9/23/2015	246314	3	7	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	61	9/23/2015	273896	3	7	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	55	9/23/2015	240363	3	7	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	57	9/23/2015	273323	3	7	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	58	9/23/2015	259078	3	7	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	59	5/31/2018	146754	5	4	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	60	5/31/2018	140999	5	4	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	64	5/31/2018	189275	5	4	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	1604	5/31/2018	196898	5	4	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	1607	5/31/2018	183666	5	4	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	1606	5/31/2018	190949	5	4	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1701	1/1/2020	60323	5	3	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1702	1/1/2020	56070	5	3	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1703	1/1/2020	65447	5	3	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1802	1/1/2020	89966	5	3	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1801	1/1/2020	85700	5	3	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1803	10/28/2020	51238	5	2	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1804	10/28/2020	52709	5	2	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS	1805	1/3/2022	2723	5	1	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS	1901	1/3/2022	2744	5	1	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS	1902	1/3/2022	4310	5	1	
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS	2001	1/3/2022	2724	5	1	
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2101	7/1/2020	63634	5	3	
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2201	7/1/2020	63542	5	3	
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2202	7/1/2020	66342	5	3	
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2203	7/1/2020	58599	5	3	
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		48	7/1/2020	69103	5	3	
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Crusader Bus	64	1/1/2014	49486	3	8	
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Challenger Bus	66	9/28/2015	54397	4	6	

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PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Challenger Bus	67	9/24/2015	56313	4	6
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Crusader Bus	74	9/25/2015	23618	4	6
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Crusader Bus	75	9/25/2015	88247	4	6
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Transit	1003	7/21/2020	36330	5	2
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30D102N4	94WA	8/12/2015	288027	4	10
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	93WA	8/12/2015	320989	4	9
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	19WA	8/12/2015	363095	4	9
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	321	8/12/2015	386717	4	9
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	320	11/1/2005	499636	2	17
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	95WA	11/1/2006	481582	2	16
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	202WA	2/1/2009	458810	3	14
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	15GG8271781079507	201WA	2/1/2009	599819	3	14
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	96WA	2/1/2009	511818	3	14
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30D102N4	97WA	12/17/2010	355467	4	11
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30D102N4	99WA	12/17/2010	347107	4	11
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30	98WA	12/17/2010	386868	4	11
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30B102N4	203WA	1/16/2012	387042	4	10
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30B102N4	204WA	1/16/2012	363006	5	10
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30D102N4	322	1/16/2012	300203	4	10
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	323	11/23/2016	258154	5	6
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	209WA	11/21/2016	287058	5	6
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	214WA	8/19/2017	210764	5	5
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	222WA	8/19/2017	216482	5	5
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31	223WA	8/19/2017	171030	5	5
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31	210WA	8/19/2017	174076	5	5
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	211WA	3/14/2018	168784	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	212WA	3/14/2018	120521	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	213WA	3/14/2018	194090	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	226WA	3/14/2018	153946	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	227WA	3/14/2018	177968	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	230WA	3/14/2018	219894	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	231WA	2/26/2018	163535	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	224WA	3/14/2018	170271	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	70	2/14/2020	75675	5	3
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	77	2/14/2020	74780	5	3
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	78	2/14/2020	64044	5	3
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	76	2/14/2020	60851	5	3
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	83	10/14/2021	14960	5	1
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	85	10/14/2021	13815	5	1
STN	Revenue Vehicles	BU-Bus	INT - International	Bus	1025	9/1/2016	115834	3	9
STN	Revenue Vehicles	BU-Bus	INT - International	Bus	1026	9/1/2016	109863	3	9
STN	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Mobility Trans		8/20/2021	127	5	1
STN	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Mobility Trans		8/20/2021	1681	5	1
STS	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	BODY ON CHASSIS BUS		8/1/2011	252958	1	10
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR BUS		9/1/2010	234080	2	12
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR BUS		9/4/2012	226260	2.5	10
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR BUS		9/8/2012	209651	2	10
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG		12/3/2018	44493	4.5	4
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG		12/3/2018	45600	4.5	4
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG		12/3/2018	41666	4.5	4
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG		12/3/2018	43104	4.5	4
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG		12/3/2018	47576	4.5	4
STS	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	M2		3/14/2019	24171	4.5	3
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG		10/10/2019	41243	4.5	3
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG		10/10/2019	37824	4.5	3
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG		10/10/2019	41079	4.5	3
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG		10/10/2019	35953	4.5	3
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS		6/1/2009	428934	2	13
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS		6/1/2009	391067	2	13
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation			9/18/2020	107516	5	2
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation			9/19/2020	84628	5	2
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation			9/19/2020	106479	5	2
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4		4/1/2012	271783	2.8	10
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4		4/1/2012	254402	2.8	10
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E102N2		5/1/2013	331483	3.2	9
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E102N2		5/1/2013	352633	3.2	9

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Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)
WASHCO	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	M2106		4/2/2016	165998	3.6	6
WASHCO	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	M2106		3/22/2016	185454	3.6	6
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E		2/9/2018	178420	4.7	4
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E		2/12/2018	182879	4.7	4
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E102N2		6/21/2019	144861	4.9	3
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4		5/17/2019	140401	4.9	3
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B		3/31/2020	100021	4.9	2
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E102N2		4/8/2021	56889	4.9	1
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus		11/15/2018	144375	4	4
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus		11/15/2018	139115	4	4
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus		11/15/2018	135145	4	4
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus		11/15/2018	137538	4	4
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus		11/15/2018	134750	4	4

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Organization	Asset Category	Asset Class	Manufacturer	Model	Asset ID	In Service Date	Odometer Reading	Age (Years)	TERM Condition
ACTS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-250	500	8/14/2020	1245	3	4.75
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	Pontiac Montana	SV-2002	10/29/2001	84396	20	0
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	Buick Lesabre	SV-2003	2/7/2006	83392	19	1
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Ford Explorer	SV-2004	2/9/2006	63121	18	1
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	Dodge Caravan	SV-2010	8/16/2010	64289	12	1
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	GMC Sierra Dump Truck	SV-2011	2/22/2011	9705	11	2
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	GMC Sierra Pickup Truck	SV-2015	8/29/2014	12920	7	2
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Traverse	86574	11/18/2015	69503	7	3
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Traverse	86587	12/6/2016	48694	6	3
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Impala	86641	12/5/2017	39876	5	3
ATA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	Malibu	108	7/22/2009	57000	13	1
ATA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	Malibu	109	7/22/2009	64058	13	1
ATA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	Malibu	110	7/22/2009	64953	13	1
ATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F350 Truck	152	1/6/2000	57528	22	1
ATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	Truck	153	11/1/2009	75209	13	3
ATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F350 Truck	154	10/6/2012	66862	10	3
ATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	ZZZ - Other (Describe)	Suburban	111	2/1/2012	107961	10	1.5
ATA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Blazer	112	8/16/2021	1975	1	5
ATA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Blazer	113	11/30/2021	531	1	5
ATA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Blazer	114	11/30/2021	737	1	5
BCT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-250	747	3/29/2013	35747	10	1.5
BCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F350 TRUCK	9056-8	9/26/2006	34260	15	2
BCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	TRAILBLAZER	1313-6	9/4/2008	115984	14	1
BCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	COBALT	2036-5	5/28/2008	57262	14	1
BCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	TAURUS AWD	2040-99	5/24/2012	65591	9	1
BCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER XLT	2041-12	6/21/2012	109564	9	1
BCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F150 SUPER CREW	2042-14	7/17/2012	87843	10	1
BMC	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Impala	1	1/1/2004	53000	18	1
BMC	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Fusion	2	2/22/2016	27252	6	4
BSS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F250	Maintenance Truck	3/11/2020	3355	2	4.75
BTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	33	12/20/2010	42193	11	1.5
BTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Impala	72	4/30/2015	69213	16	1
BTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	2021 FORD ESCAPE SE	130	10/31/2021	630	1	4.75
BTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	2021 FORD F-250 WITH PLOW AND SPREADER	131	10/31/2021	1208	1	4.75
CTDC	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Focus	S-3	7/14/2015	544457	7	
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Ford Super Duty F-250	BLUE TRUCK	12/29/2015	15889	6	5
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD SUPER DUTY F-350	RED TRUCK	2/9/2016	25378	6	5
CTDC	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-250 Super Duty	01-FLEET	10/11/2012	68723	10	
COLEBT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	BLUE FORD ESCAPE	ESC2	6/21/2007	127769	15	1
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD EXPLORER	BLUE 2020 STAFF VEHICLE	2/27/2020	2826	2	5
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-250	SERVICE2	8/5/2004	53079	18	1
COLTS	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	CHEROKEE	SERVICE3	1/1/1996	114112	26	2
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EDGE	SERVICE4	9/28/2010	195301	11	1
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPEDITION	SERVICE5	8/19/2005	119883	16	1
COLTS	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	IMPALA	SERVICE6	7/17/2008	122349	14	1
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	2021 BEIGE FORD EXPLORER	3/30/2021	2497	1	5
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-350	SERVICE1	3/17/2011	46558	11	3.25
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	SERVICE7	10/4/2016	93342	5	2.88
COLTS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F550	SERVICE8	8/15/2017	5428	5	3.39
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Edge	SERVICE 9	1/1/2020	48215	3	3.38
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EDGE	SERVICE 10	10/7/2019	11646	3	3.38
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	EXPEDITION	3500 SHTRK1	2/1/1997	76848	25	1
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPEDITION	SERVICE11	3/19/2019	19822	3	3.13
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	SERVICE12	11/4/2019	8205	3	3.13
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	E350	60	5/1/2004	166784	18	1
COLEBT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	CAVALIER	CAV1	3/15/2004	27490	18	1
COLEBT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	WHITE FORD ESCAPE	ESC1	6/2/2006	62672	16	1
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Fusion	701	4/14/2011	80539	10	2
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Focus	702	6/21/2011	211114	10	2
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Focus	703	6/21/2011	24881	10	2
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-150	700	4/14/2011	81906	10	3
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Taurus	705	11/17/2016	53332	6	4
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Taurus	706	1/8/2018	33755	5	4.5
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	707	5/23/2019	19680	3	4.5
CRATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	RANGER	708	1/24/2020	15902	3	5
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	704	2/17/2017	71720	6	3
CRATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F250	709	10/7/2020	6145	3	5
CRATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CAM SUPERLINE	EQUIPMENT HAULER	710	8/28/2020	0	2	5
CTDC	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Escape	S-4	9/5/2016	81797	5	2
CTDC	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Escape	S-5	7/24/2017	79570	5	2
CTDC	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	DTD - Dodge Division - Chrysler Corporation	RAM 2500	2500	12/2/2021	800	0	5
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	F350	13	1/5/2005	135957	17	1
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	906	12/22/2003	156163	18	1

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Organization	Asset Category	Asset Class	Manufacturer	Model	Asset ID	In Service Date	Odometer Reading	Age (Years)	TERM Condition
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	Xlt	8	2/20/2013	150313	9	3
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	TOYOTA	917	1/14/2007	120959	15	1
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	F250	12	2/20/2013	51222	9	3
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	TOYOTA	918	1/5/2009	99556	13	1
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	F250	15	2/20/2013	44808	9	3
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	F250	7	11/16/2006	208034	15	1
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	1	3/26/2002	138033	20	1
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Taurus	6	11/1/2007	138856	14	1
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-450 Dump Body	218	2/20/2018	30536	4	5
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	Freestar	11	4/28/2006	100198	16	1
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-450 Dump Body	118	2/20/2018	27448	4	5
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	E1	8/23/2018	30293	4	4
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	E2	8/23/2018	30869	4	4
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	E3	8/23/2018	32907	4	4
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	E4	9/11/2018	27637	4	4
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Taurus	4	11/1/2007	139387	14	2
EMTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	ZZZ - Other (Describe)		4900 16	1/5/1988	22999	34	1
EMTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	INT - International	International	2	3/6/2001	15312	21	1
EMTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	INT - International	HX520 6x4	1620	12/10/2020	4793	1	5
EMTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	TAHOE	E5	5/4/2020	21922	2	5
EMTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Colorado	E6	5/4/2020	10029	2	5
EMTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	5500 Dump Truck	E7	5/4/2020	1629	3	5
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	905	1/20/2004	60108	18	1
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	914	12/22/2015	144497	12	1
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	915	8/1/2010	25740	11	3
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	920	3/1/2015	76922	7	3
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FL1693	921	6/7/2016	48662	6	3
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FL32999	922	6/7/2016	61297	6	3
ENDMTN	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	EDGE	924	7/20/2020	12702	2	5
ENDMTN	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-350	925	7/20/2020	6446	2	5
FACT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	198	12/1/2013	7679	9	3
FACT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	159	4/1/2009	63601	13	2
FACT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Expedition	180	5/1/2012	11965	10	2
FACT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F350	165	10/1/2009	40703	12	2
FOREST	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Service Truck		12/10/2021	257	0	5
HPT	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	Silverado	9802	1/4/2002	87820	20	1
HPT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	9801	1/3/2011	26783	12	2
HPT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Silverado K2500	9803	1/6/2020	2784	3	5
HPT	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Blazer	9804	2/10/2021	7886	1	5
ICTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	S-02	1/14/2005	50288	17	1
ICTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Escape	61	3/1/2007	127036	14	1
ICTA	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	ENVOY	53	2/1/2004	131360	18	1
ICTA	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	ENVOY	85	2/1/2002	145180	20	1
ICTA	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	EQUINOX	10	4/1/2012	89633	12	2
ICTA	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	Caravan	77	11/1/2010	74519	12	1
ICTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Escape	313	5/17/2017	50469	5	4
ICTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	ZZZ - Other (Describe)	T-300	S-01	10/22/2008	8585	15	3
ICTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-250	S-003	12/18/2018	13284	3	4
ICTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation		604	11/20/2019	12078	3	4
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	FORD UTILITY TRUCK	1552	5/18/1995	49612	27	1
LANTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	IMPALA	2628	10/17/2000	58948	21	1
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	CHEVROLET	7874	1/31/2014	30846	9	3
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	ESCAPE HYBRID 4WD	6097	1/31/2011	77709	11	2
LANTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FUSION HYBRID	6096	1/31/2011	37132	11	2
LANTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FUSION HYBRID	6095	1/31/2011	47422	11	2
LANTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FUSION HYBRID	6094	1/31/2011	60020	11	2
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	MERCURY MARINER HYBRID	5753	12/31/2009	134963	12	2
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	MERCURY MARINER HYBRID	5752	12/31/2009	85069	12	2
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	MERCURY MARINER HYBRID	5751	12/31/2009	204249	12	1
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	TOY - Toyota Motor Corporation	HIGHLANDER HYBRID	5540	12/31/2008	175942	13	1
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	TOY - Toyota Motor Corporation	HIGHLANDER HYBRID	5623	11/30/2008	167717	13	1
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	TOY - Toyota Motor Corporation	HIGHLANDER HYBRID	5549	12/31/2008	109594	13	1
LANTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	BLAZER	3341	6/30/2002	149336	20	1
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	K2500 4WD PICKUP	3516	12/31/2002	100956	20	1
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	BLAZER	3580	5/31/2003	126098	19	1
LANTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	IMPALA	3581	5/31/2003	125081	19	1
LANTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	BLAZER	3659	5/31/2003	137366	19	1
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	TRAVERSE	8800	2/8/2019	35080	3	5
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	SILVERADO K-2500	8802	3/8/2019	12978	3	5
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Equinox	7876	1/17/2020	6130	2	5
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Equinox	7877	12/27/2019	20780	2	5
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Traverse	7878	1/17/2020	19646	2	5
LCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD S/W	1	2/7/1995	66245	27	2

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Organization	Asset Category	Asset Class	Manufacturer	Model	Asset ID	In Service Date	Odometer Reading	Age (Years)	TERM Condition
LCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	BLAZER	4	6/27/2005	51616	17	3
LCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	BLAZER	5	6/27/2005	64511	17	1
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	GMC - General Motors Corporation	SAVANA	6	1/23/2006	80300	16	1
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	GMC - General Motors Corporation	SAVANA	7	1/23/2015	58754	16	1
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-250	9	8/5/2009	42478	13	1
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-350 DUMP	8	8/5/2009	7756	13	1
LCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	2	8/16/2019	7707	3	4
LCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	1*	6/4/2021	11909	1	5
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-350 Super Crew Cab	S-012	11/29/2021	1064	1	5
LCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	TRANSIT	S-013	1/25/2022	1668	1	5
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	KUBOTA	RTV-X1100CWL-H	S-014	2/15/2022		0	5
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	uplander	385	1/3/2005	40952	17	3
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	trail blazer	411	1/3/2005	54937	17	1
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	2500 HD	413	1/2/2006	103884	16	1
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	2500 HD	414	1/1/2008	82014	14	1
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Acadia	410	1/3/2011	55180	11	2
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Fusion	416	1/3/2011	29694	11	1
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Traverse	412	3/18/2016	32696	6	3
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	silverado	417	6/20/2016	17095	6	3
MCRCOG	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Silverado	418	8/1/2016	39565	6	3
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Traverse	419	9/7/2018	11302	3	4
MMVTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-450	MVTA001ST(5)	6/7/2001	50000	21	1
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-550	954	12/22/2005	37314	17	2
MMVTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Freestyle	MVTA003SSV	9/11/2006	91005	15	2
MCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Trailblazer	303	12/19/2007	197703	14	2
MCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Escape	304	2/3/2009	118536	13	2
MCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Silverado	955	3/15/2013	144597	9	2
MIDCO	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	TRUCK	M1	2/14/1997	27857	26	1
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	John Deere		250 952	12/31/2000	814	22	2
MCTA	Service Vehicles (Non-Revenue)	Automobiles	JEEP	CHEROKEE LATITUDE	307	2/12/2020	30045	2	5
MCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Blazer	301	6/17/2005	134170	17	1.5
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-550	953	12/22/2005	97888	17	2
MCTA	Service Vehicles (Non-Revenue)	Automobiles	JEEP	GLADIATOR	308	9/11/2020	26518	2	5
MCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250SD	309	9/24/2020	20992	2	5
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F550SD	956	6/15/2021	484	2	5
MCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Avalanche	305	3/15/2013	192419	9	1
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F550SD	957	6/15/2021	497	2	5
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	K3500 Utility Truck	950	12/31/1995	106137	27	1
MIDCO	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	TERRAIN	E1	12/10/2012	34522	10	4
MIDCO	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	BLAZER	M4	9/3/2003	57066	19	1
MIDCO	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F350	M7	8/18/2017	2780	5	4.25
MMVTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-350	MVTA002ST	12/18/2008	35312	14	1
MMVTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-350 Super Cab w/Service Pkg.	7	8/1/2018	10190	4	4.25
MMVTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	Jeep	Cherokee	MVTA004SSV	4/22/2019	5784	3	4.5
NCATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation		500 C002	2/10/2005	88000	17	1
NCATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Edge	C003	1/5/2009	102347	13	1
NCATA	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	Pickup	P002	5/26/1998	69000	24	1
NCATA	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	Pickup	P003	9/1/2014	99000	29	1
NCATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	DTD - Dodge Division - Chrysler Corporation	Ram	P004	9/1/2014	68323	8	4
NCATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EDGE	C004	1/11/2019	16916	3	5
NCATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	SILVERADO 3500	P005	5/8/2018	16033	4	5
NCATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	C005	1/28/2022	1050	0	5
PART	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	Envoy	Asst Mgr	1/1/2008	48187	14	2
PART	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F350	Svc Vehicle	1/1/2010	37636	12	2
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	1	9/28/2006	122174	16	3
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	2	11/15/1996	88125	26	1
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	3	1/23/1996	111001	26	2
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	4	1/23/1996	78665	26	1
RVTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	5	9/28/2006	146126	16	2
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	6	6/10/2009	160491	13	1
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	7	7/1/2002	115350	20	1
RVTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	8	4/17/2008	122016	14	2
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	9	1/29/2008	39878	14	1
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	10	7/1/2002	71542	20	2
RVTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	11	1/3/2008	111661	14	1
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	12	7/1/2002	93658	20	1
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	13	7/1/2002	152857	20	1
RVTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	14	6/1/2003	155089	19	2
RVTA	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	GMC	15	7/15/1986	61091	37	1
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	17	9/24/2009	67794	13	3
RVTA	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	GMC	18	9/28/2011	64066	11	3
RVTA	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	GMC	19	12/8/2011	69499	10	4
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	SIERRA 3500	28	2/2/2016	22134	6	5

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Organization	Asset Category	Asset Class	Manufacturer	Model	Asset ID	In Service Date	Odometer Reading	Age (Years)	TERM Condition
RVTA	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	30	4/4/2018	162059	5	4
RVTA	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	31	4/4/2018	158406	5	4
RVTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	CHEVY	16	1/1/2009	137018	13	3
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	EQUINOX	35	7/2/2018	26935	4	5
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	EQUINOX	36	7/2/2018	27191	4	5
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	TAHOE	37	8/8/2018	35564	4	5
RVTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	TRANSIT	913	3/4/2019	76188	4	4.5
RVTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	TRANSIT	914	3/4/2019	59239	4	4.5
RVTA	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	PROMASTER	43	7/28/2020	6111	3	5
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	TRAVERSE	44	3/10/2021	7904	1	5
STS	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Silverado K2500	708	3/1/2004	117052	18	1
STS	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	Chrysler 300M	1001	7/1/2006	80863	16	1
SOMERS	Service Vehicles (Non-Revenue)	Automobiles	TOY - Toyota Motor Corporation	Koots Kart		6/22/2012	44523	10	2.5
STS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Expedition	1002	4/1/2008	140485	14	1
STS	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Silverado K2500 4 Door EXT	710	3/10/2016	70214	6	1.5
STS	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Tahoe K1500 LS	1003	11/30/2017	30950	4	3.5
STS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F350	707	5/1/2005	32813	17	1
STS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F550 -DUMP	709	6/30/2008	10290	14	1
STS	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Tahoe	1004	10/16/2018	25008	4	4
STS	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Tahoe	1005	8/5/2021	1649	1	5
SUSQCO	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	1608	6/18/2018	14138	4	1
SUSQCO	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation		1903	1/10/2020	5435	3	3
TAWC	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	JOHN DEERE	3320 COMPACT TRACTOR	TRACTOR	2/14/2013	28818	10	4
WASHCO	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-350	905	8/1/2006	80300	16	1
WASHCO	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F350	924	8/1/2005	92633	6	1
WASHCO	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Silverado	927	4/8/2019	11990	3	4.87
WASHCO	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Silverado	928	4/8/2019	42177	3	4.87

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Asset ID	Organization	Class	Facility Name	Type	Age (Years)	TERM Condition
FLEET CENTE	ACTS	Maintenan	ACTS Fleet Center	Administrative Office / Sales Office	63	5
BLD-ST-9	AMTRAN	Administra	Rehab of Garage &	Administrative Office / Sales Office	40	4
BLD-ST-10	AMTRAN	Administra	Renovation	Administrative Office / Sales Office	42	4
BLD-ST-12	AMTRAN	Administra	Renovation of Mai	Administrative Office / Sales Office	63	4
TB1	AMTRAN	Administra	Trolley Barn	Administrative Office / Sales Office	10	5
TW1	AMTRAN	Administra	Trolley Works	Administrative Office / Sales Office	12	5
86588	AMTRAN	Passenger	Engineering of Tra	Bus Transfer Station	6	2
BLD-ST-18	AMTRAN	Passenger	Pave & seal parkin	Bus Transfer Station	32	1
BLD-ST-22	AMTRAN	Passenger	Pave parking lot	Bus Transfer Station	28	1
86592	AMTRAN	Passenger	Engineering of Tra	Bus Transfer Station	5	2
86601	AMTRAN	Passenger	Transit Center Eng	Bus Transfer Station	5	2
JOINT...	ATA	Administra	DuBois Joint ATA/D	Administrative Office / Sales Office	33	1
GARAGE001	ATA	Administra	Bradford Bus Gara	Administrative Office / Sales Office		3
HEADQUART	ATA	Administra	ATA Regional Head	Administrative Office / Sales Office		3
KANE GARA	ATA	Parking	Kane Garage	Other Passenger or Parking		1
PUNXSUTAW	ATA	Passenger	Punxsutawney Tra	Bus Transfer Station		4
ST....	ATA	Passenger	Saint Marys Transi	Bus Transfer Station		4
8005	BCTA	Parking	Rochester Park an	Surface Parking Lot		4
7040	BCTA	Parking	ETC Expanded Park	Surface Parking Lot		4
7027	BCTA	Passenger	PARKING LOT- NO	Bus Transfer Station		4
8002	BCTA	Passenger	BUILDING-RTC TR	Bus Transfer Station		4
8033	BCTA	Passenger	EXPRESSWAY TRA	Bus Transfer Station		4
7000	BCTA	Passenger	LAND PARCEL 1-L	Bus Transfer Station		2
7001	BCTA	Passenger	LAND PARCEL 1-L	Bus Transfer Station		2
7002	BCTA	Passenger	LAND PERCEL 2-L	Bus Transfer Station		2
7003	BCTA	Passenger	LAND PARCEL 2-L	Bus Transfer Station		2
7004	BCTA	Passenger	LAND PARCEL 2-L	Bus Transfer Station		2
7005	BCTA	Passenger	LAND PARCEL 2-L	Bus Transfer Station		2
7006	BCTA	Passenger	LAND PARCEL 3-L	Bus Transfer Station		2
7007	BCTA	Passenger	LAND PARCEL 3-L	Bus Transfer Station		2
7008	BCTA	Passenger	LAND PARCEL 3-L	Bus Transfer Station		2
7009	BCTA	Passenger	LAND PARCEL 3-L	Bus Transfer Station		2
7010	BCTA	Passenger	LAND PARCEL 3-L	Bus Transfer Station		2
7011	BCTA	Passenger	LAND PARCEL 4-L	Bus Transfer Station		2
7012	BCTA	Passenger	LAND PARCEL 4-L	Bus Transfer Station		2

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Asset ID	Organization	Class	Facility Name	Type	Age (Years)	TERM Condition
7013	BCTA	Passenger	TANK/ASB/TRANS-	Bus Transfer Station	32	1
7014	BCTA	Passenger	ABS. REM. TEST-AB	Bus Transfer Station	31	1
7015	BCTA	Passenger	TANK SAMPLES-TA	Bus Transfer Station	31	1
7016	BCTA	Passenger	TANK SAMPLES-TA	Bus Transfer Station	31	1
7017	BCTA	Passenger	ABS REMOVAL-AB	Bus Transfer Station	31	1
7018	BCTA	Passenger	ABS REMOVAL-AB	Bus Transfer Station	31	1
7019	BCTA	Passenger	TANK REMOVAL-T	Bus Transfer Station	31	1
7020	BCTA	Passenger	TANK REMOVAL-T	Bus Transfer Station	31	1
7021	BCTA	Passenger	MOVING EXPENSE	Bus Transfer Station	31	1
7022	BCTA	Passenger	EXCAVATION-EXCA	Bus Transfer Station	31	5
7023	BCTA	Passenger	EXCAVATION-EXCA	Bus Transfer Station	31	5
7025	BCTA	Passenger	LAND PARCEL CEN	Bus Transfer Station	23	5
7026	BCTA	Passenger	LAND PARCEL-LAN	Bus Transfer Station	23	5
7028	BCTA	Passenger	PARKING LOT- NO	Bus Transfer Station	12	3
7029	BCTA	Passenger	LOT- SALVATION A	Bus Transfer Station	12	5
7036	BCTA	Passenger	PREPURCHASE AN	Bus Transfer Station	10	1
7024	BCTA	Passenger	PAVING-PAVING	Bus Transfer Station	31	1
7031	BCTA	Passenger	DEMOLITION-SALV	Bus Transfer Station	12	1
7033	BCTA	Passenger	PAVING RTC - MU	Bus Transfer Station	10	3
7038	BCTA	Passenger	REPAIR REPLACE R	Bus Transfer Station	7	3
7039	BCTA	Passenger	LAND PARCEL DRU	Bus Transfer Station	9	5
2025	BCTA	Passenger	SEWAGE PUMP SY	Bus Transfer Station	18	2
8000	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	33	2
8001	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	33	1
8003	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	31	1
8004	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	31	1
8006	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	31	1
8007	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	31	1
8009	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	30	1
8010	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	30	1
8011	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	30	1
8012	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	30	1
8013	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	30	1
8014	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	30	1
8015	BCTA	Passenger	BUILDING-BUIDIN	Bus Transfer Station	30	1

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Asset ID	Organization	Class	Facility Name	Type	Age (Years)	TERM Condition
8016	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	28	1
8017	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	28	1
8018	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	28	1
8019	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	28	1
8020	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8021	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8022	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8023	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8024	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8025	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8026	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8027	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8028	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8029	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8030	BCTA	Passenger	BUILDING-BUILDIN	Bus Transfer Station	27	1
8031	BCTA	Passenger	CARD FILE - RECEP	Bus Transfer Station	24	1
8032	BCTA	Passenger	WALL BOARD MEN	Bus Transfer Station	21	1
8034	BCTA	Passenger	02123 480 VOLT H	Bus Transfer Station	20	3
8035	BCTA	Passenger	02095 480 VOLT R	Bus Transfer Station	20	3
8036	BCTA	Passenger	PLUMBING INSTAL	Bus Transfer Station	19	3
8037	BCTA	Passenger	SUMP PUMP IN BU	Bus Transfer Station	20	1
8038	BCTA	Passenger	TC ENGINEERING	Bus Transfer Station	31	3
8039	BCTA	Passenger	ENGINEERING & M	Bus Transfer Station	27	3
8040	BCTA	Passenger	ENGINEERING & M	Bus Transfer Station	21	3
8041	BCTA	Passenger	ENGINEERING & M	Bus Transfer Station	20	3
8042	BCTA	Passenger	TRASH DUMPSTER	Bus Transfer Station	16	3
8047	BCTA	Passenger	EXPRESSWAY TRA	Bus Transfer Station	8	3
8048	BCTA	Passenger	RTC ROOF AND HV	Bus Transfer Station	8	4
8050	BCTA	Passenger	RTC SERVER ROOM	Bus Transfer Station	4	4
Blair Senior	BSS	Maintenan	Blair Senior Service	Other Administrative & Maintenance	25	4
16	BTA	Passenger	BTA OFFICE-BTA O	Bus Transfer Station	11	5
66	BTA	Passenger	SHELTER AND LOT	Bus Transfer Station	8	5
BTA001	BTA	Passenger	LAND AT BTA OFFI	Bus Transfer Station	12	4
BTA002	BTA	Passenger	LAND AT ROUTE 5	Bus Transfer Station	10	4
BTA004	BTA	Passenger	LAND IMPROVEME	Bus Transfer Station	12	3

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Asset ID	Organization	Class	Facility Name	Type	Age (Years)	TERM Condition
16B	BTA	Passenger	BTA OFFICE- FEB 2	Bus Transfer Station	11	3.75
16A	BTA	Passenger	BTA OFFICE- JAN 2	Bus Transfer Station	11	3.75
16C	BTA	Passenger	BTA OFFICE- MARC	Bus Transfer Station	11	3.75
16D	BTA	Passenger	BTA OFFICE- APRIL	Bus Transfer Station	11	3.75
75	BTA	Passenger	SHELTER & LOT @	Bus Transfer Station	7	3.75
110	BTA	Passenger	CNG Building Mod	Bus Transfer Station	4	4.5
113	BTA	Passenger	Access Road Proje	Bus Transfer Station	4	4.5
117	BTA	Passenger	New Terminal- 128	Bus Transfer Station	108	4.5
BTA003	BTA	Passenger	TERIMINAL LEASEH	Bus Transfer Station	27	1
MNOFF1	COLEBT	Administra	Main Office and G	Other Administrative & Maintenance	30	4
COLTS001	COLEBT	Maintenan	Schneider Dr Share	Other Administrative & Maintenance	29	3
Turnpike Par	COLEBT	Parking	Park and Ride Turn	Surface Parking Lot	68	3
GAPPR1	COLEBT	Passenger	Gap Park and Ride	Bus Transfer Station	12	3
TRANSFER00	COLEBT	Passenger	TRANSFER STA - 7T	Bus Transfer Station	20	3
ADMIN	COLTS	Administra	Administrative & M	Administrative Office / Sales Office	41	2
ITC	COLTS	Passenger	Lackawanna Transi	Bus Transfer Station	7	4
Pine St Admi	CRATA	Administra	CATA Building-Adm	Administrative Office / Sales Office	11	5
Rogers Ferry	CRATA	Maintenan	Crawford Mainten	Maintenance Facility (Service and Inspection)	6	4
OC Bldg	CRATA	Maintenan	Oil City Building	Maintenance Facility (Service and Inspection)	1	5
206 BLDG	CTDC	Administra	COMMUNITY TRA	Administrative Office / Sales Office	48	3
332 Chester	CTDC	Administra	332 Chester Pike	Administrative Office / Sales Office	82	5
2001 Industr	CTDC	Administra	2001 Industrial Hw	Combined Administrative and Maintenance Facility	52	3
ADMIN1	DUFAST	Administra	DuFAST Transit/AT	Administrative Office / Sales Office	32	1
Admin Buildi	EMTA	Administra	EMTA Administrati	Administrative Office / Sales Office	3	5
LIFT Mainten	EMTA	Maintenan	LIFT Maintenance	Other Administrative & Maintenance	7	3
Bus Storage	EMTA	Parking	Fixed Route Storag	Other Administrative & Maintenance	3	5
Parking Gara	EMTA	Parking	EMTA Parking Gar	Parking Structure	2	5
EMTA003	EMTA	Passenger	Intermodal-Transf	Bus Transfer Station	20	4
EMTA004	EMTA	Passenger	Park N Ride -Park n	Bus Transfer Station	17	3
EMTA001	EMTA	Passenger	EMTA -Office & M	Bus Transfer Station	57	1
EMTA002	EMTA	Passenger	LIFT-Office & Main	Bus Transfer Station	37	1
ATHENS	ENDMTN	Administra	ATHENS	Administrative Office / Sales Office	32	3
MANSFIELD	ENDMTN	Administra	MANSFIELD	Administrative Office / Sales Office	22	2
4	FACT	Administra	FACT Storage Gara	Administrative Office / Sales Office	6	3
FACT001	FACT	Passenger	FACT Transit Cente	Bus Transfer Station	17	3

2025 - 2028 Transportation Improvement Program

Asset ID	Organization	Class	Facility Name	Type	Age (Years)	TERM Condition
TRNCTR1	FACT	Passenger	Transfer Center-pa	Bus Transfer Station	12	4
Greene Cou	GREENE	Administra	Greene County Tra	Administrative Office / Sales Office	17	3
Garage for G	GREENE	Parking	Greene County Tra	Parking Structure	22	3
	6 HPT	Passenger	Church Street Stati	Bus Transfer Station	13	3
	3 HPT	Passenger	Mine Street Lot	Bus Transfer Station	13	3
	2 ICTA	Administra	FuelingStorage and	Administrative Office / Sales Office	13	5
ICTA001	ICTA	Passenger	Admin and Garage	Bus Transfer Station	31	1
	1 LANTA	Administra	LANTA Bus Mainte	Administrative Office / Sales Office	9	4
	2 LANTA	Administra	LANTA Bus Mainte	Administrative Office / Sales Office	47	3
	11277 LANTA	Passenger	Allentown Transpo	Bus Transfer Station	15	5
	11278 LANTA	Passenger	Bethlehem Transp	Bus Transfer Station	19	3
	11279 LANTA	Passenger	Easton Intermodal	Bus Transfer Station	7	4.75
ADMIN001	LCTA	Administra	Admin/Operation	Bus Transfer Station	18	4
ADMIN1	MCRCOG	Administra	Admin Office-admi	Other Administrative & Maintenance	35	4
ADMIN2	MCRCOG	Administra	Admin Office-admi	Other Administrative & Maintenance	22	4
VEHSTORAG	MCRCOG	Maintenan	Vehicle Storage-ve	Maintenance Facility (Service and Inspection)	28	5
MAINTENAN	MCRCOG	Passenger	Maintenance-adm	Bus Transfer Station	35	5
TRANSIT...	MCRCOG	Passenger	Transit Center-par	Bus Transfer Station	23	4
GARAGE/AD	MCRCOG	Passenger	garage/Admin-gar	Bus Transfer Station	9	5
VEHSTORAG	MCRCOG	Passenger	Vehicle Storage-ve	Bus Transfer Station	24	3
	93 MCTA	Administra	MONROE COUNTY	Administrative Office / Sales Office	25	3
MIDCO002	MIDCO	Administra	Land and Building-	Administrative Office / Sales Office	36	4
MIDCO003	MIDCO	Administra	Land and Building-	Administrative Office / Sales Office	43	3
TERMINAL	MIDCO	Passenger	Terminal	Bus Transfer Station	67	4
MIDCO004	MIDCO	Passenger	Land and Building-	Bus Transfer Station	18	2.75
BMF01	MMVTA	Administra	Bus Maintenance F	Administrative Office / Sales Office	12	3
MVTA005	MMVTA	Administra	Charleroi Transit C	Other Administrative & Maintenance	20	3
BMF02	MMVTA	Maintenan	Bus Storage Facilit	Other Administrative & Maintenance	5	3
MVTA003	MMVTA	Passenger	N. Charleroi Park &	Other Passenger or Parking	8	3
MVTA002	MMVTA	Passenger	Crookham Park &	Other Passenger or Parking	13	3
MVTA004	MMVTA	Passenger	Charleroi Transit C	Bus Transfer Station	20	3
MVTA006	MMVTA	Passenger	Cal U Park & Ride L	Other Passenger or Parking	16	4
FACILITY	NCATA	Administra	Office-Facility	Administrative Office / Sales Office	20	5
Transfer Cen	NCATA	Passenger	Transfer Center	Bus Transfer Station	16	5
PARKNRIDE.	NCATA	Passenger	422PNR-park and r	Other Passenger or Parking	9	5

2025 - 2028 Transportation Improvement Program

Asset ID	Organization	Class	Facility Name	Type	Age (Years)	TERM Condition
MISC...	NCATA	Passenger	Hobart Building-Fa	Bus Transfer Station	8	5
TRANS CTR	PART	Passenger	Charles Dickinson	Bus Transfer Station	13	3
	1 PIKECO	Administra	Pike County Admin	Administrative Office / Sales Office	37	5
	2 PIKECO	Administra	Pike County Area A	Administrative Office / Sales Office	52	5
FACILITY2	PIKECO	Passenger	Pike County Area A	Bus Transfer Station	32	3
RVT ADMIN	RVTA	Administra	RIVER VALLEY TRA	Administrative Office / Sales Office	12	3
CNG PUBIC	RVTA	Maintenan	CNG PUBLIC FUELI	Vehicle Fueling Facility	9	4
RVT CNG	RVTA	Maintenan	RVT CNG STATION	Vehicle Fueling Facility	9	4
TTC	RVTA	Passenger	TRADE & TRANSIT	Bus Transfer Station	23	3
CSTC	RVTA	Passenger	CHURCH STREET T	Bus Transfer Station	11	4
TTC2	RVTA	Passenger	TRADE AND TRANS	Bus Transfer Station	6	4
GARAGE	SOMERS	Administra	Main Street Garag	Administrative Office / Sales Office	17	4
CCCC	STEP	Passenger	Clinton County Co	Bus Transfer Station	16	3
TN980	STN	Administra	Suburban Transit N	Administrative Office / Sales Office	28	4
N/A-2	STS	Administra	ST CLAIR FACILITY	Combined Administrative and Maintenance Facility	34	1
N/A-3	STS	Administra	WADE RD PROPER	Combined Administrative and Maintenance Facility	2	5
N/A	STS	Passenger	Union Station-Bus	Bus Transfer Station	12	2.5
SUSQCO001	SUSQCO	Passenger	Office-Office and P	Bus Transfer Station	12	5
TAWC OFFIC	TAWC	Passenger	Warren County Tra	Bus Transfer Station	16	4
WTC	WASHCO	Administra	Washington Trans	Administrative Office / Sales Office	7	4
WCTA001	WCTA	Administra	Transit Center	Administrative Office / Sales Office	30	4
MAINT002	WCTA	Administra	GO Westmoreland	Administrative Office / Sales Office	4	4
MAINT001	WCTA	Maintenan	Maintenance Facili	Maintenance Facility (Service and Inspection)	10	4
P&R1	WCTA	Parking	North Huntingdon	Surface Parking Lot	2	5

Appendix B: Sample Facility Condition Assessment Checklists

FTA Existing Administration & Maintenance Facility Condition Assessment Forms

Inspection Date:	
Inspector Name(s):	
Facility Type	
Facility Name:	
Address/Location:	

ID	Component	SubComponents	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					Ⓔ Excellent	ⓧ Good	Ⓙ Adequate	Ⓡ Marginal	Ⓟ Poor
A.	Substructure	<ul style="list-style-type: none"> • Foundations: Walls, columns, pilings other structural components • Basement: Materials, insulation, slab, floor underpinnings 							
B.	Shell	<ul style="list-style-type: none"> • Superstructure / structural frame: columns, pillars, walls • Roof: Roof surface, gutters, eaves, skylights, chimney surrounds • Exterior: Windows, doors, and all finishes (paint, masonry) • Shell appurtenances: Balconies, fire escapes, gutters, downspouts 							
C.	Interior	<ul style="list-style-type: none"> • Partitions: walls, interior doors, fittings such as signage • Stairs: Interior stairs and landings • Finishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>							
D.	Conveyance	<ul style="list-style-type: none"> • Elevators • Escalators • Lifts: any other such fixed apparatuses for the movement of goods or people 							
E.	Plumbing	<ul style="list-style-type: none"> • Fixtures • Water distribution • Sanitary waste • Rain water drainage 							
F.	HVAC	<ul style="list-style-type: none"> • Energy supply • Heat generation and distribution systems • Cooling generation and distribution systems • Testing, balancing, controls and instrumentation • Chimneys and vents 							
G.	Fire Protection	<ul style="list-style-type: none"> • Sprinklers • Standpipes • Hydrants and other fire protection specialties 							
H.	Electrical	<ul style="list-style-type: none"> • Electrical service & distribution • Lighting & branch wiring (interior and exterior) • Communications & security • Other electrical system-related pieces such as lightning protection, generators, and emergency lighting 							
I.	Equipment	<ul style="list-style-type: none"> • Equipment related to the function of the facility, including maintenance or vehicle service equipment <p><i>For clarity, includes only items valued above \$10,000 and related to facility function</i></p>							
J.	Site	<ul style="list-style-type: none"> • Roadways/driveways and associated signage, markings, and equipment • Parking lots and associated signage, markings, and equipment • Pedestrian areas and associated signage, markings, and equipment • Site development such as fences, walls, and miscellaneous structures • Landscaping and irrigation • Site Utilities 							

FTA Existing Passenger Facility Condition Assessment Forms

Inspection Date:	
Inspector Name(s):	
Facility Type	
Facility Name:	
Address/Location:	

ID	Component	SubComponents	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					Ⓔ Excellent	ⓧ Good	‡ Adequate	† Marginal	Ⓠ Poor
A.	Substructure	<ul style="list-style-type: none"> • Foundations: Walls, columns, pilings other structural components • Basement: Materials, insulation, slab, floor underpinings 							
B.	Shell	<ul style="list-style-type: none"> • Superstructure / structural frame: columns, pillars, walls • Roof: Roof surface, gutters, eaves, skylights, chimney surrounds • Exterior: Windows, doors, and all finishes (paint, masonry) • Shell appurtenances: Balconies, fire escapes, gutters, downspouts 							
C.	Interior	<ul style="list-style-type: none"> • Partitions: walls, interior doors, fittings such as signage • Stairs: Interior stairs and landings • Finishes: Materials used on walls, floors, and ceilings <p><i>This component covers all interior spaces, regardless of use.</i></p>							
D.	Conveyance	<ul style="list-style-type: none"> • Elevators • Escalators • Lifts: any other such fixed apparatuses for the movement of goods or people 							
E.	Plumbing	<ul style="list-style-type: none"> • Fixtures • Water distribution • Sanitary waste • Rain water drainage 							
F.	HVAC	<ul style="list-style-type: none"> • Energy supply • Heat generation and distribution systems • Cooling generation and distribution systems • Testing, balancing, controls and instrumentation • Chimneys and vents 							
G.	Fire Protection	<ul style="list-style-type: none"> • Sprinklers • Standpipes • Hydrants and other fire protection specialties 							
H.	Electrical	<ul style="list-style-type: none"> • Electrical service & distribution • Lighting & branch wiring (interior and exterior) • Communications & security • Other electrical system-related pieces such as lightning protection, generators, and emergency lighting 							
I.	Fare Equipment	<ul style="list-style-type: none"> • Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement 							
J.	Site	<ul style="list-style-type: none"> • Roadways/driveways and associated signage, markings, and equipment • Parking lots and associated signage, markings, and equipment • Pedestrian areas and associated signage, markings, and equipment • Site development such as fences, walls, and miscellaneous structures • Landscaping and irrigation • Site Utilities 							

Appendix C: PennDOT ESL Standards

2025 - 2028 Transportation Improvement Program

Item	ESL (Yrs)	ESL (Mi)	In the Capital Planning Tool (CPT)
Air Conditioning/Heating/Ventilation Systems	15		Facility Equipment - Mechanical Equipment {Choose Bus or Rail}
Asphalt paving, parking lot	10		Rehabilitation Event on a Parking Lot asset
Automobile/bus washing and vacuum cleaner systems	10		Maintenance Equipment - Vehicle Cleaning Systems {Choose Bus or Rail}
Backhoe	10		Maintenance Equipment - Heavy Equipment {Choose Bus or Rail}
Buildings and stations	30		Stations/Stops/Terminals or Support Facilities as appropriate
Bus lift	12		Maintenance Equipment - Tools and Shop Equipment
Bus shelter cleaner	10		Maintenance Equipment - Vehicle Cleaning Systems {Choose Bus or Rail}
Bus stop signs	10		Signals/Signs - Route Signage
Communications equipment	10		Communications Equipment (select appropriate asset subtype)
Computer equipment	4		IT Equipment - Hardware
Computer software	4		IT Equipment - Software
Electric garage door opener	12		Maintenance Equipment - Tools and Shop Equipment
Electrification systems	30		Electrification/ Power Distribution
Elevators/Escalators	15		Facility Equipment - Mechanical Equipment (Choose Bus or Rail)
Fare boxes/ticket machines	12		Communications Equipment - Fare Collection Systems
Ferry Boats	15		Revenue Vehicles - Ferry Boat
Forklift truck	10		Facility Equipment - Heavy Equipment (Choose Bus or Rail)
Front-end loader	10		Maintenance Equipment - Heavy Equipment (Choose Bus or Rail)
Fuel Storage Tanks/Dispensing Systems	30		Facility Equipment - Structural Equipment (Choose Bus or Rail)
Heavy trucks	10		Maintenance Equipment - Heavy Equipment (Choose Bus or Rail)
Incline plane equipment	15		Maintenance Equipment - Rail/Incline Plane Machinery and Equipment
Incline plane overhaul	7		Rehabilitation Event on Rail/Incline Plane Machinery and Equipment
Office equipment	7		Office Equipment - Supplies, Other Office Equipment
Office furniture	10		Office Equipment - Furniture
Passenger shelters	15		Stations/Stops/Terminals - Passenger Shelter
Rail/Fixed Guideway Rolling Stock	25		Rail Car - Light Rail, Heavy Rail, Commuter Rail, Incline Railway, or Cable
Railroad machinery and equipment	15		Maintenance Equipment - Rail/Incline Plane Machinery and Equipment
Roller	10		Maintenance Equipment - Heavy Equipment (Choose Bus or Rail)
New Roof for Buildings	30		Facility Equipment - Structural Equipment (Choose Bus or Rail)
Signal systems	10		Signals/Signs - Route Signage
Spare parts inventory	12		Maintenance Equipment - Tools and Shop Equipment
Structures	30		Stations/Stops/Terminals or Support Facilities as appropriate
Surveillance equipment	10		Communications Equipment - Surveillance & Security
Tools and shop equipment	12		Maintenance Equipment - Tools and Shop Equipment
Track inspection vehicles	10		Rail Car - Support Vehicle

Item	ESL (Yrs)	ESL (Mi)	In the Capital Planning Tool (CPT)
Track and roadbeds	30		Maintenance Equipment - Line Equipment/ Struc Misc.
Traffic signals	15		Signals/Signs - Train Control/Signal System
Water Heater	15		Facility Equipment - Mechanical Equipment (Choose Bus or Rail)

Vehicles

Automobiles	10	100,000	Support Vehicles - Sedan/Station Wagon
Light trucks (GVWR less than 15,000 lbs.)	4	100,000	Support Vehicles - Pickup Truck or Support Vehicles - Sports Utility Vehicle
Used Vehicles	4		New Asset, select Asset Type, change Purchased New to "No"
Van	4	100,000	Van
Vehicle Rehabilitation			
Bus	4		Rehabilitation Event on the asset
Rail	5		Rehabilitation Event on the asset
DGS PCID Code Vehicles			
PCID 1113	5	150,000	Bus< 30 FT
PCID 1113 LF	5	150,000	Bus< 30 FT
PCID 1114	5	150,000	Bus< 30 FT
PCID 1114 LF	5	150,000	Bus< 30 FT
PCID 1116	5	150,000	Bus< 30 FT
PCID 1122	5	150,000	Bus< 30 FT
PCID 1130	5	150,000	Bus< 30 FT
PCID 1130 LF	5	150,000	Bus< 30 FT
PCID 1132	10	350,000	Bus 30 FT
PCID 1143	4	100,000	Van
PCID 1144	4	100,000	Van
PCID 1145	4	100,000	Van
PCID 1152	5	150,000	Bus< 30 FT
PCID 1153	10	350,000	Bus 30 FT
PCID 1154	4	100,000	Van
If not using DGS PCID Codes use the following:			
1) Light Duty Bus-gas engine (GVWR-15,000 lbs. or less)	5	150,000	Bus< 30 FT
2) Light Duty Bus-diesel engine (GVWR-15,000 lbs. or less)	5	150,000	Bus< 30 FT
3) Medium Duty Bus-gas engine (GVWR-above 15,000 lbs.)	10	350,000	Bus 30 FT

Item	ESL (Yrs)	ESL (Mi)	In the Capital Planning Tool (CPT)
4) Medium Duty Bus-diesel engine and under 35 feet (GVWR-above 15,000 lbs. and less than 20,000 lbs.)	10	350,000	Bus 30 FT
5) Heavy Duty Bus-diesel engine under 35 feet (GVWR-20,000 lbs. and above)	10	350,000	Bus 30 FT
6) Heavy Duty Bus-diesel engine over 35 feet (GVWR-20,000 lbs. and above)	12	500,000	Bus Std 35 FT
7) Heavy Duty Bus-diesel engine 40 feet (GVWR-20,000 lbs. and above)	12	500,000	Bus Std 40 FT

Appendix D: Prioritized List of Investments (State of Good Repair)

Prioritized List of Investments Based on SOGR		
Year	Project	Cost
22-23	Bus: Revenue Rolling Stock: Purchase - Replacement project	\$44,729,759
22-23	Bus: Signal & Communication: Acquisition project	\$1,443,865
22-23	Bus: Station Stops/Terminals: Acquisition project	\$58,528,673
22-23	Bus: Support Facilities and Equipment: Acquisition project	\$52,188,861
22-23	Bus: Transit Enhancements: Acquisition project	\$177,233
Total (22-23)		\$157,068,391
23-24	Bus: Revenue Rolling Stock: Purchase - Replacement project	\$84,609,293
23-24	Bus: Signal & Communication: Acquisition project	\$1,217,674
23-24	Bus: Station Stops/Terminals: Acquisition project	\$13,562,588
23-24	Bus: Support Facilities and Equipment: Acquisition project	\$12,094,910
23-24	Bus: Transit Enhancements: Acquisition project	\$187,045
Total (23-24)		\$111,671,510
24-25	Bus: Revenue Rolling Stock: Purchase - Replacement project	\$131,908,850
24-25	Bus: Signal & Communication: Acquisition project	\$90,586
24-25	Bus: Station Stops/Terminals: Acquisition project	\$1,436,563
24-25	Bus: Support Facilities and Equipment: Acquisition project	\$1,893,991
24-25	Bus: Transit Enhancements: Acquisition project	\$12,226
Total (24-25)		\$135,342,216
25-26	Bus: Revenue Rolling Stock: Purchase - Replacement project	\$43,325,021
25-26	Bus: Signal & Communication: Acquisition project	\$159,184
25-26	Bus: Station Stops/Terminals: Acquisition project	\$4,771,285
25-26	Bus: Support Facilities and Equipment: Acquisition project	\$2,670,456
25-26	Bus: Transit Enhancements: Acquisition project	\$1,646
Total (25-26)		\$50,927,592
Grand Total (22-26)		\$455,009,709

Appendix E: Sample Performance Based Planning Approach Acknowledgement Form

**Acknowledgement of Cooperative Development and Sharing of
Public Transportation Performance Data
Between MPO and Transit Agency
DATE**

On May 27, 2016, the United States Department of Transportation (USDOT) published in the Federal Register a final rule on metropolitan and statewide planning. This final rule requires Metropolitan Planning Organizations (MPOs) to practice Performance Based Planning and Programming (PBPP).

As part of the PBPP requirements, States, MPOs, and public transportation agencies must agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, including the selection of performance targets and reporting on progress related to these performance targets. These targets must be identified in a Transit Asset Management (TAM) Plan completed no later than October 1, 2018 in adherence with Federal Transit Administration (FTA) regulations.

The Pennsylvania Department of Transportation (PennDOT) has developed a TAM Group Plan for all sub recipients operating public transportation receiving funding through FTA §5310 and/or §5311. In addition, FTA permits recipients of §5307 funding to elect to participating in a group plan if they are a Tier II TAM organization.

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 will provide 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 will review content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies will 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 will be established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies will continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

The above process is hereby acknowledged by _____ MPO/RPO and _____
Transportation Authority, through respective accountable executives.

_____ Date:
(signature)
(name, organization, position)

_____ Date:
(signature)
(name, organization, position)

**2025 INTERSTATE
TRANSPORTATION
IMPROVEMENT PROGRAM**

2025 - 2028 Transportation Improvement Program

RPT# TIP200

Project Information						FFY 2025 Costs					FFY 2026 Costs					FFY 2027 Costs					FFY 2028 Costs					^ Milestones						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.		Federal	St.	State	Local	Total	
Susquehanna	81	590	75976	I-81 Exit 219	+C	IMAN	NHPP	20,311,340				20,311,340	NHPP	21,000,000				21,000,000													6/5/2025 E	
Totals for: Susquehanna									20,311,340				20,311,340		21,000,000				21,000,000												41,311,340	
Overall Totals:									20,311,340				20,311,340		21,000,000				21,000,000												41,311,340	

**2023 INTERSTATE
TRANSPORTATION
IMPROVEMENT PROGRAM
PUBLIC NARRATIVE REPORT**

2025 - 2028 Transportation Improvement Program

Susquehanna

PennDOT Project Id: 75976

New To Planned TIP:

Air Quality Status: AQ Conformity Does Not Apply

Project Administrator: PennDOT

Improvement Type: Interchange Improvement

Title: I-81 Exit 219

Municipality: New Milford (TWP)

State Route: 81

Estimated Construction Bid Date: 6/5/2025

Actual Construction Bid Date:

Location: Susquehanna County, Gibson Township, I-81 (Exit 219)

Project Description: Interchange/Safety Improvement on Interstate 81 (Exit 219) in Harford and New Milford Townships, Susquehanna County.

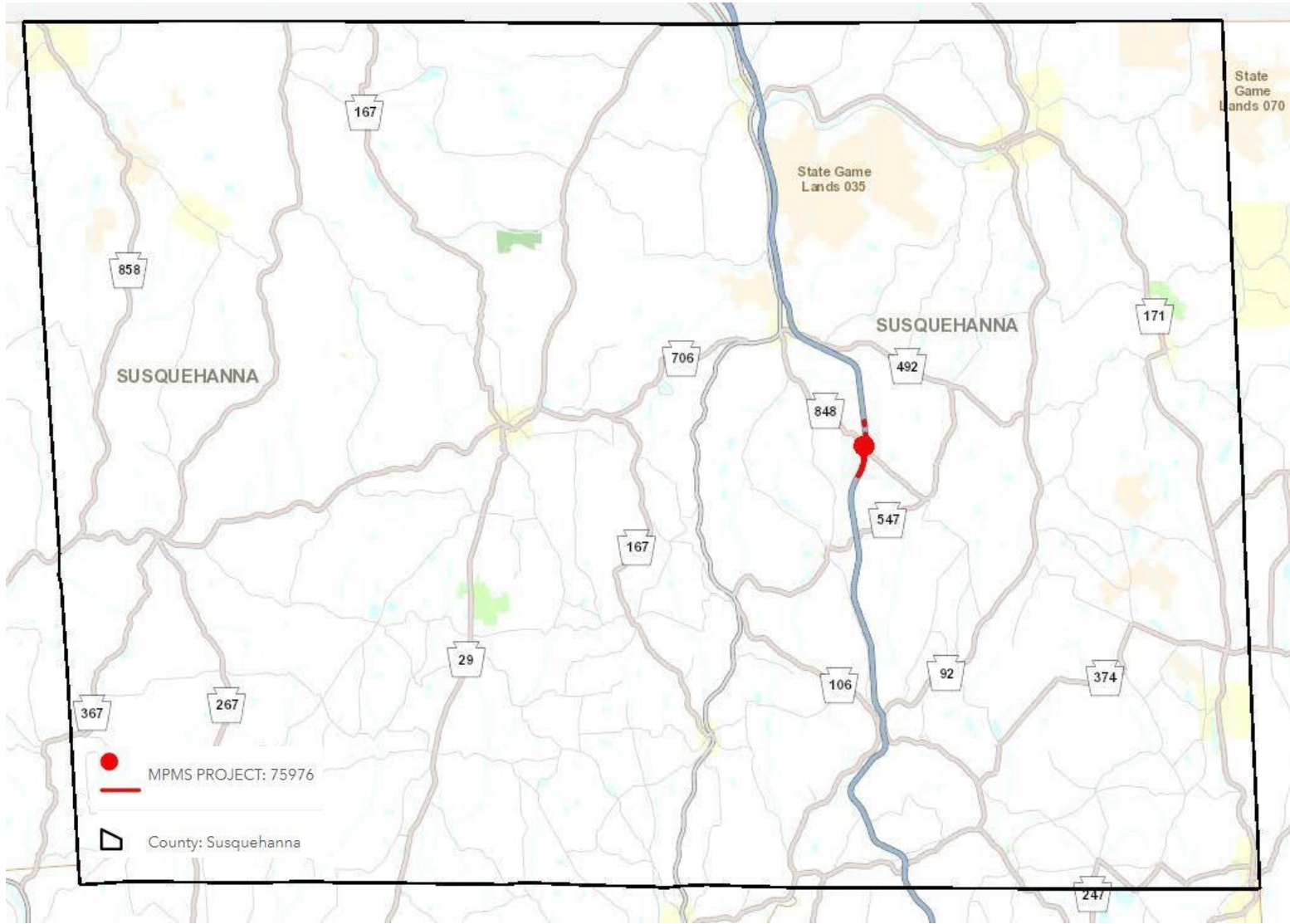
Air Quality Description:

Project Costs(In Thousands)							
Phase	Fund	2025	2026	2027	2028	2029 - 2032	2033 - 2036
Construction	NHPP	\$20,311	\$21,000	\$0	\$0	\$0	\$0
	Federal:	\$20311	\$21000	\$0	\$0	\$0	\$0
	State:	\$0	\$0	\$0	\$0	\$0	\$0
	Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
		2025	2026	2027	2028	2029 - 2032	2033 - 2036
	Period Totals:	\$20,311	\$21,000	\$0	\$0	\$0	\$0
	Total FFY 2025-2036 Cost	\$41,311					

Fund Category Appendix

Fund Category	Fund Category Description	Fund Category	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund	PIB	State Infrastructure Bank - 100% state
ACT3	Act 3 Public Transportation Grant	PL	Planning
ACT4A	Act 4A Supplemental Operating Grant	PRIV	Private Party
ACT83	Transit Bond	PRO	Protect Program
ADCMS	Advanced Digital Construction Management Systems	PRTCT	Promoting Resilient Operations for Transformative
ADMUO	Administration Use Only - Do Not Use	PTAF	Act 26 PA Transportation Assist Fund
AIP	FAAAirport Improvement Program	RAISE	Rebuild American Infra. Sustainability Equity
APD	Appalachia Development	RCP	Reconnecting Communities
APL	Appalachia Local Access	REC	Recreational Trails
BDP	Bridge Discretionary Program	RES	Funds Restoration
BGENT	FAA Block Grant Entitlement	RFAP	Rail Freight Assistance Program
BIP	Bridge Investment Program	RRX	Highway Safety
BND	Bridge Bonding	RURAL	Rural Surface Transportation Grant Program
BOF	Bridge Off System	SBY	Scenic Byways
BRIP	Bridge Investment Program	SECT9	FTA Federal Formula - Section 9
BUILD	BUILD Discretionary Grants	SIB	State Infrastructure Bank
CAQ	Congestion Mitigation/Air Quality	SPOPR	Supplemental Operating Assistance
CARES	Coronavirus Aid, Relief, and Economic Security	SPR	State Planning/Research
CB	Capital Budget Nonhighway	SRTSF	Federal Safe Routes to Schools
CFI	Charging - Fueling Infrastructure Program	SR2S	State Safe Route to School
COVID	COVID Relief	SSE	Supportive Services Enterprise
CPF	Community Project Funding	SS4A	Safe Streets for All
CRP	Carbon Reduction Program	STE	Surface Transportation Enhancement
CRPU	Carbon Reduction Program Urban	STN	STP - Nonurbanized
DAR	Defense Access Roads	STP	Surface Transportation Prog-Flexible
DBE	Disadvantages Business Enterprise	STR	Surface Transportation Rural
D4R	Discretionary Interstate Maintenance	STU	Surface Transportation Urban
EB	Equity Bonus	SXF	Special Federal Funds (Demo)
ECONR	Economic Recovery	TAP	Transportation Alternatives (TAP) Flexible
FAABG	FAA Block Grant	TAU	Tap > 200,000 Population
FAAD	FAA Discretionary	TCS	Transpo & Community System Pres.
FAI	Interstate Construction	TIGER	Trans Investment Generating Economic Recovery
FB	Ferry Boat/Ferry Terminal Facilities	TIGGR	Transit Investment for Greenhouse Gas and Energy R
FFL	Federal Flood	TPK	Tumpike
FHA	Public Lands Highways	TTE	Transit Transportation Enhancements
FLAP	Federal Lands Access Program	073	Green Light-Go
FLH	Forest Highways	137	Municipal Bridge Improvements and Bundling
FRA	Federal Railroad Administration	138	Rural Commercial Routes
FRB	Ferry Boat	140	Intelligent Transportation System
FTAD	FTA Discretionary Funds	144	302-87-3 Transportation Assistance
GEN	PA General Fund	160	Community Transport.-Equip Grant
HCB	Historic Covered Bridge	163	Community Transport.- Equip Grant
HPR	Highway Planning/Research	164	PTAF
HRRR	High Risk Rural Roads	175	FTA- Capital Improvements
HSIP	Highway Safety Improvement Program	179	Local Bridge Construction (Act 26 Counties)
HVRU	Vulnerable Road User Safety	183	Local Bridge Construction
H4L	Highway for Life - 10% Limiting Amount	184	Restoration - Hwy Transfer
INFRA	INFRA Discretionary Award	185	State Bridge Construction
ITS	Intelligent Transportation System	20005b	TOD Planning Pilot Program
IVB	Innovative Bridge	208	FTA- Discretionary Capital
LOC	Local Government Funds	244	ARLE Projects
LRFA	Local Rail Freight Assistance	278	Safety Admin
MBP3	Major Bridge P3 Initiative	338	PT - 1513 Mass Transit Operating
MEGA	National Infrastructure Project Assistance program	339	PT - 1514 Asst Imprvmt / Capitl Budg
MSFF	Marcellus Shale Fee Fund	340	PT - 1517 Capital Improvement
NEVI	National Electric Vehicle Infrastructure F/S	341	PT - 1516 Progrms of Statewide Signif
NFP	National HWY Freight Program	342	Transit Administration and Oversight
NHPP	National Highway Performance Program	361	FTA- Capital Improvements
OJT	On the Job Training Supportive Services	383	DGS Delegated Facilities projects
OTH	Other Local Government Agencies	403	Act 89 - Aviation Grants
OTH-F	Other Federal Govt Agencies	404	Act 89 - Rail Freight Grants
OTH-S	Other Pa State Government Agencies	405	Act 89 - Passenger Rail Grants
HBFWATIP			

**2025 INTERSTATE MANAGEMENT
TRANSPORTATION IMPROVEMENT
PROGRAM PROJECT MAP**



**2025 RAIL-HIGHWAY
CROSSING (RRX)
PROJECT LIST**

2025 Rail-Highway Crossing Program

Dist	Planning Partner	County	Project	Title	2025 Tot	2026 Tot	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031 Tot	2032 Tot	2033-36 Tot	Total
1	Erie	Erie	113215	Bayfront Parkway RRX	0	0	0	500,000	0	0	0	0	0	500,000
1	Erie	Erie	114480	Norfolk Southern Erie County Circuitry Upgrade	0	0	0	0	0	0	1,129,000	0	0	1,129,000
1	Northwest	Venango	113217	13th Street Franklin RRX	500,000	0	0	0	0	0	0	0	0	500,000
1	Northwest	Crawford	113216	Shaw's Landing RRX	0	0	375,000	0	0	0	0	0	0	375,000
1	Northwest	Crawford	106162	Mt Pleasant Rd RR Crossing	0	0	0	318,500	0	0	0	0	0	318,500
1	Northwest	Venango	118221	Oil City Corridor WNYPA	500,000	800,000	600,000	0	0	0	0	0	0	1,900,000
1	SVTS	Mercer	106281	Bessemer & Lake Erie RR Corridor	0	0	0	0	400,000	600,000	0	0	0	1,000,000
2	Centre	Centre	121373	West Maple Street Crossing	0	400,000	100,000	0	0	0	0	0	0	500,000
2	Centre	Centre	121370	Lemont - Bellefonte Corridor	0	0	0	0	0	0	1,000,000	2,333,489	0	3,333,489
2	North Central	McKean	114047	Gardeau Rd RR Device Install	250,000	0	0	0	0	0	0	0	0	250,000
2	North Central	Elk	121215	St Marys Crossings	0	0	400,000	400,000	0	0	0	0	0	800,000
2	North Central	Clearfield	75870	Golden Rod X-ing	0	350,000	0	0	0	0	0	0	0	350,000
2	SEDA-COG	Mifflin	114048	Kish Pike RR Device Install	144,000	0	0	0	0	0	0	0	0	144,000
2	SEDA-COG	Mifflin	117782	Walnut St RR Device Install	175,000	0	0	0	0	0	0	0	0	175,000
2	SEDA-COG	Mifflin	119464	Delaware Ave RR Warning Device	286,000	0	0	0	0	0	0	0	0	286,000
3	SEDA-COG	Northumberland	111352	SVRR RRX Northumberland County	675,000	675,000	0	0	0	0	0	0	0	1,350,000
3	SEDA-COG	Snyder	119246	Snyder County RRX Improvements	800,000	800,000	800,000	0	0	0	0	0	0	2,400,000
4	Northern Tier	Susquehanna	118218	Susq County NYSW Corridor Crossing	0	0	0	360,000	0	0	0	0	0	360,000
4	Scranton/W-B	Luzerne	106324	Commerce Boulevard Crossing	523,924	0	0	0	0	0	0	0	0	523,924
4	Scranton/W-B	Lackawanna	106131	SR 3014 Dalton Street Railroad Lights /Gates	0	0	0	0	0	0	0	0	64,688	64,688
4	Scranton/W-B	Lackawanna	106134	SR 3017 Main Street Railroad Lights /Gates	0	0	0	0	0	0	0	0	51,750	51,750
4	Scranton/W-B	Luzerne	106127	SR 2027 McAlpine Street over Mill Creek	0	0	0	0	0	0	0	0	86,250	86,250
4	Scranton/W-B	Lackawanna	118217	City of Scranton Corridor Crossing	0	0	475,000	200,000	0	0	0	0	0	675,000
4	Scranton/W-B	Luzerne	118283	LCRA Corridor 2	0	0	0	0	0	100,000	0	0	0	100,000
4	Scranton/W-B	Luzerne	111134	C and H Corridor	0	0	0	517,500	0	0	0	0	0	517,500
4	Scranton/W-B	Luzerne	103196	CP Pittston / Dupont Corridor	0	0	0	0	400,000	1,000,000	0	0	0	1,400,000
4	Scranton/W-B	Luzerne	118219	Jaycee Drive RR Crossing	0	0	0	67,500	0	0	0	0	0	67,500
5	Lehigh Valley	Lehigh	102868	Ruppsville Road	0	0	0	270,200	0	0	0	0	0	270,200
5	Lehigh Valley	Lehigh	102870	Penn Ave Alburtis RRX	0	282,000	0	0	0	0	0	0	0	282,000
5	Lehigh Valley	Lehigh	102979	Canal Rd Allentown RRX	0	350,000	0	0	0	0	0	0	0	350,000
5	Lehigh Valley	Northampton	102864	Bethlehem Corr. Safety	0	0	500,000	500,000	160,000	0	0	0	0	1,160,000
5	Lehigh Valley	Northampton	102869	SR 512 (Beth Bath Pike) NS RRX	0	0	284,109	0	0	0	0	0	0	284,109
5	Reading	Berks	117973	Walnuttown Road Crossing	0	0	454,000	0	0	0	0	0	0	454,000
5	Reading	Berks	117975	Manatawny Drive Crossing	0	0	0	0	380,000	0	0	0	0	380,000
6	DVRPC	Delaware	103217	Main St, 6th St & CSX Crossing Improvement	0	0	0	0	369,000	0	0	0	0	369,000
6	DVRPC	Bucks	118190	Fairview Rd RR Xing	0	0	0	0	0	0	0	0	325,000	325,000
6	DVRPC	Chester	118183	Lake Road West RR Xing	0	300,000	0	0	0	0	0	0	0	300,000
6	DVRPC	Chester	118184	Lake Road East RR Xing	0	300,000	0	0	0	0	0	0	0	300,000
6	DVRPC	Chester	118185	Woodland Ave. Xing	0	0	0	0	0	0	300,000	0	0	300,000
6	DVRPC	Chester	118186	Kimble Road Xing	0	0	0	0	0	305,000	0	0	0	305,000
6	DVRPC	Chester	118188	Mt. Pleasant Rd Xing	0	0	0	0	0	315,000	0	0	0	315,000
6	DVRPC	Chester	118189	Crowl Toot Rd RR Xing	315,000	0	0	0	0	0	0	0	0	315,000
6	DVRPC	Chester	119786	Unionville Rd Grade Xing	396,621	0	0	0	0	0	0	0	0	396,621
6	DVRPC	Delaware	113251	Highland Ave. Railroad Preemption	0	0	0	0	200,000	0	0	0	0	200,000
6	DVRPC	Montgomery	118187	Central Ave. Xing	325,000	0	0	0	0	0	0	0	0	325,000

2025 - 2028 Transportation Improvement Program

8	Franklin	Franklin	102974	South Third St Crossing	21,141	0	0	0	0	0	0	0	0	0	21,141
8	Harrisburg	Dauphin	115861	Inglenook X-ing	7,500	0	0	0	0	0	0	0	0	0	7,500
8	Lancaster	Lancaster	119223	Cedar Street X-ing	7,500	0	0	0	0	0	0	0	0	0	7,500
8	York	York	117967	Maple St RRX	25,000	0	0	0	0	0	0	0	0	0	25,000
8	York	York	120103	Stonewood Road RRX	268,118	0	0	0	0	0	0	0	0	0	268,118
9	Altoona	Blair	106320	Church Street Railroad Grade Xing	350,000	500,000	600,000	350,000	0	0	0	0	0	0	1,800,000
9	Altoona	Blair	TBD	Blair County EVRR Corridor	0	0	0	0	0	0	2,000,000	2,000,000	0	0	4,000,000
9	Altoona	Blair	TBD	PA 453 14th Street Corridor - NBE	0	0	0	0	800,000	1,200,000	1,076,209	0	0	0	3,076,209
9	Johnstown	Cambria	TBD	SR 271 Clinton Street Crossing	0	0	200,000	300,000	0	0	0	0	0	0	500,000
9	S. Alleghenies	Somerset	106261	Windber Borough 15th St Grade Crossing	0	0	0	0	0	0	0	0	0	200,000	200,000
9	S. Alleghenies	Somerset	106262	Somerset Ave Grade Crossing	0	0	0	0	0	0	0	0	0	250,000	250,000
9	S. Alleghenies	Somerset	103035	CSX Grade Xing Improvemnt	0	0	0	0	0	0	0	0	0	1,800,000	1,800,000
9	S. Alleghenies	Somerset	106263	Mount Davis Road Grade Crossing	0	0	0	0	0	0	0	0	0	2,760,000	2,760,000
10	North Central	Jefferson	105576	Rikers Road Crossing	0	0	0	0	225,000	0	0	0	0	0	225,000
10	North Central	Jefferson	109387	South Park Street Crossing	0	0	0	0	200,000	0	0	0	0	0	200,000
10	North Central	Jefferson	110767	Mitchell Avenue Crossing	0	0	0	0	200,000	0	0	0	0	0	200,000
10	North Central	Jefferson	105583	Big Run Railroad Corridor	0	0	0	500,000	0	0	0	0	0	0	500,000
10	SPC	Butler	105574	Zelienople Railroad Corridor	400,000	385,000	0	0	0	0	0	0	0	0	785,000
10	SPC	Butler	110766	Maple Avenue Crossing	0	0	0	0	200,000	0	0	0	0	0	200,000
10	SPC	Butler	110768	Evans City Corridor Crossings	0	0	0	0	0	500,000	0	0	0	0	500,000
10	SPC	Indiana	105582	Olson Road Crossing	0	0	300,000	0	0	0	0	0	0	0	300,000
10	SPC	Butler	109385	Slippery Rock Group Crossings	0	0	0	0	0	0	0	0	550,000	0	550,000
11	SPC	Beaver	106078	NS RR Crossings in Darlington and Big Beaver	0	0	0	0	0	0	0	0	500,000	0	500,000
11	SPC	Beaver	TBD	YSRR - Constitution Blvd	0	195,000	0	0	0	0	0	0	0	0	195,000
11	SPC	Allegheny	TBD	POHC LED Upgrades	0	0	95,000	0	0	0	0	0	0	0	95,000
11	SPC	Allegheny	TBD	W&LE Corridor	0	0	0	0	0	0	0	825,390	0	0	825,390
11	SPC	Allegheny	TBD	Penn Ave Ext Crossing	0	0	0	0	0	161,500	0	0	0	0	161,500
11	SPC	Allegheny	TBD	BPRR Corridor	0	0	0	0	0	0	0	0	2,750,000	0	2,750,000
12	SPC	Washington	106063	Elco Corridor	0	0	0	0	500,000	0	0	0	0	0	500,000
12	SPC	Westmoreland	103190	Vine Street Grade Xing	0	0	0	0	250,000	0	0	0	0	0	250,000
12	SPC	Washington	103187	Besco St. Grade Crossing	0	0	0	0	250,000	0	0	0	0	0	250,000
12	SPC	Westmoreland	113267	New Kensington Corridor	1,000,000	1,500,000	1,500,000	1,500,000	854,007	0	0	0	0	0	6,354,007
12	SPC	Washington	114584	Charleroi Corridor RRX	0	0	0	0	0	800,000	0	0	0	0	800,000
12	SPC	Washington	118280	West Brownsville RRX Corridor	0	0	0	0	0	1,000,000	0	0	0	0	1,000,000
99	STWD Items	Central Office	114537	Norfolk Southern Statewide LED Upgrades	0	0	0	500,000	500,000	1,000,000	1,227,415	0	0	0	3,227,415
99	STWD Items	Central Office	114543	Norfolk Southern Statewide Circuitry Upgrade	0	0	0	600,000	1,060,754	0	0	0	0	0	1,660,754
99	STWD Items	Central Office	98255	RRX Reserve	60,196	193,000	346,891	146,300	81,239	48,500	297,376	821,121	19,832,312	0	21,826,935
Total					7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	7,030,000	28,120,000	0	84,360,000

Highlighted rows indicate new RRX projects

**2025 HIGHWAY SAFETY
IMPROVEMENT PROGRAM (HSIP)
SET-ASIDE PROJECT LIST**

2025 - 2026 HSP Set Aside Projects

District	Planning Partner	County	Project	Project Title	Phase	Cost
1	Erie	Erie	118747	<i>Erie Co. Bayfront and Cranberry VRU</i>	CON	\$ 573,102
1	Erie	Erie	TBD	<i>Erie Co. SR 5 and Hardscrabble Blvd VRU</i>	CON	\$ 120,510
1	Shenango Valley MPO	Mercer	91569	<i>Mercer Co. I-80 VSL</i>	CON	\$ 421,551
1	Shenango Valley MPO	Mercer	109750	<i>Mercer Co. SR 718 and Silver St VRU</i>	PE	\$ 20,000
1	Shenango Valley MPO	Mercer	109750	<i>Mercer Co. SR 718 and Silver St VRU</i>	CON	\$ 304,885
1	Northwest	Crawford	TBD	<i>Crawford Co. Motorcycle HFST</i>	PE	\$ 10,000
1	Northwest	Crawford	TBD	<i>Crawford Co. Motorcycle HFST</i>	CON	\$ 674,088
1	Northwest RPO	Venango	TBD	<i>Venango Co. SR 62 and Elk St</i>	PE	\$ 20,000
1	Northwest RPO	Venango	TBD	<i>Venango Co. SR 62 and Elk St</i>	CON	\$ 313,290
1	Shenango Valley MPO	Mercer	TBD	<i>Mercer Co. Systemic Rumble Strips</i>	PE	\$ 10,000
1	Shenango Valley MPO	Mercer	TBD	<i>Mercer Co. Systemic Rumble Strips</i>	CON	\$ 434,061
1	Erie	Erie	TBD	<i>Erie Co. Systemic HFST</i>	PE	\$ 10,000
1	Erie	Erie	TBD	<i>Erie Co. Systemic HFST</i>	CON	\$ 403,103
2	SEDA-COG MPO	Clinton	120111	<i>SR 880 HFST Project</i>	CON	\$ 100,000
2	SEDA-COG MPO	Juniata	120113	<i>State Route 235 High Friction Surface Treatment</i>	CON	\$ 125,000
2	Centre County MPO	Centre	120120	<i>State Route 144 HFST</i>	CON	\$ 200,000
2	North Central RPO	Clearfield	120287	<i>I-80 West Bound HFST</i>	CON	\$ 500,000
2	SEDA-COG MPO	Juniata	120113	<i>SR 235 HFST</i>	PE	\$ 20,000
2	SEDA-COG MPO	Juniata	120113	<i>SR 235 HFST</i>	CON	\$ 150,000
2	North Central RPO	Clearfield	120575	<i>SR 1011 Rapid Rectangular Flashing Beacon</i>	PE	\$ 50,000
2	North Central RPO	Clearfield	120575	<i>SR 1011 Rapid Rectangular Flashing Beacon</i>	CON	\$ 100,000
3	SEDA-COG MPO	Northumberland	120602	<i>Northumberland I-180/SR 147 HTCMB</i>	CON	\$ 1,773,150
4	Northern Tier	Susquehanna	94741	<i>SR 11 SHOULDER WIDE / ELRS / CLRS</i>	CON	\$ 2,220,000
4	Northern Tier	Susquehanna	114911	<i>I-81 Guiderail/Cable Median Barrier</i>	CON	\$ 1,500,000
4	Scranton/W-B	Lackawanna	116551	<i>Main Ave Signal Corridor - Phase 2</i>	PE	\$ 50,000
4	Scranton/W-B	Lackawanna	116551	<i>Main Ave Signal Corridor - Phase 2</i>	ROW	\$ 80,000
4	Scranton/W-B	Lackawanna	116551	<i>Main Ave Signal Corridor - Phase 2</i>	CON	\$ 2,400,000
4	Scranton/W-B	Luzerne	TBD	<i>SR 2002 SAN SOUCI PARKWAY ROAD DIET</i>	CON	\$ 4,500,000
4	NEPA MPO	Pike	TBD	<i>SR 390 HFST</i>	CON	\$ 750,000
4	Northern Tier	Susquehanna	TBD	<i>Susq/Wyom High Friction Surface Treatments</i>	PE	\$ 10,000
4	Northern Tier	Susquehanna	TBD	<i>Susq/Wyom High Friction Surface Treatments</i>	CON	\$ 906,000
4	Wayne Co	Wayne	TBD	<i>SR 0196 & SR 0507 Intersection Improvement</i>	PE	\$ 500,000
4	Wayne Co	Wayne	TBD	<i>SR 0196 & SR 0507 Intersection Improvement</i>	FD	\$ 500,000

2025 - 2028 Transportation Improvement Program

4	Wayne Co	Wayne	TBD	SR 0196 & SR 0507 Intersection Improvement	CON	\$ 2,200,000
5	Reading MPO	Berks	TBD	District Wide HFS Contract - 2024	CON	\$ 1,400,000
5	NEPA	Monroe	95398	209 Holy Cross Road to Hollow Road	CON	\$ 800,000
5	Reading	Berks	105954	State Hill Rd from Colony Dr. to SR 222 SB Ramps	ROW	\$ 500,000
5	NEPA MPO	Monroe	113879	SR 209: Municipal to Portuguese Lane	PE	\$ 400,000
5	NEPA MPO	Monroe	113879	SR 209: Municipal to Portuguese Lane	FD	\$ 650,000
5	NEPA MPO	Monroe	113879	SR 209: Municipal to Portuguese Lane	UTL	\$ 250,000
5	NEPA MPO	Monroe	113879	SR 209: Municipal to Portuguese Lane	ROW	\$ 1,650,000
5	NEPA MPO	Monroe	113879	SR 209: Municipal to Portuguese Lane	CON	\$ 2,360,041
6	DVRPC MPO	Delaware	115427	Lansdowne Avenue Corridor Safety Improvements	CON	\$ 3,600,000
6	DVRPC MPO	Montgomery	TBD	Systemic Intersection Improvement Program	PE	\$ 1,000,000
6	DVRPC MPO	Montgomery	TBD	Systemic Intersection Improvement Program	CON	\$ 3,000,000
6	DVRPC	Philadelphia	110958	Castor Ave. Roundabout	CON	\$ 5,072,000
6	DVRPC MPO	Montgomery	TBD	Systemic Vulnerable User Improvements	PE	\$ 1,000,000
6	DVRPC MPO	Montgomery	TBD	Systemic Vulnerable User Improvements	CON	\$ 3,000,000
6	DVRPC MPO	Montgomery	TBD	Systemic Wrong way ramp Implementation	PE	\$ 1,000,000
6	DVRPC MPO	Montgomery	TBD	Systemic Wrong way ramp Implementation	CON	\$ 3,000,000
6	DVRPC	Montgomery	110971	Main St. Safety Improv	ROW	\$ 68,198
6	DVRPC	Montgomery	110971	Main St. Safety Improv	UTL	\$ 34,099
6	DVRPC	Montgomery	110971	Main St. Safety Improv	CON	\$ 4,773,832
6	DVRPC	Delaware	111022	Chichester Ave. Safety	FD	\$ 36,385
6	DVRPC	Delaware	111022	Chichester Ave. Safety	CON	\$ 848,981
6	DVRPC MPO	Philadelphia	115442	Vine Street Corridor Safety Improvements	CON	\$ 7,000,000
6	DVRPC	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	FD	\$ 90,000
6	DVRPC	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	ROW	\$ 100,000
6	DVRPC	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	UTL	\$ 50,000
6	DVRPC	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	CON	\$ 1,202,219
6	DVRPC	Delaware	110951	Macdade Blvd Corridor(H)	CON	\$ 2,795,604
8	York MPO	York	117526	York County Systemic Safety Improvements	CON	\$ 2,402,164
9	Altoona MPO	Blair	120468	PA 36 - SR 2004 Int Safety Improvements	STUDY	\$ 350,000
11	SPC	Allegheny	117911	Wrong Way Detection System	CON	\$ 3,150,000
11	SPC	Allegheny	106773	Liberty Ave	CON	\$ 2,250,000
11	SPC	Allegheny	119945	SR 3010 @ Patterson Road Roundabout	FD	\$ 260,000
11	SPC	Allegheny	119945	SR 3010 @ Patterson Road Roundabout	UTL	\$ 20,000

2025 - 2028 Transportation Improvement Program

11	SPC	Allegheny	119945	SR 3010 @ Patterson Road Roundabout	ROW	\$ 20,000
11	SPC	Allegheny	119945	SR 3010 @ Patterson Road Roundabout	CON	\$ 1,700,000
11	SPC	Allegheny	119187	SR 4021 @ SR 4011 Roundabout	FD	\$ 250,000
11	SPC	Allegheny	119187	SR 4021 @ SR 4011 Roundabout	UTL	\$ 100,000
11	SPC	Allegheny	119187	SR 4021 @ SR 4011 Roundabout	ROW	\$ 500,000
11	SPC	Allegheny	119187	SR 4021 @ SR 4011 Roundabout	CON	\$ 1,650,000
11	SPC	Beaver	118443	RT 51 @ RT 151 Roundabout	FD	\$ 680,000
11	SPC	Beaver	118443	RT 51 @ RT 151 Roundabout	UTL	\$ 32,100
11	SPC	Beaver	118443	RT 51 @ RT 151 Roundabout	ROW	\$ 10,500
11	SPC	Beaver	118443	RT 51 @ RT 151 Roundabout	CON	\$ 2,250,000
11	SPC	Allegheny	118444	SR 4014 @ SR 4012 Roundabout	FD	\$ 572,400
11	SPC	Allegheny	118444	SR 4014 @ SR 4012 Roundabout	UTL	\$ 15,700
11	SPC	Allegheny	118444	SR 4014 @ SR 4012 Roundabout	ROW	\$ 23,000
11	SPC	Allegheny	118444	SR 4014 @ SR 4012 Roundabout	CON	\$ 1,250,000
12	SPC	Greene	118003	PA 18/PA 21 Safety Improvements	CON	\$ 500,000
12	SPC	Westmoreland	116179	<i>PA 66 / PA 356 Signal</i>	FD	\$ 300,000
12	SPC	Westmoreland	116179	<i>PA 66 / PA 356 Signal</i>	CON	\$ 300,000
12	SPC	Westmoreland	116179	PA 66 HFS	CON	\$ 100,000
12	SPC	Westmoreland	116179	PA 66 Red Signal Ahead	CON	\$ 150,000
12	SPC	Washington	120605	SR 1010 Flashing Beacon	FD	\$ 300,000
12	SPC	Washington	120605	SR 1010 Flashing Beacon	CON	\$ 150,000
12	SPC	Fayette	120603	D12 Systemic Curve Improvements	CON	\$ 200,000
12	SPC	Westmoreland	120639	PA 4006 Flashing Beacon	FD	\$ 300,000
12	SPC	Westmoreland	120639	PA 4006 Flashing Beacon	CON	\$ 150,000
99	Statewide Items	Central Office	TBD	HSIP & DDSA Support for Districts and Planning Partners	STUDY	\$ 1,500,000
99	Statewide Items	Central Office	TBD	Highway Safety Network Screening	STUDY	\$ 2,000,000
99	Statewide Items	Central Office	TBD	MIRE Traffic Volume Count Data Collection	STUDY	\$ 1,000,000
99	STWD Items	Central Office	117918	Local Road Traffic Counts for MIRE Sept 2026	PRA	\$ 3,000,000
99	STWD Items	Central Office	117944	New HSIP Application Website	PRA	\$ 300,000

Non-Highlighted rows indicate carryover HSIP Set Aside projects						\$ 27,071,318
Highlighted rows indicate new HSIP Set Aside projects						\$ 44,496,148
<i>Italics indicate new Vulnerable Road User projects</i>						\$ 23,798,497

**2025 SECRETARY'S
DISCRETIONARY (SPIKE)
PROJECT LIST NHPP-STP-STATE
FUNDS**

2025 Program - Spike Projects (NHPP)

MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	LRTP	Total	
105438	Interstate	11	Allegheny	I-376, Commercial Street Bridge	CON	4/11/2024	20,919,000	0	0	0	0	0	0	0	0	0	20,919,000	
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	5/23/2024	0	0	18,500,000	21,623,000	49,939,458	35,623,000	40,000,000	50,000,000	139,089,529	0	354,774,987	
112540	Interstate	8	York	Mill Creek Relocation	CON	10/10/2024	6,160,000	0	0	0	0	0	0	0	0	0	6,160,000	
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	10/10/2024	44,369,318	40,400,000	35,500,000	0	0	0	0	0	0	0	0	120,269,318
92931	Interstate	8	Dauphin	I-83 Eisenhower Interchange	CON	6/5/2025	38,000,000	39,000,000	15,000,000	17,000,000	16,000,000	0	0	0	0	0	0	125,000,000
92924	Interstate	8	York	I-83, North York Widening	CON	10/5/2025	22,000,000	22,000,000	22,767,372	0	0	0	0	0	0	0	0	66,767,372
113357	Interstate	8	Dauphin	I-83 East Shore (Section 3B)	CON	11/6/2025	0	26,000,000	10,000,000	10,000,000	0	0	0	0	0	0	0	46,000,000
14698	DVRPC	6	Chester	US 422, Reconstruction (M2B)	CON	12/11/2025	36,000,000	20,000,000	0	0	0	0	0	0	0	0	0	56,000,000
116177	Interstate	4	Luzerne	SR 424 over I-81	CON	1/8/2026	0	8,262,542	0	0	0	0	0	0	0	0	0	8,262,542
74979	NEPA	5	Monroe	611/715 Improvements	CON	2/19/2026	0	10,000,000	0	0	0	0	0	0	0	0	0	10,000,000
106682	Interstate	4	Lackawanna	Scranton Beltway/Turnpike	CON	10/1/2026	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	0	0	0	40,000,000
112549	Interstate	8	York	North York Widening # (Exit 19)	CON	10/1/2026	0	0	10,000,000	10,000,000	10,000,000	20,000,000	25,000,000	38,038,847	50,000,000	0	163,038,847	
114698	Interstate	8	Dauphin	I-83 Eisenhower RR Bridge	CON	12/10/2026	0	0	15,000,000	19,495,000	4,000,000	0	0	0	0	0	0	38,495,000
109618	Lancaster	8	Lancaster	US 222 Reconstruction/Widening 1	CON	1/1/2027	0	0	10,000,000	10,000,000	0	0	0	0	0	0	0	20,000,000
90839	Franklin	8	Franklin	Rockey Mountain Creek Bridge	CON	7/25/2024	2,000,000	1,400,000	0	0	0	0	0	0	0	0	0	3,400,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	CON	1/1/2027	0	0	0	0	0	30,000,000	50,000,000	50,000,000	160,542,929	0	290,542,929	
107553	DVRPC	6	Chester	SR 30 & Airport Rd Interchnage Imp	CON	4/15/2027	0	0	10,000,000	15,000,000	5,000,000	0	0	0	0	0	0	30,000,000
14581	DVRPC	6	Chester	US 1: PA 896 - PA 41	CON	7/15/2027	0	0	0	15,000,000	15,000,000	0	0	0	0	0	0	30,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	CON	10/21/2027	0	0	0	15,000,000	20,000,000	15,000,000	10,000,000	0	0	0	0	60,000,000
107551	DVRPC	6	Chester	SR30/SR10 to Business 30 Int. Imp	CON	4/15/2029	0	0	0	0	20,000,000	20,000,000	0	0	0	0	0	40,000,000
107554	DVRPC	6	Chester	US30 & PA 82 Interchange Imp	CON	2/14/2030	0	0	0	0	0	10,000,000	10,000,000	10,000,000	0	0	0	30,000,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	CON	3/1/2030	0	0	0	0	0	10,000,000	16,000,000	0	136,780,000	0	162,780,000	
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	CON	9/1/2030	0	0	0	0	0	0	0	0	0	149,340,000	149,340,000	
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	CON	5/1/2033	0	0	0	0	0	0	0	0	0	260,880,000	260,880,000	
116177	Interstate	4	Luzerne	SR 424 over I-81	FD		2,000,000	0	0	0	0	0	0	0	0	0	0	2,000,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	PE		880,000	0	0	0	0	0	0	0	0	0	0	880,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	ROW		0	0	0	6,600,000	0	0	0	0	0	0	0	6,600,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	ROW		0	0	0	0	990,000	0	0	0	0	0	0	990,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	ROW		0	0	0	0	0	0	0	550,000	0	0	0	550,000
109270	Interstate	11	Allegheny	Fort Duquesne Bridge Rehab & Preservation	CON		0	0	0	0	0	0	0	0	60,000,000	0	60,000,000	
120880	STWD Items	99	Central Office	Training Education & Workforce Development	CON		1,500,000	1,500,000	1,500,000	1,500,000	0	0	0	0	0	0	0	6,000,000
102466	STWD Items	99	Central Office	Reserve Line Item	CON		9,682	156,458	451,628	55,000	343,542	650,000	273,000	2,684,153	58,677,544	0	0	63,301,007
							173,838,000	168,719,000	158,719,000	151,273,000	151,273,000	151,273,000	151,273,000	151,273,000	605,090,002	410,220,000	0	2,272,951,002
							173,838,000	168,719,000	158,719,000	151,273,000	151,273,000	151,273,000	151,273,000	151,273,000	605,090,002			
							0	0	0	0	0	0	0	0	0			

2025 Program - Spike Projects (STP)

MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	LRTP	Total
116638	Erie	1	Erie	1-79 Erie County ITS addition - Interchange TSMO	CON	11/2/2023	79,625	0	0	0	0	0	0	0	0	0	79,625
116639	Erie	1	Erie	I-90 Erie County ITS Addition - SR 19 - TSMO	CON	9/14/2023	79,625	0	0	0	0	0	0	0	0	0	79,625
2898	Centre	2	Centre	T-633, Potter Run Bridge	CON	1/9/2025	707,824	0	0	0	0	0	0	0	0	0	707,824
2963	Centre	2	Centre	T-467, Fishing Creek Bridge	CON	10/10/2024	655,636	0	0	0	0	0	0	0	0	0	655,636
95971	SEDA-COG	2	Mifflin	T-439 ov Kishacoquillas	CON	9/26/2024	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
61972	Reading	5	Berks	US 222 Widening	CON	7/10/2025	0	11,717,324	0	0	0	0	0	0	0	0	11,717,324
116059	NEPA	4	Pike	Shahola Falls Road over Balliard Creek	FD		209,000	0	0	0	0	0	0	0	0	0	209,000
116059	NEPA	4	Pike	Shahola Falls Road over Balliard Creek	UTL		20,000	0	0	0	0	0	0	0	0	0	20,000
116059	NEPA	4	Pike	Shahola Falls Road over Balliard Creek	ROW		22,000	0	0	0	0	0	0	0	0	0	22,000
116059	NEPA	4	Pike	Shahola Falls Road over Balliard Creek	CON	10/1/2025	0	728,000	0	0	0	0	0	0	0	0	728,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	FD		166,000	0	0	0	0	0	0	0	0	0	166,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	UTL		10,000	0	0	0	0	0	0	0	0	0	10,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	ROW		28,000	0	0	0	0	0	0	0	0	0	28,000
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	CON	10/1/2025	0	231,000	0	0	0	0	0	0	0	0	231,000
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/15/2027	0	0	0	34,000,000	35,000,000	35,000,000	35,000,000	35,000,000	71,238,924	0	245,238,924
110091	DVRPC	6	Bucks	King Rd Bridge o/ Herkaken Cr	CON	9/12/2024	1,350,000	0	0	0	0	0	0	0	0	0	1,350,000
86276	DVRPC	6	Chester	TownshipCoBrdg297/WBigElk	CON	9/12/2024	1,270,000	0	0	0	0	0	0	0	0	0	1,270,000
103372	DVRPC	6	Montgomery	Waverly Rd O/Tacony Cr	CON	3/14/2024	1,300,000	0	0	0	0	0	0	0	0	0	1,300,000
111515	DVRPC	6	Philadelphia	Cherokee St. o/ Valley Green Rd	CON	10/10/2024	1,660,000	0	0	0	0	0	0	0	0	0	1,660,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	FD		300,000	0	0	0	0	0	0	0	0	0	300,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	ROW		20,000	0	0	0	0	0	0	0	0	0	20,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	UTL		15,000	0	0	0	0	0	0	0	0	0	15,000
103528	DVRPC	6	Delaware	Mattson O/W Br Chester Cr	CON		0	1,315,000	0	0	0	0	0	0	0	0	1,315,000
106264	DVRPC	6	Philadelphia	Penn's Landing Project Development	CON	12/15/2022	20,093,593	2,908,745	0	0	0	0	0	0	0	0	23,002,338
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	5/23/2024	0	0	6,587,000	6,587,000	6,587,000	6,587,000	6,587,000	6,587,000	13,174,000	0	52,696,000
110280	York	8	York	College Ave Bridge	CON	2/13/2025	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
118489	York	8	York	Sheepford Road Ped/Bike Bridge	CON	3/28/2024	300,000	0	0	0	0	0	0	0	0	0	300,000
79020	Lancaster	8	Lancaster	Veteran's Mem Br-Susq River	CON	3/13/2025	0	0	25,000,000	0	0	0	0	0	0	0	25,000,000
85574	SPC	10	Armstrong	Margaret Rd Intersection	CON	7/28/2022	630,793	0	0	0	0	0	0	0	0	0	630,793
119183	SPC	11	Allegheny	Route 8 at Wildwood	CON	9/25/2025	0	4,500,000	0	0	0	0	0	0	0	0	4,500,000
100701	SPC	11	Allegheny	McKees Rocks Bridge Phase 3	CON	3/9/2028	0	0	0	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	0	25,000,000
119428	SPC	12	Washington	D12 I-70 ITS Eastern and Western GAP	CON		0	0	0	0	500,000	500,000	146,224	0	0	0	1,146,224
108140	SPC	12	Westmoreland	LVTIP: Pleasant Unity to Airport	CON	12/12/2024	11,200,000	16,000,000	14,000,000	0	0	0	0	0	0	0	41,200,000
102620	STWD Items	99	Central Office	STP Reserve	CON		112,904	8,245,931	43,000	27,000	27,000	27,000	380,776	527,000	102,707,076	0	112,097,687
120880	STWD Items	99	Central Office	Training Education & Workforce Development	CON		1,500,000	1,500,000	1,500,000	1,500,000	0	0	0	0	0	0	6,000,000
114552	STWD Items	99	Central Office	Historic Truss Bridge Preservation	CON		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	0	24,000,000
118052	STWD Items	99	Central Office	PennDOT Pollinator Initiative	CON		550,000	550,000	550,000	550,000	550,000	550,000	550,000	550,000	2,200,000	0	6,600,000
							48,280,000	49,696,000	49,680,000	49,664,000	49,664,000	49,664,000	49,664,000	49,664,000	197,320,000	0	593,296,000
							48,280,000	49,696,000	49,680,000	49,664,000	49,664,000	49,664,000	49,664,000	49,664,000	197,320,000	0	593,296,000
							0	0	0	0	0	0	0	0	0	0	0

2025 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	Approp	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	L RTP	Total
99603	Northwest	1	Crawford	US 322: Pine Rd to US 6	CON	1/1/2025	581	1,900,000	0	0	0	0	0	0	0	0	0	1,900,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	PE	Carryover	581	160,000	0	0	0	0	0	0	0	0	0	160,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	ROW		581	0	20,000	0	0	0	0	0	0	0	0	20,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	PE		581	120,000	0	0	0	0	0	0	0	0	0	120,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	ROW		581	0	20,000	0	0	0	0	0	0	0	0	20,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	UTL	Carryover	581	0	5,000	0	0	0	0	0	0	0	0	5,000
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	CON	1/21/2027	581	0	0	0	316,000	0	0	0	0	0	0	316,000
4383	North Central	2	McKean	T-437 Oswayo Creek	PE		581	150,000	0	0	0	0	0	0	0	0	0	150,000
4383	North Central	2	McKean	T-437 Oswayo Creek	ROW	Carryover	581	0	10,000	0	0	0	0	0	0	0	0	10,000
4383	North Central	2	McKean	T-437 Oswayo Creek	CON	1/21/2027	581	0	0	0	345,000	0	0	0	0	0	0	345,000
85535	North Central	2	Potter	T-351 over Oswayo Creek	CON	1/9/2025	581	315,000	0	0	0	0	0	0	0	0	0	315,000
95989	North Central	2	Cameron	T-330 Salt Run	UTL	Carryover	581	10,000	0	0	0	0	0	0	0	0	0	10,000
95989	North Central	2	Cameron	T-330 Salt Run	CON	1/9/2025	581	175,000	75,000	0	0	0	0	0	0	0	0	250,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	CON	1/21/2027	581	0	0	0	372,000	0	0	0	0	0	0	372,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	PE		581	165,000	0	0	0	0	0	0	0	0	0	165,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	ROW	Carryover	581	0	40,000	0	0	0	0	0	0	0	0	40,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	CON	1/20/2028	581	0	0	0	0	720,000	0	0	0	0	0	720,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	PE	Carryover	581	155,000	0	0	0	0	0	0	0	0	0	155,000
110175	SEDA-COG	2	Mifflin	T-420 over Kish Creek	CON	1/20/2028	581	0	0	0	0	620,000	0	0	0	0	0	620,000
112784	Centre	2	Centre	State College Area Connector	FD	Carryover	581	5,000,000	5,000,000	22,000,000	8,000,000	0	0	0	0	0	0	40,000,000
112784	Centre	2	Centre	State College Area Connector	ROW	Carryover	581	0	0	0	0	0	15,400,000	0	0	0	0	15,400,000
112784	Centre	2	Centre	State College Area Connector	UTL	Carryover	581	0	0	10,000,000	10,000,000	9,000,000	0	0	0	0	0	29,000,000
112784	Centre	2	Centre	State College Area Connector	CON	4/1/2031	581	0	0	0	0	0	0	39,000,000	40,000,000	161,000,000	310,000,000	240,000,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	ROW		581	0	3,000,000	0	0	0	0	0	0	0	0	3,000,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	UTL		581	2,000,000	3,500,000	0	0	0	0	0	0	0	0	5,500,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	CON		581	0	2,300,000	0	0	0	0	0	0	0	0	2,300,000
76402	SEDA-COG	3	Snyder	CSVT Structures South Section	CON	9/14/2023	581	12,000,000	10,000,000	10,000,000	13,400,000	0	0	0	0	0	0	45,400,000
76403	SEDA-COG	3	Snyder	CSVT SS Paving-Southern Section Con #3	CON	9/1/2025	581	0	11,000,000	20,000,000	22,693,810	25,000,000	25,000,000	20,000,000	22,006,190	0	0	145,700,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	PE		581	750,000	0	0	0	0	0	0	0	0	0	750,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	FD		581	3,000,000	0	0	0	0	0	0	0	0	0	3,000,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	ROW		581	0	1,000,000	0	0	0	0	0	0	0	0	1,000,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	UTL		581	0	1,250,000	0	0	0	0	0	0	0	0	1,250,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	CON	1/1/2026	581	0	12,000,000	5,000,000	0	0	0	0	0	0	0	17,000,000
102811	SEDA-COG	3	Snyder	CSVT ITS	CON	9/1/2025	581	0	8,000,000	8,603,297	0	0	0	0	0	0	0	16,603,297
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	UTL		581	5,000	0	0	0	0	0	0	0	0	0	5,000
103841	SEDA-COG	3	Montour	T-308 over Beaver Run Bridge Removal	CON	2/1/2025	581	200,000	0	0	0	0	0	0	0	0	0	200,000
106671	SEDA-COG	3	Montour	T-392 over Mud Run Bridge Removal	CON	2/1/2025	581	130,000	0	0	0	0	0	0	0	0	0	130,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffalo Creek Bridge Removal	UTL		581	5,000	0	0	0	0	0	0	0	0	0	5,000
110337	SEDA-COG	3	Union	T-357 ov N Branch of Buffalo Creek Bridge Removal	CON	2/1/2025	581	235,000	0	0	0	0	0	0	0	0	0	235,000
114079	Northern Tier	4	Susquehanna	Susquehanna County Paving	CON	10/1/2026	581	0	0	2,000,000	0	0	0	0	0	0	0	2,000,000
61972	Reading	5	Berks	US 222 Widening	CON	7/10/2025	581	0	2,929,331	0	0	0	0	0	0	0	0	2,929,331
96423	Lehigh Valley	5	Northampton	Pave PA 33 I-78 to US 22	CON	4/1/2027	581	0	0	8,000,000	0	0	0	0	0	0	0	8,000,000
96470	NEPA	5	Schuylkill	PA 61 St. Clair to Frackville Reconstruction	CON	10/19/2023	581	8,500,000	0	0	0	0	0	0	0	0	0	8,500,000
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/15/2027	581	0	0	0	14,000,000	28,000,000	19,309,731	0	0	0	0	61,309,731
58137	Adams	8	Adams	Eisenhower Drive Extension	CON	11/5/2026	581	0	0	2,500,000	2,500,000	5,000,000	5,000,000	0	0	0	0	15,000,000
92931	Interstate	8	Dauphin	Eisenhower Interchange	UTL		581	10,000,000	0	0	0	0	0	0	0	0	0	10,000,000
112540	Interstate	8	York	Mill Creek Relocation	ROW	10/10/2024	581	4,500,000	0	0	0	0	0	0	0	0	0	4,500,000
112540	Interstate	8	York	Mill Creek Relocation	UTL	10/10/2024	581	2,141,000	0	0	0	0	0	0	0	0	0	2,141,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	FD	10/1/2026	581	6,000,000	739,469	0	0	0	0	0	0	0	0	6,739,469
112549	Interstate	8	York	North York Widening #1 (Exit 19)	ROW	10/1/2026	581	0	8,782,438	9,457,406	10,060,156	0	0	0	0	0	0	28,300,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	UTL	10/1/2026	581	0	0	6,453,297	7,346,703	0	0	0	0	0	0	13,800,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	ROW	10/10/2024	581	10,226,000	0	0	0	0	0	0	0	0	0	10,226,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	ROW		581	0	5,800,000	0	0	0	0	0	0	0	0	5,800,000
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	UTL		581	0	2,622,545	0	0	0	0	0	0	0	0	2,622,545
113376	Interstate	8	Dauphin	I-83 East Shore (Section 3C)	CON	5/23/2024	581	0	0	0	0	0	10,718,835	10,000,000	12,148,079	0	0	32,866,914
113378	Interstate	8	Dauphin	Eisenhower Interchange B	FD	3/1/2030	581	4,500,000	6,000,000	6,000,000	5,550,000	5,950,000	0	0	0	0	0	28,000,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	FD	9/1/2030	581	7,000,000	7,000,000	5,500,000	0	0	0	0	0	0	0	19,500,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	CON	9/1/2030	581	0	0	0	0	0	0	33,000,000	35,000,000	80,940,000	0	148,940,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	FD	5/1/2033	581	0	0	0	0	17,000,000	18,100,000	0	0	0	0	35,100,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	CON	5/1/2033	581	0	0	0	0	0	0	0	0	0	0	0
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	PE		581	168,230	0	0	0	0	0	0	0	0	0	168,230
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	ROW		581	0	4,370,908	0	0	0	0	0	0	0	0	4,370,908
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	UTL		581	2,121,800	0	0	0	0	0	0	0	0	0	2,121,800
108154	Southern Alleghenies	9	Bedford	US 30 - Scenic Rd to SR 4010	CON	1/1/2025	581	2,752,700	2,100,000	0	0	0	0	0	0	0	0	4,852,700
25944	North Central	10	Jefferson	T-396 Seldom Seen Bridge	CON	10/9/2025	581	180,000	0	0	0	0	0	0	0	0	0	180,000
98132	North Central	10	Jefferson	T-385 Dobson Road Bridge	CON	10/9/2025	581	185,000	0	0	0	0	0	0	0	0	0	185,000
91796	SPC	11	Allegheny	Streets Run Road	CON	4/15/2028	581	0	0	0	6,000,000	6,000,000	8,000,000	0	0	0	0	20,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	FD	10/21/2027	581	1,500,000	0	0	0	0	0	0	0	0	0	1,500,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	ROW	10/21/2027	581	3,000,000	3,000,000	0	0	0	0	0	0	0	0	6,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	UTL	10/21/2027	581	2,000,000	2,000,000	0	0	0	0	0	0	0	0	4,000,000
100789	SPC	11	Allegheny	Saw Mill Run Blvd: PA 88 to US 19	PE	3/15/2028	581	3,000,000	0	0	0	0	0	0	0	0	0	3,000,000
100789	SPC	11	Allegheny	Saw Mill Run Blvd: PA 88 to US 19	CON	3/15/2028	581	0	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0	40,000,000
100956	SPC	11	Allegheny	West End Bridge	CON	4/13/2028	581	0	0	0	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	25,000,000	0	100,000,000
100956	SPC	11	Allegheny	West End Bridge	FD	4/13/2028	581	6,000,000	2,000,000	0	0	0	0	0	0	0	0	8,000,000
100956	SPC	11	Allegheny	West End Bridge	UTL	4/13/2028	581	0	2,000,000	0	0	0	0	0	0	0	0	2,000,000
100956	SPC	11	Allegheny	West End Bridge	ROW	4/1												

2025 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	Approp	2025	2026	2027	2028	2029	2030	2031	2032	2033-2036	LRTP	Total
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	1/30/2018	581	15,640,000	15,700,000	15,750,000	15,810,000	15,843,000	15,905,000	15,960,000	16,028,000	64,663,000	152,925,000	191,299,000
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	1/30/2018	185	15,640,000	15,700,000	15,750,000	15,810,000	15,843,000	15,905,000	15,960,000	16,028,000	64,663,000	152,925,000	191,299,000
110601	Interstate	99	Central Office	INFRA Support	CON		581	2,000,000	2,000,000	2,000,000	2,000,000	0	0	0	0	0	0	8,000,000
								134,700,000	142,800,000	151,500,000	159,600,000	159,600,000	159,600,000	159,600,000	159,600,000	638,400,000	636,850,000	1,865,400,000
								134,700,000	142,800,000	151,500,000	159,600,000	159,600,000	159,600,000	159,600,000	159,600,000	638,400,000	636,850,000	1,865,400,000
								0	0	0	0	0	0	0	0	0	0	0

**2025 TRANSPORTATION
SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
PROJECT LIST**

PennDOT TSMO Funding Initiative (TFI) PROGRAM DETAILS : FFY 2025-2026

Planning Partner	District	Category	Description	TFI Amount Awarded	Match Amount
Shenango Valley MPO	1	New Devices	I-80 WB Mercer County ITS Addition at SR 173	\$ 316,867	\$ 79,217
Erie MPO	1	New Devices	I-90 WB Erie County ITS Addition at SR 98	\$ 316,867	\$ 79,217
Erie MPO	1	New Devices	I-90 EB Erie County ITS Addition at SR 89	\$ 316,867	\$ 79,217
Northwest RPO	1	New Devices	I-80 Venango County ITS Additional At Barkeyville	\$ 570,534	\$ 142,633
North Central RPO	2	Communication	LT-02 I-80 Exit 120 to District Office - Partial Fiber Installation	\$ 240,000	\$ 60,000
SEDA-COG	2	New Devices	LT-07 I-80 ICM (Exit 173-185)	\$ 1,075,000	\$ 268,750
Northern Tier	4	New Devices	D4 ITS Installations 81	\$ 408,212	\$ 102,053
Wayne	4	New Devices	D4 ITS Installations 84	\$ 101,873	\$ 25,468
NEPA MPO	4	New Devices	D4 ITS Installations 84	\$ 235,320	\$ 58,830
RATS MPO	5	New Devices	RATS ITS Camera Gaps	\$ 685,184	\$ 171,297
NEPA MPO	5	New Devices	NEPA ITS Camera Gaps	\$ 515,169	\$ 128,793
DVRPC	6	New Devices	I-76 Arterial Corridors ITS	\$ 2,000,000	\$ 500,000
DVRPC	6	Communication	SR 309 Pilot IP Network Upgrade	\$ 324,816	\$ 81,204
DVRPC	6	CAV Infrastructure	PennDOT 6-0 Digital Alerting System for Freeway Service Patrol	\$ 63,885	\$ 15,971
DVRPC	6	New Devices	PA 100 ITS and Signal Interconnections	\$ 2,900,000	\$ 918,720
HATS	8	New Devices	UPS for Existing Sites Harrisburg	\$ 82,416	\$ 20,604
Lancaster MPO	8	New Devices	UPS for Existing Sites Lancaster	\$ 103,956	\$ 25,989
Lancaster MPO	8	New Devices	TI.16 East Lampeter Greenfield, Old Philadelphia PK, US 30	\$ 220,000	\$ 55,000
Lancaster MPO	8	Communication	FA.28 East Hempfield Signal Improvements	\$ 124,092	\$ 31,023
Lancaster MPO	8	Communication	New Holland Pike UCC Signal Upgrades	\$ 116,232	\$ 29,058
Altoona MPO	9	New Devices	D9 TSMO Priority 1 Installation of New ITS Devices	\$ 806,000	\$ 336,000
SPC	11	New Devices	I-376 Corridor ITS - Beaver County (Northern Section)	\$ 1,937,936	\$ 484,484
SPC	12	Communication	Fiber Installation I-79	\$ 1,016,304	\$ 254,076
TOTAL				\$ 14,477,530	\$ 3,947,604

2025 FINANCIAL CONSTRAINT TABLES

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$9,906,000	\$9,906,000	\$9,357,000	\$9,357,000	\$8,284,000	\$8,284,000	\$7,485,000	\$7,485,000	
STP	\$8,955,000	\$9,155,000	\$9,218,000	\$9,218,000	\$9,215,000	\$9,215,000	\$9,212,000	\$9,212,000	SPIKE funding in FFY 2025- See below
State Highway (581)	\$14,359,000	\$14,359,000	\$16,146,000	\$16,146,000	\$18,267,000	\$20,267,000	\$20,052,000	\$20,052,000	SPIKE Funding in FFY 2027-See Below
State Bridge (185/183)	\$9,708,000	\$9,708,000	\$9,704,000	\$9,704,000	\$9,532,000	\$9,532,000	\$9,528,000	\$9,528,000	
BOF	\$8,208,000	\$8,208,000	\$8,208,000	\$8,208,000	\$8,208,000	\$8,208,000	\$8,208,000	\$8,208,000	
HSIP	\$1,417,000	\$6,053,000	\$1,453,000	\$1,453,000	\$1,453,000	\$1,453,000	\$1,453,000	\$1,453,000	SPIKE funding in FFY 2025/2026 - See below
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	The region does not receive CMAQ funds
CRU	\$1,198,000	\$1,432,706	\$1,228,000	\$1,401,506	\$1,228,000	\$1,228,000	\$1,228,000	\$1,228,000	SPIKE funding in FFY 2025/2026 - See below
CRU-urban	\$0	\$58,677	\$0	\$43,376	\$0	\$0	\$0	\$0	The region does not receive CRU-urban funds. See explanation below.
BRIP	\$8,992,000	\$8,992,000	\$8,992,000	\$8,992,000	\$8,992,000	\$8,992,000	\$8,992,000	\$8,992,000	
TAP	\$0	\$1,720,595	\$0	\$0	\$0	\$0	\$0	\$0	Statewide TA Set Aside- See below
RRX	\$0	\$0	\$0	\$0	\$0		\$0	\$360,000	RRX Statewide Funding- See below
State Highway (582)	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	
Total	\$62,743,000	\$69,592,978	\$64,306,000	\$64,547,882	\$65,179,000	\$67,179,000	\$66,158,000	\$66,518,000	

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

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Local	\$40,000	\$120,372	\$284,350	\$536,400	Local match for local bridges
TAP	\$1,720,595				MPMS 118433 Harmony Twp Trail Ped Enh TASA (\$1,250,595) , MPMS 108985 SR 2005 Two-Way Left Turn Lane (\$470K)
State Highway (582)		\$25,000			MPMS 119606 SR 2073 Pipe Replacement (\$25K)
RRX				\$360,000	MPMS 118218 Susq County NYSW Corridor Crossing (\$360K)
sCRU	\$234,706	\$173,506			MPMS 12192 I-81 Cameras and Message Board-Susq County (\$408,212)
CRU-urban	\$58,677	\$43,376			MPMS 12192 I-81 Cameras and Message Board-Susq County (\$102,053)
sHSIP	\$4,636,000				MPMS 94741 SR 11 Shoulder/ELRS (\$2,220,000), MPMS 114911 I-81 Guidrail/Cable median Barrier (\$1,500,000), MPMS 121178 Susq/Wyoming HFST (\$916K)
sSTP	\$200,000				MPMS 115637 Cty #13 Cons Road (T-348) over Towanda Creek (\$200K)
s581			\$2,000,000		MPMS 114079 Susquehanna County Paving (\$2,000,000)
Total	\$6,889,978	\$362,254	\$2,284,350	\$896,400	

**2025 - 2028 TIP
Environmental Justice -
Benefits and Burdens**

2023 Transportation Improvement Program (TIP) Environmental Justice Analysis

Presidential Executive Order 12898 states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Within the transportation field, environmental justice is guided by three core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

Because the Northern Tier RPO utilizes federal funds to plan and implement transportation projects the RPO is responsible for undertaking analysis of federally funded projects listed within the LRTP. In order to show that our plan meets these objectives, an Equity Analysis—also known as a “Benefits and Burdens Analysis”—was prepared. In accordance with FHWA and FTA joint guidance issued to the MPOs and RPOs of Pennsylvania, equity analysis should perform the following four “core elements”:

- Identify environmental justice populations
- Assess conditions and identify needs
- Evaluate burdens and benefits
- Identify and address disproportionate and adverse impacts and inform future planning efforts

Identification of traditionally underserved and underrepresented populations

Executive Order 12898 specifies that minority and low-income populations must be considered in Environmental Justice analysis. These populations were identified using data from the 2020 U.S. Census and 2019 data releases from the American Community Survey (ACS). The following definitions are used for the purposes of this analysis:

- **Minority:** Any individual or group that self-identifies as a member(s) of the racial categories of Black/African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/other Pacific Islander, and the ethnic category Hispanic/Latino.
- **Low-income:** Households at or below the federal poverty level. In the same spirit, Northern Tier environmental justice equity analysis also identifies people with disabilities and people with limited English proficiency (identified as individuals speaking English “not very well” or speaking English “not at all”).

Minority and Low-Income Profile

The Northern Tier Regional Planning and Development Commission (RPO) is responsible for five counties located in Northeastern Pennsylvania. These counties include Bradford, Sullivan, Susquehanna, Tioga, and Wyoming. The data used for these five counties was collected from the U.S. Census Bureau 2018-2022 American Community Survey 5-Year Estimates, which is the most recent data available during TIP development.

Demographic Indicator	Northern Tier, Pennsylvania	
	Region Population	Region Percentage
Total Population	171,984	
White alone, non-Hispanic	163,341	94.97%
Black or African American alone, non-Hispanic	1,267	0.74%
American Indian and Alaska Native alone, non-Hispanic	75	0.04%
Asian alone, non-Hispanic	773	0.45%
Native Hawaiian and Other Pacific Islander alone, non-Hispanic	46	0.03%
Some other race alone, non-Hispanic	373	0.22%
Two or more races	3,164	1.84%
Hispanic or Latino	2,945	1.71%
Minority	8,643	5.03%
Low-Income Populations	20,528	12.14%
Other Potentially Disadvantaged Populations		
Limited English Proficiency Households	202	0.29%
Persons with a Disability	26,755	15.70%
Elderly (65 years or older)	39,192	22.79%
Carless Households	4,361	6.24%
Housing Units with no internet	8,726	12.50%
Housing Units with no computer	6,913	9.90%

Source: 2018-2022 American Community Survey 5-Year Estimates

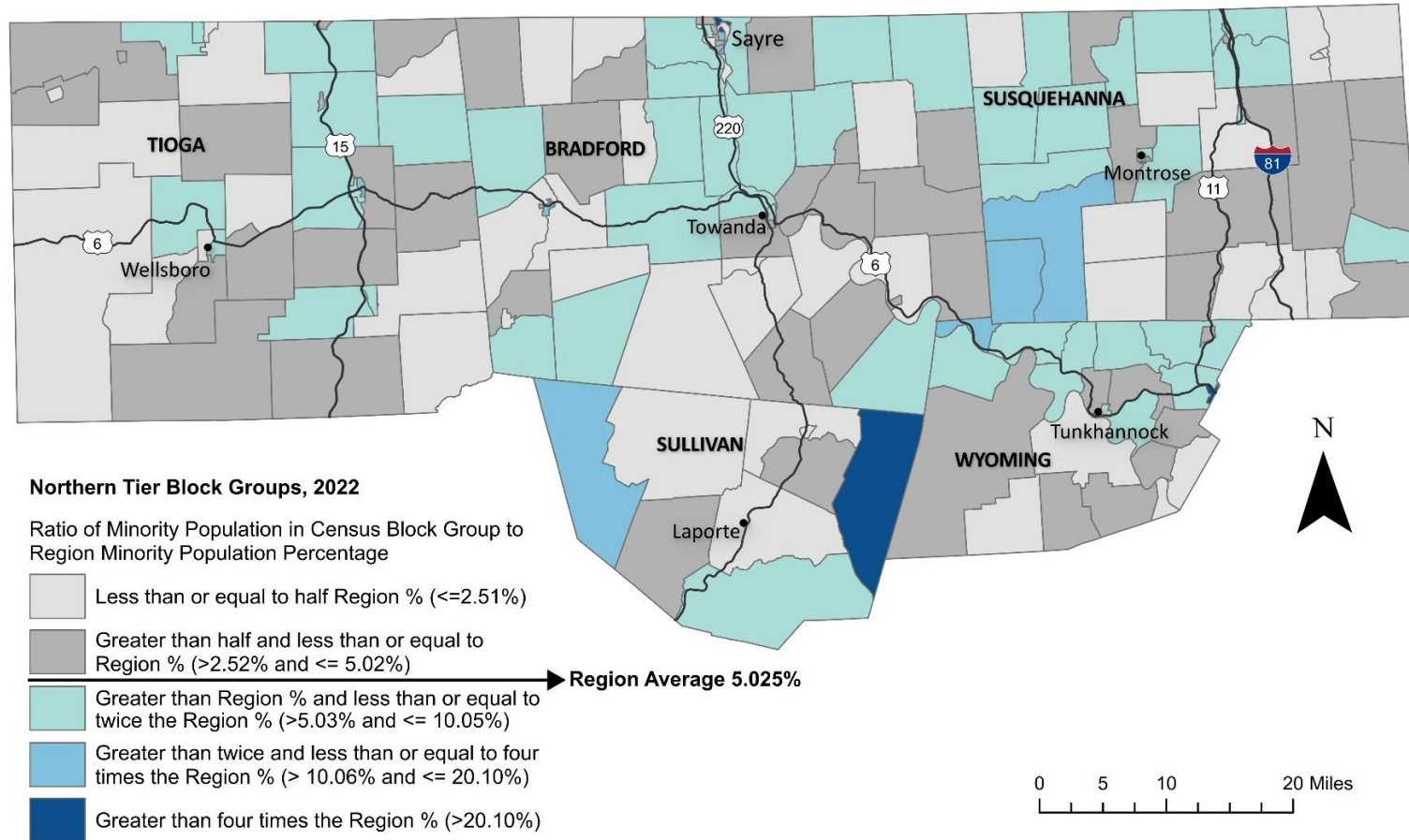
Minority Intervals for Northern Tier RPO

Data from the 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in the Northern Tier RPO region compared to the minority concentration in 168 census block groups. The total region population used for this analysis was 171,984, and the total minority population was 8,643. In the Northern Tier, 5.03 percent of the population is minority. Using that percentage, census blocks were divided into intervals as described in the table below.

Minority Intervals		Total Population	Total Population (%)	Minority Population	Minority Population (%)
1	Census Block Minority Population Percentage \leq 2.51% (census block group minority population percentage less than or equal to half of regionwide population percentage)	46,355	27.0%	637	7.4%
2	Census Block Minority Population Percentage $>$ 2.51% and \leq 5.03% (census block group minority population percentage greater than half and less than or equal to regionwide or regional minority population percentage)	59,349	34.5%	2,147	24.8%
3	Census Block Minority Population Percentage $>$ 5.03% and \leq 10.05% (census block group minority population percentage greater than regionwide minority population percentage and less than or equal to twice the regionwide or regional minority population percentage)	52,588	30.6%	3,652	42.3%
4	Census Block Minority Population Percentage $>$ 10.05% and \leq 20.10% (census block group minority population percentage greater than twice and less than or equal to four times the regionwide or regional minority population percentage)	10,358	6.0%	1,368	15.8%
5	Census Block Minority Population Percentage $>$ 20.10% (census block group minority population percentage greater than four times region minority population percentage)	3,334	1.9%	839	9.7%

The map displays the distribution of census block groups with low and high concentrations of minority populations. The highest concentrations are found in Sayre, Bradford County, and eastern Sullivan County.

Figure 1: Minority Populations, 2018 -2022



Low-Income Intervals for Northern Tier RPO

Data from 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in the Northern Tier RPO region compared to the low-income concentration in the 168 census block groups. The total region population used for this analysis was 171,984 and the total low-income population was 20,528. In the Northern Tier, 12.14 percent of the population is low-income. Using that percentage, census blocks were divided into intervals described in the table below.

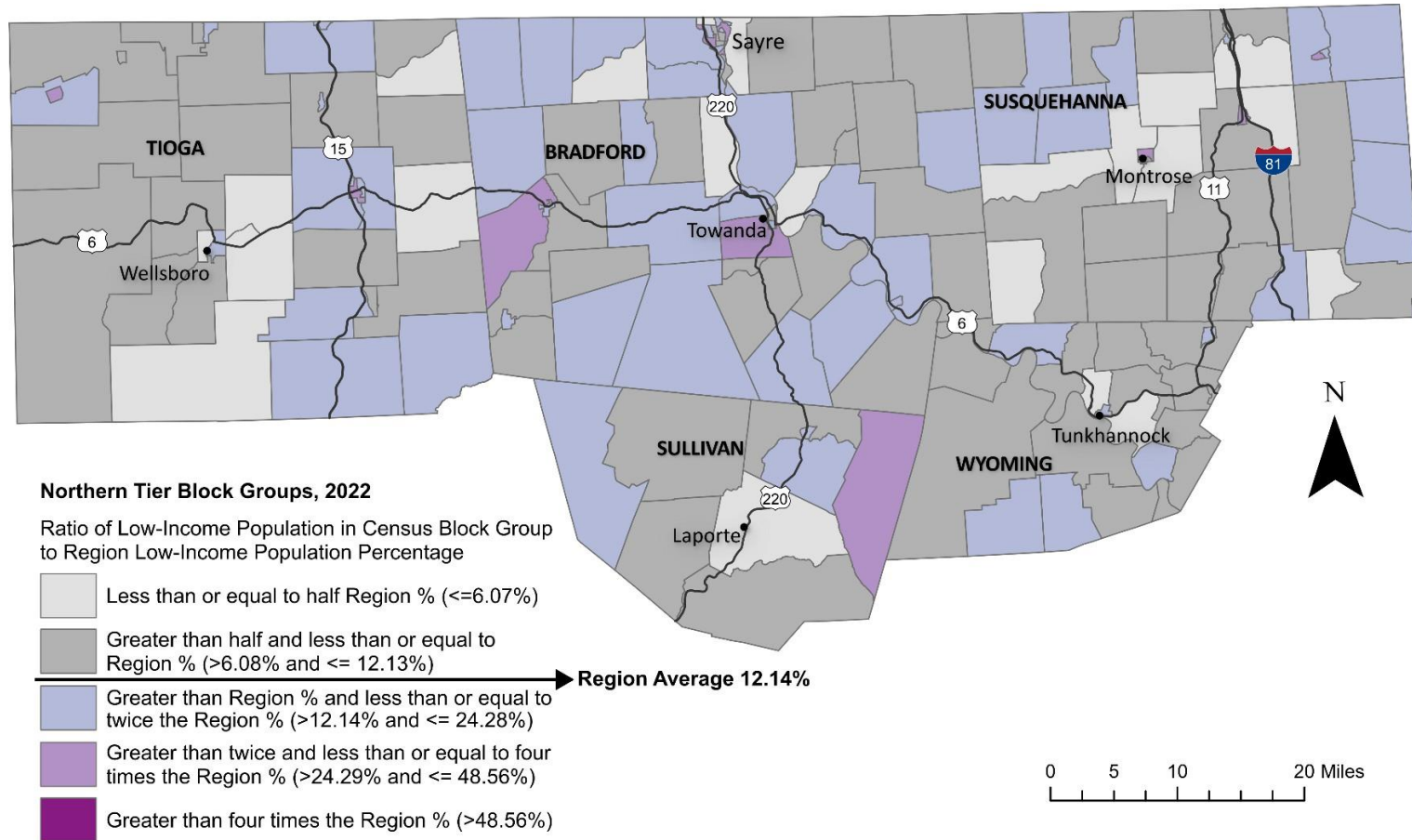
Note: The Northern Tier Region does not have any Block Groups that fall into Interval 5. The following analysis treats Interval 4 as the highest concentration census block of low-income residents.

Low-Income Intervals		Total Population	Total Population (%)	Low-Income Population	Low-Income Population (%)
1	Census Block Low-Income Population Percentage <= 6.07% (census block group low-income population percentage less than or equal to half of regionwide or regional low-income population percentage)	22,976	13.6%	961	4.7%
2	Census Block Low-Income Population Percentage > 6.07% and <= 12.14% (census block group low-income population percentage greater than half and less than or equal to regionwide or regional low-income population percentage)	78,133	46.2%	6,945	33.8%
3	Census Block Low-Income Population Percentage > 12.14% and <= 24.28% (census block group low-income population percentage greater than regionwide low-income population percentage and less than or equal to twice the regionwide or regional low-income population percentage)	57,399	33.9%	9,548	46.5%

4	Census Block Low-Income Population Percentage > 24.28% and <= 48.56% (census block group low-income population percentage greater than twice and less than or equal to four times the regionwide or regional low-income population percentage)	10,571	6.3%	3,074	15.0%
5	Census Block Low-Income Population Percentage > 48.56% (census block group low-income population percentage greater than four times the regionwide low-income population percentage)	0	0%	0	0%

The accompanying map shows the distribution of census block groups with low and high concentrations of low-income populations. The highest concentrations are located in Sayre and other parts of Bradford County, as well as the eastern side of Sullivan County.

Figure 2: Low-income Populations, 2018 -2022



Assessment of Current Conditions

Pavement Condition

Condition data for pavement assets are compiled by PennDOT’s Bureau of Maintenance and Operations (BOMO) and made available through the Roadway Management System (RMS) annually. The primary pavement condition and performance measures are the International Roughness Index (IRI) and the Overall Pavement Index (OPI). IRI is based on the smoothness of the pavement, while OPI combines a number of pavement factors, including IRI, to provide a more holistic measure of pavement performance. Condition data is collected on Interstate and NHS roads every year and on all non-NHS roads every two years. For this evaluation, both the IRI and OPI were evaluated for all State Road segments in the Northern Tier RPO region.

Of the State Roadway Segment Miles evaluated, the Northern Tier RPO region has 24 percent of total miles of road have poor OPI and 26 percent have poor IRI. The remaining are fair, good, excellent, or other condition.

Figure 3: Distribution of IRI by Minority Population Intervals – Based on 5.03% Region Average

Minority Interval ID	IRI Quality Range										Total Miles
	Excellent		Good		Fair		Poor		Other		
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	220.7	27%	241.7	27%	175.8	28%	233.0	27%	46.3	31%	917.5
Interval 2	281.0	34%	318.4	35%	226.3	37%	369.1	43%	60.4	41%	1,255.1
Interval 3	251.7	31%	299.5	33%	193.5	31%	226.0	26%	31.4	21%	1,002.0
Interval 4	47.5	6%	42.8	5%	21.1	3%	31.6	4%	7.0	5%	149.9
Interval 5	16.0	2%	5.8	1%	2.2	0%	4.6	1%	2.4	2%	31.0
Total Roadway Mileage	816.9	100%	908.1	100%	618.9	100%	864.3	100%	147.5	100%	3,355.5

Figure 4: Distribution of OPI by Minority Population Intervals – Based on 5.03% Region Average

Minority Interval ID	OPI Quality Range										Total Miles
	Excellent		Good		Fair		Poor		Other		
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	176.0	29%	348.6	25%	143.2	27%	243.3	30%	6.3	21%	917.5
Interval 2	216.0	36%	500.3	36%	206.4	39%	317.7	39%	14.7	50%	1,255.1
Interval 3	157.0	26%	459.3	33%	166.7	31%	214.2	26%	4.8	16%	1,002.0
Interval 4	39.3	7%	61.2	4%	16.6	3%	31.5	4%	1.4	5%	149.9
Interval 5	10.1	2%	12.7	1%	1.3	0%	4.6	1%	2.3	8%	31.0
Total Roadway Mileage	598.4	100%	1,382.0	100%	534.2	100%	811.4	100%	29.4	100%	3,355.5

Figure 5: Distribution of IRI by Low-Income Population Intervals – Based on 12.14% Region Average

Low-Income Interval ID	IRI Quality Range										Total Miles
	Excellent		Good		Fair		Poor		Other		
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	102.2	12%	144.8	16%	92.5	15%	130.5	15%	17.8	12%	487.7
Interval 2	382.7	46%	435.0	48%	319.2	52%	470.9	55%	68.6	47%	1,676.3
Interval 3	304.4	37%	285.4	32%	188.3	30%	241.6	28%	54.3	37%	1,074.0
Interval 4	38.7	5%	34.1	4%	18.7	3%	9.1	1%	6.6	4%	107.2

Interval 5	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	-
Total Roadway Mileage	828.0	100%	899.3	100%	618.6	100%	852.1	100%	147.2	100%	3,345.2

Figure 6: Distribution of OPI by Low-Income Population Intervals – Based on 12.14% Region Average

Low-Income Interval ID	OPI Quality Range										Total Miles
	Excellent		Good		Fair		Poor		Other		
	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	Miles	Percent	
Interval 1	76.3	13%	203.9	15%	87.4	16%	118.1	15%	2.0	7%	487.7
Interval 2	303.4	50%	632.9	46%	272.0	51%	453.5	56%	14.5	50%	1,676.3
Interval 3	206.4	34%	480.6	35%	157.7	30%	219.7	27%	9.6	33%	1,074.0
Interval 4	20.4	3%	57.4	4%	13.4	3%	13.3	2%	2.6	9%	107.2
Interval 5	0.0	0%	0.0	0%	0.0	0%	0.0	0%	0.0	0%	-
Total Roadway Mileage	606.5	100%	1,374.7	100%	530.5	100%	804.7	100%	28.8	100%	3,345.2

Figure 3 shows the distribution of State Roadway Segment Miles and associated IRI among Minority Populations. A majority of State Roadway Segment Miles are located within Minority Population Intervals 1 and 2, which have a smaller minority population than the regionwide average. Due to this large number of segment miles being located within the census block group areas associated with these intervals, there is a significantly larger number of poor-condition segment miles in these intervals. However, when looking at the percentages of poor condition IRI State Roadway Miles to total segment miles within each interval, it can be observed that there is 22 percent poor condition miles in Minority Population Intervals 3, 4, and 5, whereas Intervals 1 and 2 have 28 percent poor condition miles. In particular, Minority Population

Intervals 4 and 5 only have 180.93 State Roadway Segment Miles, which is 6.4 percent of the region's State Roadway Segment Miles. To have an equal percentage of IRI condition of State Roadway Segment Miles within each interval, the consideration of resurfacing/repaving projects to Poor IRI State Roadway Segment Miles should be focused in small amounts in the areas with a higher than the region average of Minority Populations. Smaller projects of resurfacing/repaving could add to a more equal distribution within each of these Minority Intervals as they have less total State Roadway Segment Miles.

Figure 4 shows the distribution of State Roadway Segment Miles and associated OPI among Minority Populations. A majority of State Roadway Miles are located within Minority Population Intervals 1 and 2, which have a smaller minority population than the regionwide average. Due to this large number of segment miles being located within the census block group areas associated with these intervals, there is a significantly larger number of poor-condition segment miles in these intervals. However, when looking at the percentages of poor condition OPI State Roadway Miles to total segment miles within each interval, it can be observed that there is 21 percent poor condition miles in Minority Population Intervals 3, 4, and 5, whereas Intervals 1 and 2 have 26 percent poor condition miles. To have a more equal percentage of OPI condition of State Roadway Segment Miles within each interval, the consideration of resurfacing/repaving projects to Poor State Roadway Segment Miles should be focused in small amounts in the areas with a higher than region average of Minority Populations. Smaller projects of resurfacing/repaving could add to a more equal distribution within each of these Minority Intervals as they have less total State Roadway Segment Miles.

Figure 5 shows the distribution of State Roadway Segment Miles and associated IRI among Low-Income Populations. Analyzing the poor condition State Roadway Segment Miles by Low-Income Population Intervals, it can be seen that the largest percentage of poor condition State Roadway Segment Miles is found in Intervals 1 and 2. However, Interval 1 and 2 are showing approximately 28 percent of its State Roadway Segment Miles in poor condition, while Interval 4 is showing approximately 21 percent of the total State Roadway Segment Miles in poor condition. By focusing resurfacing/repaving projects in the area encompassed by Interval 4, smaller projects would reduce this percentage by a much greater amount than the larger projects that would take place in areas covered by Interval 1 and 2 which have a total of 2,164 State Roadway Segment Miles compared to the 107 State Roadway Segment Miles in areas with the most low-income populations, Interval 4.

Figure 6 shows the distribution of State Roadway Segment Miles and associated OPI among Low-Income Populations. Analyzing the poor condition State Roadway Segment Miles by Low-Income Population Intervals, it can be seen that the largest percentage of poor condition State Roadway Segment Miles is found in Intervals 1 and 2. However, Interval 1 is showing approximately 24 percent of this interval's total State Roadway Segment Miles in poor condition within this

interval, while Interval 4 is showing approximately 12 percent of this interval's total State Roadway Segment Miles in poor condition. There are 2,750 State Roadway Segment Miles in Intervals 3 and 4, making up 82 percent of the region's total. Of the State Roadway Segment Miles in Intervals 3 and 4, 24 percent are in poor condition.

Figure 7: Concentration of Minority Population and Pavement Condition Segments

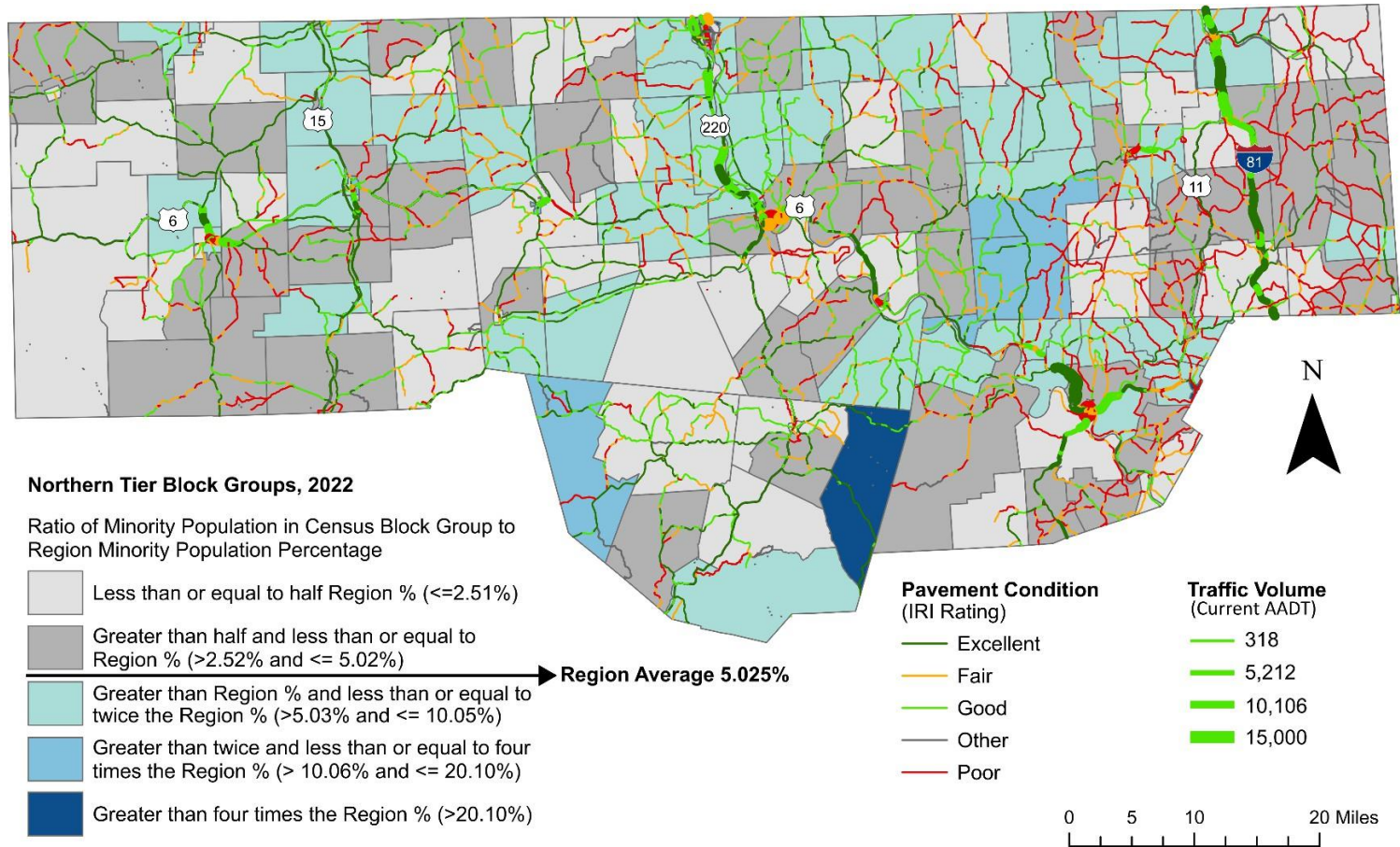
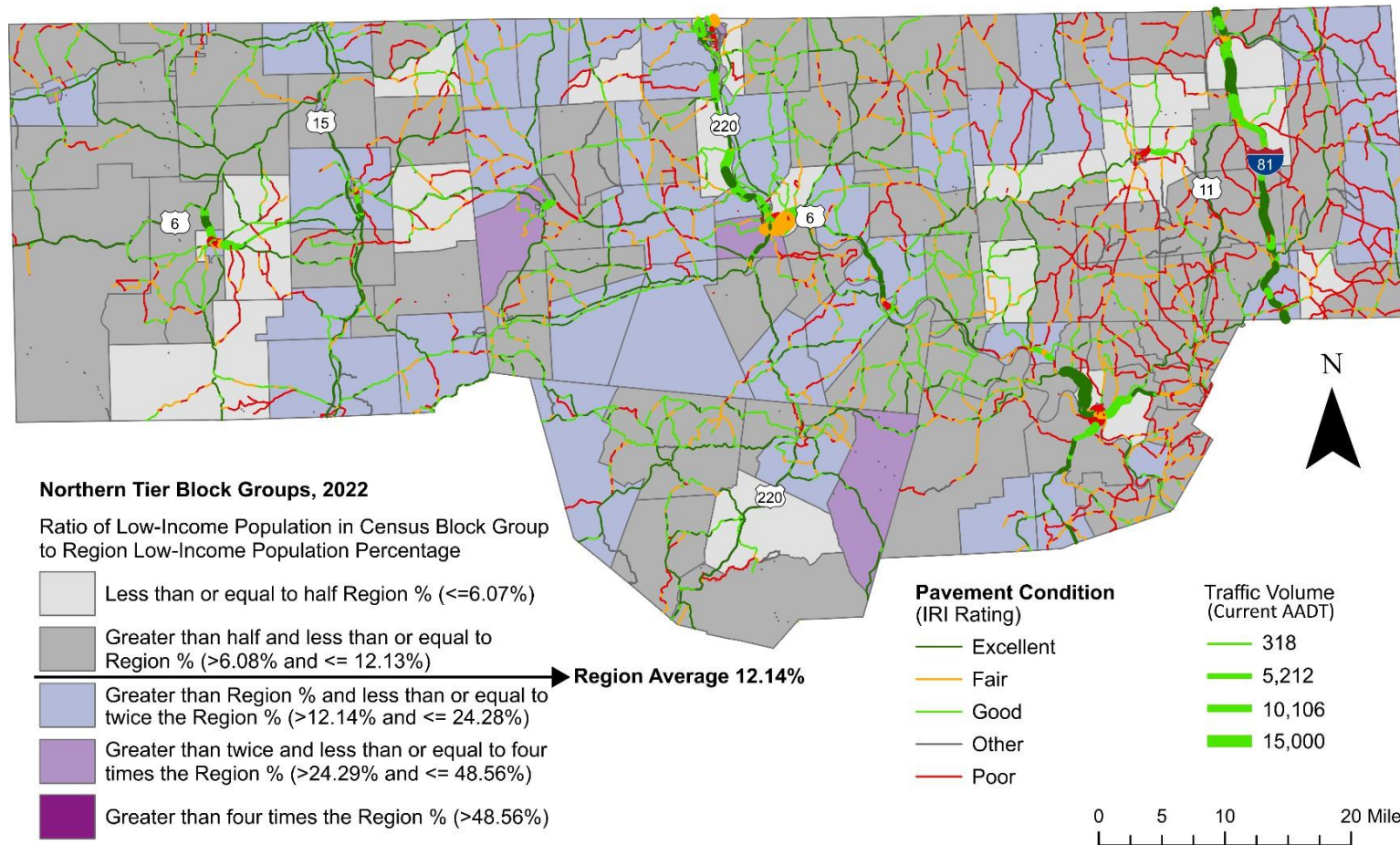


Figure 8: Concentration of Low-Income Population and Pavement Condition Segments



Bridge Condition

Bridge condition data was collected from PennDOT's OneMap. The portal contains attribute data for State and Local bridges, such as conditions. The inspection process rates the deck, superstructure, and substructure separately. If one of those elements is in poor condition, the entire bridge is rated in poor condition. The total number of bridges in the Northern Tier RPO region is 2,120. Of these, 249, or 11.7 percent, are in poor condition.

Bridges are evaluated based on the condition of their major components. State-owned bridges that are 8 feet or longer and local-owned bridges that are 20 feet or longer are inspected on a regular, rotating basis. After the inspections, the deck, substructure, and superstructure of the bridge are given condition ratings. If the bridge is a culvert, the one structural piece is given a condition rating. If any of these structural parts have a condition rating of 4 or less, the bridge is classified as Poor. Bridges and culverts with a condition rating of 5 for any structural parts are considered Fair. Bridges and culverts with a condition rating of 6 or higher are considered Good. The ratings are based on the Federal Highway Administration’s Pavement and Bridge Condition Report Performance Measures final rule, which became effective in February 2017.

A bridge labeled as Poor does not necessarily denote an unsafe structure, such bridges typically require significant maintenance and repair to remain in service and would eventually necessitate major rehabilitation or replacement to address the underlying deficiency. The underlying deficiencies leading to a Poor designation can include inadequate under clearances, insufficient load-carrying capacity, poor alignment with the roadway, or the inability to meet the demands of today's traffic.

Figure 9: Distribution of Bridge Condition by Minority Population Intervals – Based on 5.03% Region Average

Minority Interval ID	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Total Population	46,355	59,349	52,588	10,358	3,334	171,984
Total Population (in %)	26.95%	34.51%	30.58%	6.02%	1.94%	100%
Minority Population	637	2,147	3,652	1,368	839	8,643
Minority Population (in %)	7.37%	24.84%	42.25%	15.83%	9.71%	100%
<hr/>						
All Bridges	650	689	663	94	24	2,120
All Bridges in (%)	30.7%	32.5%	31.3%	4.4%	1.1%	100%
All Poor Bridges	88	63	73	23	2	249
All Poor Bridges (%)	35.3%	25.3%	29.3%	9.2%	0.8%	100%
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All Bridges Total Deck Area	1,232,728	1,252,600	2,069,305	142,055	48,884	4,745,573

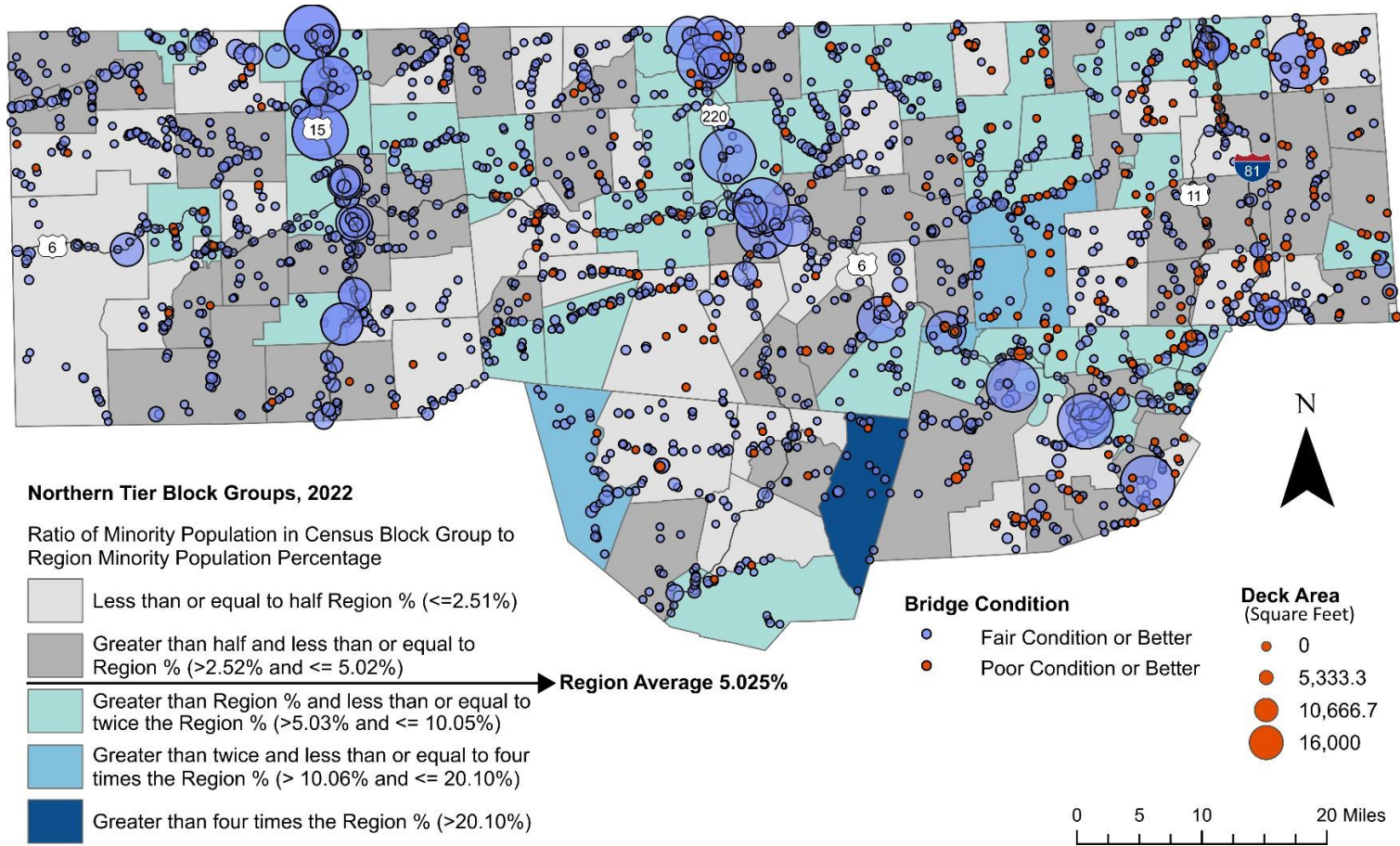
All Bridges Total Deck Area (%)	26.0%	26.4%	43.6%	3.0%	1.0%	100%
All Poor Deck Area	71,217	63,727	74,576	19,438	1,332	230,290
All Poor Deck Area (%)	30.9%	27.7%	32.4%	8.4%	0.6%	100%
State Bridges	539	593	562	73	23	1,790
State Bridges (%)	30.1%	33.1%	31.4%	4.1%	1.3%	100%
Poor State Bridges	55	45	47	14	1	162
Poor State Bridges (%)	34.0%	27.8%	29.0%	8.6%	0.6%	100%
Local Bridges	111	96	101	21	1	330
Local Bridges (%)	33.6%	29.1%	30.6%	6.4%	0.3%	100.0%
Poor Local Bridges	33	18	26	9	1	87
Poor Local Bridges (%)	37.9%	20.7%	29.9%	10.3%	1.1%	100.0%

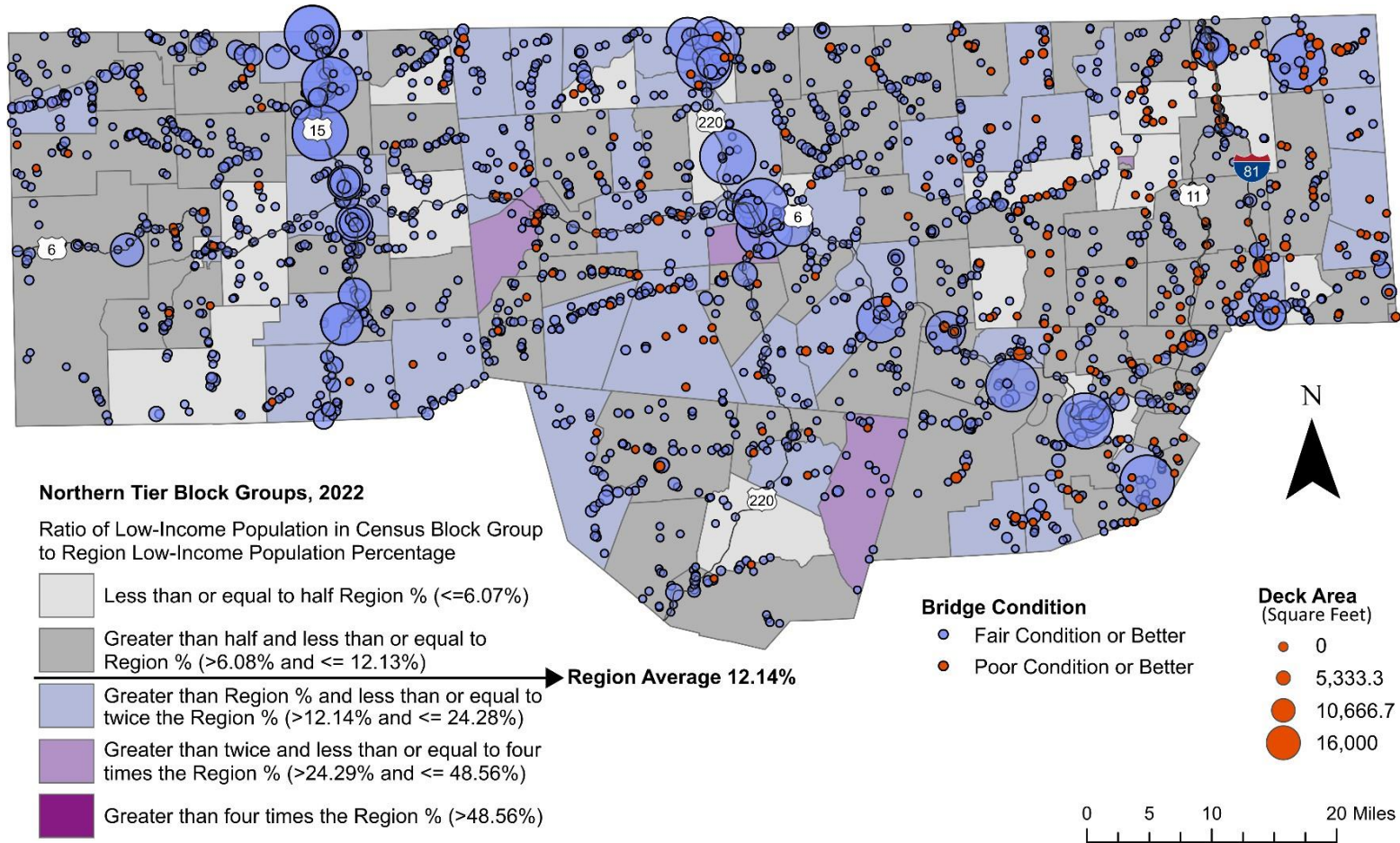
Figure 10: Distribution of Bridge Condition by Low-Income Population Intervals – Based on 12.14% Region Average

Low-Income Interval ID	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Total Population	22,976	78,133	57,399	10,571		169,079
Total Population (in %)	13.59%	46.21%	33.95%	6.25%	0.00%	100%
Low-Income Population	637	2147	3652	1368		7,804
Low-Income Population (in %)	8.16%	27.51%	46.80%	17.53%	0.00%	100%
All Bridges	265	1,063	732	60		2,120
All Bridges in (%)	12.5%	50.1%	34.5%	2.8%	0.0%	100%
All Poor Bridges	36	115	92	6		249
All Poor Bridges (%)	14.5%	46.2%	36.9%	2.4%	0.0%	100%

All Bridges Total Deck Area	534,201	2,011,070	1,906,889	293,414		4,745,573
All Bridges Total Deck Area (%)	11.3%	42.4%	40.2%	6.2%	0.0%	100%
All Poor Deck Area	37,522	89,873	97,578	5,317		230,290
All Poor Deck Area (%)	16.3%	39.0%	42.4%	2.3%	0.0%	100%
State Bridges						
State Bridges	223	915	598	54		1,790
State Bridges (%)	12.5%	51.1%	33.4%	3.0%	0.0%	100%
Poor State Bridges	28	80	52	2		162
Poor State Bridges (%)	17.3%	49.4%	32.1%	1.2%	0.0%	100%
Local Bridges						
Local Bridges	42	148	134	6		330
Local Bridges (%)	12.7%	44.8%	40.6%	1.8%	0.0%	100%
Poor Local Bridges	8	35	40	4		87
Poor Local Bridges (%)	9.2%	40.2%	46.0%	4.6%	0.0%	100%

Overall, Northern Tier bridges are in good condition. As with pavement, sample size poses a challenge in evaluating the environmental justice of bridge conditions. Sixty-three (63.2) percent of all bridges are located in areas with few minority concentrations (intervals 1 and 2), and 62.6 percent of all bridges are located in areas with few low-income concentrations (intervals 1 and 2). In areas with higher-than-average minority population (intervals 3, 4, and 5) of the 781 bridges in the census blocks, only 98 are in poor condition. In areas with higher-than-average low-income population (intervals 3 and 4) of the 792 bridges bridges, only 98 are in poor condition. In census blocks where the minority population is higher than the average (intervals 3, 4, and 5), only 62 (9 percent) out of 658 state bridges are in poor condition. Similarly, in areas where the low-income population is higher than the average (intervals 3 and 4), only 54 (8 percent) out of 652 state bridges are in poor condition.





Injury and Fatal Vehicular Crashes

Statewide crash data is collected by PennDOT and made publicly available through the Pennsylvania Crash Information Tool (PCIT). The most recent data available at the time of this analysis was from January 2018 to December 2022. The total number of reportable crashes in the Northern Tier RPO region for that period was 8,482. This includes vehicular

crash fatalities and suspected serious injury crashes, crashes in which a person on a bicycle was involved, and crashes in which a pedestrian was involved.

Figure 13: Distribution of Crashes (2018-2022) by Minority Population Intervals – Based on 5.03% Region Average

Minority Population Interval	Reportable Crashes		Fatal Crashes		Suspected Serious Injuries Crashes	
	Total	Percent	Total	Percent	Total	Percent
Interval1	2,335	27.5%	41	29.3%	125	32.0%
Interval2	2,929	34.5%	51	36.4%	123	31.5%
Interval3	2,790	32.9%	38	27.1%	115	29.4%
Interval4	320	3.8%	10	7.1%	25	6.4%
Interval5	108	1.3%	-	0.0%	3	0.8%
TOTAL	8,482	100%	140	1	391	100%

Figure 14: Distribution of Crashes (2018-2022) by Low-Income Population Intervals – Based on 12.14% Region Average

Low-Income Population Interval	Reportable Crashes		Fatal Crashes		Suspected Serious Injuries Crashes	
	Total	Percent	Total	Percent	Total	Percent
Interval1	1,490	17.6%	19	13.6%	57	14.6%
Interval2	3,615	42.6%	80	57.1%	171	43.7%
Interval3	2,970	35.0%	39	27.9%	150	38.4%
Interval4	407	4.8%	2	1.4%	13	3.3%
Interval5	0	0.0%	0	0.0%	0	0.0%
TOTAL	8,482	100%	140	100%	391	100%

Of the reported total fatalities and serious injuries, 48 (34.3 percent) took place within census block groups with higher-than-average minority population (Intervals 3, 4, or 5), and 41 (29.3 percent) were located within block groups with higher-than-average low-income population (Intervals 3 or 4). Unlike bridges or pavement, vehicular crashes are not necessarily

tied to a specific location. A person with a low income could be in a crash in an area with a high-income population. However, safety for all is the highest priority of the Northern Tier RPO and it is clear that more can be done to improve safety in areas with low-income and minority populations.

Non-Motorized Crashes

Non-motorized crashes were evaluated. The data in the charts below show the number of people riding a bicycle or walking who were involved in crashes. The data also shows the number of fatalities and serious injuries that occurred.

Figure 15: Distribution of Crashes (2018-2022) by Minority Population Intervals – Based on 5.03% Region Average

Minority Population Interval	Bicycle			Pedestrian		
	Total Crashes	Fatalities	Suspected Serious Injuries	Total Crashes	Fatalities	Suspected Serious Injuries
Interval1	4	0	0	15	1	4
Interval2	9	0	0	22	4	2
Interval3	6	1	1	25	3	10
Interval4	0	0	0	14	4	0
Interval5	1	0	0	0	0	0
TOTAL	20	1	1	76	12	16

Figure 16: Distribution of Crashes (2018-2022) by Low-Income Population Intervals – Based on 12.14% Region Average

Low-Income Population Interval	Bicycle			Pedestrian		
	Total Crashes	Fatalities	Suspected Serious Injuries	Total Crashes	Fatalities	Suspected Serious Injuries
Interval1	7	0	1	10	1	1
Interval2	4	1	0	24	8	4
Interval3	7	0	0	31	1	9
Interval4	2	0	0	11	2	2
Interval5	0	0	0	0	0	0
TOTAL	20	1	1	76	12	16

Of the reported bicycle and pedestrian crashes, 46 (47.9 percent) took place within census block groups with higher-than-average minority population (Intervals 3, 4, or 5), and 51 (53.1 percent) were located within block groups with higher-than-average low-income population (Intervals 3 or 4) These numbers indicate that the approximately 50 percent of bicycle and pedestrian crashes occur in the higher-than-average minority and low-income block groups. More needs to be done to improve no-motorized safety in these areas.

As noted above, safety is the top priority. The RPO will continue to address safety issues while collaborating with PennDOT and other organizations with a role in transportation safety.

The Northern Tier RPO will consider the distribution of bicycle and pedestrian crashes while implementing strategies.

Condition Summary

The physical asset maintenance in Northern Tier is good overall. This, in turn, lowers the amount of poor pavement miles and poor bridges that are located in higher-than-average (intervals 3, 4, and 5) low-income and minority census blocks. The 2025-2028 Highway/Bridge TIP contains many resurfacing and restoration projects for pavement and bridges.

Motorized vehicle crashes, both fatal and injury-causing, are prevalent in all census block groups. Roughly half of all non-motorized crashes involving people walking or riding a bicycle occurred in environmental justice population areas. The expansion of HSIP funding with the IIJA/BIL legislation in 2021 expanded eligibility to “vulnerable road users” and will be able to be used to address non-motorized safety issues going forward.

Benefits and Burdens

As a part of the Transportation Improvement Program (TIP) adoption procedure, the Northern Tier RPO is required to assess the impact that TIP projects have on the neighboring environments. One crucial aspect of this analysis is evaluating the benefits and burdens a project may have on minority and low-income populations surrounding a project area. The transportation program can bring various benefits, such as access, mobility, safety, and environmental quality. However, it can also cause burdens, such as a reduction in any of the above aspects to a community. Many transportation projects require a trade-off between these features of the transportation system and the distribution of the benefits and burdens. For instance, a project that decreases congestion in one community may result in a decrease in the environmental quality of another as additional vehicles begin using the improved route. Increased safety may require a trade-off in access or mobility, and increased access may bring mobility concerns. The benefits and burdens analysis concerning environmental justice is done to evaluate that the benefits of transportation investment are being equally shared and that the burdens created by new projects are not being borne by one part of the public over another. All conditions were overlaid onto low-income and minority concentration maps and tables.

The Draft 2025-2028 TIP outlines various types of projects such as Maintenance, Bridges, Highway, and Safety. Each project type has a unique impact on the population and affects them differently. For example, maintenance projects have the least impact on the population as they usually involve resurfacing or repaving of existing roadways. Although they may cause delayed travel time, transit service, traffic detours, work zone noise, and debris, they are usually of shorter duration and result in an improved roadway network by providing smoother surfaces and new markings. Bridge projects, whether rehabilitation or replacement, can result in significant traffic detours, delays, and noise. However, the benefits of these types of improvements include safer bridge structures, better roadway conditions, and updated signage.

While poor-condition bridges were fairly distributed in areas with low minority and low-income concentrations, the Northern Tier RPO continues to maintain all bridges safely. In addition to TIP base funds for bridge repair, the IJJA/BIL introduced a new bridge funding category—BRIP. Northern Tier also administers programs for bridges owned by municipalities. These are the Northern Tier At-Risk Bridge Program and the \$5 Local Use Fee Program. These programs further enhance the condition of bridges throughout the Northern Tier.

The RPO and PennDOT use the Network Screening Tool to evaluate locations where safety improvements are needed. These projects are then selected to receive federal HSIP funds. Injury or fatal crashes and pedestrian and bicycle crashes are significant in low-income and minority population areas. This will be taken into consideration as projects in those areas move forward. Safety improvements such as accessible pedestrian signals, ADA curve ramps, widening shoulders, repairing sidewalks, and adding pedestrian refuge islands will be incorporated into projects wherever possible. The RPO will also work to advance active transportation networks identified in the upcoming 2050 Long-Range Transportation Plan. Some examples may include walking trails, bike lane recommendations, and sidewalk gaps.

2025-2028 Highway and Bridge Projects

All projects in the Draft 2025-2028 Highway/Bridge TIP (4 years) were overlaid onto the environmental justice maps, as discussed in the following section. Note that not all projects have a specific location.

Qualitative Evaluation of TIP Projects

A qualitative evaluation of the 2025-2028 Highway and Bridge Program was undertaken to evaluate the potential adverse effects of the program that disproportionately impact minority and low-income populations. A few of these adverse effects could include destruction or disruption of community cohesion or a community's economic vitality, increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the

broader community, destruction or disruption of the availability of public and private facilities and services, adverse employment effects, or destruction or disruption of human-made or natural resources.

The Northern Tier RPO reviewed transportation projects located in areas that were determined to be “high minority” or “high in-poverty.” “High minority,” for the purpose of this analysis, refers to census block groups that have a concentration of minority persons that is greater than or equal to the region average of 5.03 percent. “High in-poverty” refers to census block groups that have a concentration of low-income persons that is greater than or equal to the region average of 12.14 percent.

The projects were categorized by their potential to impact minority and low-income populations. Knowing a project’s impact type clarifies the implications of its location near these populations. Some projects may deliver region-wide benefits in terms of improved mobility and accessibility but have localized adverse effects that may be borne by minority and low-income populations in proximity to the project.

Figure 17 and

Figure 18 detail the estimated total cost of each project type, the percentage of the total cost, and the total per-capita cost.

Figure 17: Minority Intervals and Estimated Cost by Project Type

Percent Minority by Block Group Intervals		Interval1	Interval2	Interval3	Interval4	Interval5	TOTAL
Population Shared by Interval	Total Population	46,355	59,349	52,588	10,358	3,334	171,984
	Share of Total Population	27%	35%	31%	6%	2%	
	Minority Population	637	2,147	3,652	1,368	839	8,643
	Share of Minority Population	7%	25%	42%	16%	10%	
All Bridge Projects	Amount of Estimated Funding	\$ 66,194,365	\$ 66,674,363	\$ 68,072,602	\$ 25,676,367	\$ 4,312,600	\$ 230,930,298
<i>Bridge Preservation - Federal, Bridge Preservation - State, Bridge Replacement, and Bridge Restoration, Bridge Removal</i>	Percentage of Funding	28.7%	28.9%	29.5%	11.1%	1.9%	
All Highway Projects	Amount of Estimated Funding	\$ 32,123,782	\$ 65,185,729	\$ 39,102,757	\$ 5,793,690	\$ -	\$ 142,205,959
<i>Highway Restoration, Highway Reconstruction, Interstate Maintenance Program</i>	Percentage of Funding	22.6%	45.8%	27.5%	4.1%	0.0%	
All Maintenance Projects	Amount of Estimated Funding	\$ 4,569,727	\$ 8,657,896	\$ 10,657,354	\$ 100,024	\$ -	\$ 23,985,000

2025 - 2028 Transportation Improvement Program

<i>409 Expanded Maintenance, General Maintenance</i>	Percentage of Funding	19.1%	36.1%	44.4%	0.4%	0.0%	
All Safety Projects	Amount of Estimated Funding	\$ 2,739,434	\$ 9,545,583	\$ 2,862,411	\$ -	\$ -	\$ 15,147,428
<i>Rail Highway Grade Crossing, Safety Improvement</i>	Percentage of Funding	18.1%	63.0%	18.9%	0.0%	0.0%	
All Projects	Amount of Estimated Funding	\$ 105,627,307	\$ 150,063,571	\$ 120,695,123	\$ 31,570,081	\$ 4,312,600	\$ 412,268,684
	Percentage of Funding	25.6%	36.4%	29.3%	7.7%	1.0%	
	Per-Capita Funding	\$ 2,279	\$ 2,528	\$ 2,295	\$ 3,048	\$ 1,294	\$ 11,444

Figure 18: Low-Income Intervals and Estimated Cost by Project Type

Percent Low-Income by Block Group Intervals		Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	TOTAL
Population Shared by Interval	Total Population	22,976	78,133	57,399	10,571	0	169,079
	Share of Total Population	14%	46%	34%	6%	0%	
	Low-Income Population	637	2147	3652	1368	0	7,804
	Share of Low-Income Population	8%	28%	47%	18%	0%	
All Bridge Projects	Amount of Estimated Funding	\$ 27,405,565	\$ 122,849,157	\$ 69,745,938	\$ 10,929,637	\$ 0	\$ 230,930,298
<i>Bridge Preservation - Federal, Bridge Preservation - State, Bridge Replacement, and Bridge Restoration, Bridge Removal</i>	Percentage of Funding	11.9%	53.2%	30.2%	4.7%	0.0%	
All Highway Projects	Amount of Estimated Funding	\$ 34,449,524	\$ 53,832,430	\$ 46,189,455	\$ 7,734,550	\$ 0	\$ 142,205,959
<i>Highway Restoration, Highway Reconstruction, Interstate Maintenance Program</i>	Percentage of Funding	24.2%	37.9%	32.5%	5.4%	0.0%	
All Maintenance Projects	Amount of Estimated Funding	\$ 3,807,093	\$ 6,719,686	\$ 12,948,362	\$ 509,859	\$ 0	\$ 23,985,000
<i>409 Expanded Maintenance, General Maintenance</i>	Percentage of Funding	15.9%	28.0%	54.0%	2.1%	0.0%	

All Safety Projects	Amount of Estimated Funding	\$ 1,248,292	\$ 6,896,026	\$ 6,414,678	\$ 588,432	\$ 0	\$ 15,147,428
<i>Rail Highway Grade Crossing, Safety Improvement</i>	Percentage of Funding	8.2%	45.5%	42.3%	3.9%	0.0%	
All Projects	Amount of Estimated Funding	\$ 66,910,475	\$ 190,297,299	\$ 135,298,432	\$ 19,762,478	\$ 0	\$ 412,268,684
	Percentage of Funding	16.2%	46.2%	32.8%	4.8%	0.0%	
	Per-Capita Funding	\$ 2,912	\$ 2,436	\$ 2,357	\$ 1,869	\$ 0	\$ 9,574

Figure 19: Types of Impacts on Low-Income and Minority Populations

High potential for adverse impacts (High)	These may include major capital/capacity-adding or new right-of-way projects
Lower potential for adverse impacts/potentially beneficial (Medium)	These may include roadway and bridge maintenance projects
Low potential for adverse impact/inherently beneficial (Low)	These may include transit, bike-ped, safety, or studies

Figure 20: Impacts from the Draft 2025 TIP on Low-Income and Minority Populations – Based on Minority 5.03% and Low-Income 12.14% Region Averages

MPMS	Project Title	Minority Interval	Low-Income Interval	Project Type	Impact
5112	Redington Ave ov W Branch	Interval4	Interval3	Bridge Replacement	Medium
5129	S Railroad Street Bridge	Interval4	Interval3	Bridge Replacement	Medium
5137	SR 4027 over South Creek	Interval1	Interval3	Bridge Restoration	Medium
5138	SR 4027 over Buck Creek	Interval2	Interval1	Bridge Replacement	Medium
5166	T-821 over Beckwith Creek	Interval2	Interval3	Bridge Removal	High
5223	Prospect Street over Fall	Interval4	Interval3	Bridge Restoration	Medium
6936	T-416 over Porter Creek	Interval4	Interval3	Bridge Replacement	Medium
6957	T-460 over Lick Creek	Interval1	Interval2	Bridge Replacement	Medium
7006	SR 87 over Dry Run	Interval4	Interval3	Bridge Restoration	Medium

7007	SR 87 over Slab Run	Interval4	Interval3	Bridge Restoration	Medium
7030	Lycoming Co to Sonestown	Interval3	Interval2	Highway Restoration	Medium
7290	T-894 ovr Bailey Crk	Interval3	Interval2	Bridge Replacement	Medium
7371	SR 3007 ovr Tb Stoney Frk	Interval1	Interval2	Bridge Replacement	Medium
9546	Johnston Street over Salt	Interval3	Interval4	Bridge Replacement	Medium
9631	SR 1007 over South Branch	Interval1	Interval3	Bridge Replacement	Medium
9643	SR 2036 over Rock Hill Cr	Interval2	Interval2	Bridge Replacement	Medium
9654	SR 2096 over Horton Creek	Interval2	Interval2	Bridge Replacement	Medium
9668	SR 706 over Branch Wyalus	Interval4	Interval2	Bridge Replacement	Medium
9698	SR 29 over Branch of Wyal	Interval3	Interval1	Bridge Replacement	Medium
9699	SR 11 over East Branch Ma	Interval2	Interval2	Bridge Replacement	Medium
9701	SR 29 over Tributary Snak	Interval1	Interval1	Bridge Preservation - State Funded	Medium
9704	SR 92 over Hillborn Creek	Interval1	Interval3	Bridge Replacement	Medium
9709	SR 367 over Branch Tuscar	Interval4	Interval1	Bridge Replacement	Medium
9720	SR 706 over East Branch o	Interval4	Interval2	Bridge Replacement	Medium
9723	SR 492 over Little Butler	Interval2	Interval2	Bridge Replacement	Medium
9742	SR 3017 over Thomas Creek	Interval1	Interval2	Bridge Restoration	Medium
10137	SR 1015 over Field Brook	Interval3	Interval2	Bridge Replacement	Medium
10138	SR 2012 over Tunkhannock	Interval3	Interval2	Bridge Replacement	Medium
10139	SR 267 over Meshoppen Cre	Interval3	Interval3	Bridge Restoration	Medium
10162	SR 3003 over Sugar Hollow	Interval1	Interval2	Bridge Replacement	Medium
10181	SR 92 over Field Brook	Interval3	Interval2	Bridge Replacement	Medium
10222	SR 6 over Branch of Tunkh	Interval3	Interval2	Bridge Replacement	Medium
10223	SR 6 over South Branch of	Interval3	Interval2	Bridge Restoration	Medium
10228	SR 92 over Fitch Creek	Interval2	Interval3	Bridge Replacement	Medium
10232	SR 307 over Branch Osterh	Interval3	Interval1	Bridge Replacement	Medium
47034	SR 171 over Canawacta Cre	Interval1	Interval3	Bridge Replacement	Medium
67525	SR 706 over East Branch W	Interval4	Interval2	Bridge Replacement	Medium
67546	SR 4014 over Branch of Ap	Interval1	Interval2	Bridge Replacement	Medium

67548	SR 3004 over Tributary to	Interval4	Interval2	Bridge Replacement	Medium
67550	SR 11 over Tributary Salt	Interval3	Interval1	Bridge Replacement	Medium
67560	SR 4008 over Silver Creek	Interval1	Interval1	Bridge Replacement	Medium
67565	SR 1022 over Tributary Du	Interval3	Interval2	Bridge Replacement	Medium
67743	T-346 over Kings Creek	Interval1	Interval2	Bridge Replacement	Medium
67746	T-420 over Elk Creek	Interval1	Interval2	Bridge Replacement	Medium
68808	SR 2001 over South Run Cr	Interval2	Interval3	Bridge Replacement	Medium
68841	SR 2018 over Leonard Cree	Interval2	Interval3	Bridge Replacement	Medium
68874	SR 3002 over Stone Run	Interval1	Interval3	Bridge Replacement	Medium
68926	SR 106 over Round Pond Cr	Interval1	Interval3	Bridge Restoration	Medium
68936	SR 167 over Martins Creek	Interval2	Interval2	Bridge Replacement	Medium
68940	SR 171 over Lackawanna Ri	Interval2	Interval2	Bridge Restoration	Medium
69008	SR 1017 over Tributary to	Interval1	Interval3	Bridge Restoration	Medium
69012	SR 2008 over Dundaff Cree	Interval2	Interval2	Bridge Restoration	Medium
69016	SR 2016 over Tributary E.	Interval1	Interval3	Bridge Replacement	Medium
69020	SR 2017 over Norfolk Sout	Interval2	Interval2	Bridge Replacement	Medium
69023	SR 2036 over Overflow Cha	Interval2	Interval2	Bridge Replacement	Medium
74024	SR3002 over Ladds Creek	Interval2	Interval3	Bridge Replacement	Medium
75976	I-81 Exit 219	Interval2	Interval2	Interstate Maintenance Program	Medium
76157	SR4022 ov Chemung River	Interval3	Interval4	Bridge Restoration	Medium
78773	SR 1055 Over Parks Creek	Interval3	Interval2	Bridge Restoration	Medium
78776	SR2007 ov Sugar Run	Interval2	Interval3	Bridge Restoration	Medium
78786	SR3001ovTowandaCreek	Interval1	Interval3	Bridge Restoration	Medium
78797	SR 4016 Over South Creek	Interval3	Interval3	Bridge Restoration	Medium
78938	SR87 ov Ogdonia Creek	Interval4	Interval3	Bridge Replacement	Medium
79569	SR 3001 over Carter Creek	Interval4	Interval1	Bridge Replacement	Medium
79570	SR 3004 over Riley Creek	Interval4	Interval2	Bridge Replacement	Medium
79574	SR 1037 over Tributary to	Interval3	Interval2	Bridge Restoration	Medium
79578	SR 3023 over Hortons Cree	Interval2	Interval2	Bridge Restoration	Medium

85720	SR 1018 over Tributary D	Interval1	Interval1	Bridge Replacement	Medium
85729	SR 92 over Tributary Tunk	Interval2	Interval2	Bridge Replacement	Medium
85731	SR 2043 over Millard Cree	Interval1	Interval2	Bridge Restoration	Medium
85773	SR 87 over Little Mehoopa	Interval2	Interval2	Bridge Restoration	Medium
86917	SR 2005 to Welcome Cntr	Interval3	Interval2	Highway Restoration	Medium
88915	SR 14 over Tannery Creek	Interval1	Interval3	Bridge Replacement	Medium
89698	SR 1018 over Snake Creek	Interval1	Interval1	Bridge Replacement	Medium
89699	SR 2067 over Tunkhannock	Interval2	Interval2	Bridge Replacement	Medium
89705	SR 171 over Denton Creek	Interval3	Interval2	Bridge Replacement	Medium
89710	SR 11 over Tributary to S	Interval3	Interval2	Bridge Restoration	Medium
89711	SR 2046 over West Branch	Interval2	Interval3	Bridge Replacement	Medium
89906	SR 4015 ov Tb Sugar Creek	Interval1	Interval2	Bridge Replacement	Medium
89908	SR 2022 over Branch Mart	Interval2	Interval2	Bridge Replacement	Medium
94631	SR 14 over Tb South Creek	Interval1	Interval3	Bridge Replacement	Medium
94741	SR 11 Shoulder / ELRS.	Interval2	Interval2	Safety Improvement	High
96207	SR 2067 over Bell Creek	Interval2	Interval2	Bridge Replacement	Medium
96728	SR 11 over Tannery Street	Interval2	Interval2	Bridge Replacement	Medium
96730	SR 706 over Branch Wyalus	Interval4	Interval2	Bridge Replacement	Medium
96732	SR 1018 over Norfolk Sout	Interval1	Interval2	Bridge Replacement	Medium
96733	SR 167 over Hop Bottom Cr	Interval2	Interval2	Bridge Restoration	Medium
96735	SR 3029 over Forest Lake	Interval3	Interval3	Bridge Replacement	Medium
96746	SR 2021 over Beaver Creek	Interval2	Interval2	Bridge Replacement	Medium
96747	SR 4006 over Little Tusca	Interval4	Interval2	Bridge Replacement	Medium
96750	SR 2007 over Tributary to	Interval1	Interval2	Bridge Replacement	Medium
96756	SR 2031 over Outlet Lake	Interval2	Interval2	Bridge Replacement	Medium
96757	SR 4002 over Little Mehoo	Interval2	Interval2	Bridge Replacement	Medium
97598	PA 14 over South Creek	Interval1	Interval3	Bridge Restoration	Medium
97621	SR 187 ov Tr Wysox Cr	Interval2	Interval2	Bridge Replacement	Medium
97628	SR 187 over Parks Creek	Interval3	Interval2	Bridge Replacement	Medium
97640	SR1067ovTribSatterlee Cr	Interval2	Interval2	Bridge Restoration	Medium

97644	SR4027 ov Bucks Cr	Interval2	Interval1	Bridge Replacement	Medium
97677	SR1001 ov Lambs Creek	Interval3	Interval3	Bridge Restoration	Medium
97678	SR1005 ov Mill Creek	Interval3	Interval2	Bridge Restoration	Medium
97680	SR2017 ov Tioga River	Interval3	Interval3	Bridge Restoration	Medium
97684	SR4007 ov N Brook	Interval2	Interval2	Bridge Replacement	Medium
97689	T-385 ov Stoney Fork Cr	Interval2	Interval2	Bridge Replacement	Medium
98478	SR2022 Ov Tb to Corey Crk	Interval2	Interval1	Bridge Restoration	Medium
98514	SR2027 ov Canoe Camp Crk	Interval2	Interval3	Bridge Restoration	Medium
98534	SR1021 ov Rummerfield Crk	Interval2	Interval3	Bridge Replacement	Medium
99063	SR1049ovRusselRun	Interval3	Interval2	Bridge Restoration	Medium
99072	SR3017ovNBrTowandaCrk	Interval1	Interval3	Bridge Restoration	Medium
99076	SR4022 ov US220	Interval3	Interval4	Bridge Restoration	Medium
99107	US6ovTb N Elk Run	Interval3	Interval3	Bridge Replacement	Medium
99114	SR 87 to Marsh Crk	Interval1	Interval3	Highway Restoration	Medium
99142	SR1043ovSpauldingsCreek	Interval3	Interval3	Bridge Restoration	Medium
99159	LycoCotoLoyalsockCrk	Interval4	Interval3	Highway Restoration	Medium
99173	SR15 to SR2005	Interval2	Interval3	Highway Restoration	Medium
99275	SR220 over Marsh Creek	Interval1	Interval3	Bridge Replacement	Medium
99278	SR187 over Wysox Creek	Interval3	Interval2	Bridge Replacement	Medium
99358	SR1040ovPrinceHollowRun	Interval3	Interval2	Bridge Restoration	Medium
99360	SR1058ovSackett Run	Interval2	Interval2	Bridge Replacement	Medium
99368	SR2011 ov Blockhouse Crk	Interval2	Interval3	Bridge Replacement	Medium
99369	SR2022 ov Howland Crk	Interval2	Interval2	Bridge Replacement	Medium
99370	SR3007ovWBrStoneyFork	Interval1	Interval2	Bridge Replacement	Medium
99382	Shanerburg Rd to SR 3009	Interval2	Interval2	Highway Restoration	Medium
99394	Lycoming Co to Creamery S	Interval2	Interval3	Highway Restoration	Medium
99413	SR3023ovHeiseRun #2	Interval3	Interval2	Bridge Restoration	Medium
99414	SR3023ovHeiseRun	Interval3	Interval2	Bridge Restoration	Medium
99415	SR4001 ov Potter Brook	Interval1	Interval2	Bridge Replacement	Medium
99416	SR4027ovBrCummingsCrk	Interval1	Interval2	Bridge Replacement	Medium

99422	SR220 to Muncy Valley Roa	Interval3	Interval2	Highway Restoration	Medium
99426	Old Mainesburg Rd to Stra	Interval4	Interval3	Highway Restoration	Medium
100452	SR 4002 over Snake Creek	Interval3	Interval2	Bridge Restoration	Medium
100596	SR 1049 over Branch of Sn	Interval1	Interval1	Bridge Replacement	Medium
101043	SR 171 over High Bridge C	Interval3	Interval2	Bridge Restoration	Medium
101100	SR6 AND SR 187 Intersecti	Interval2	Interval3	Safety Improvement	Medium
101109	SR199 to NY State Line SB	Interval4	Interval4	General Maintenance	Medium
101146	SR 3001 over Kasson Brook	Interval2	Interval2	Bridge Restoration	Medium
101154	SR 11 over Branch of Tunk	Interval3	Interval2	Bridge Replacement	Medium
101278	SR349 Sabinsville Slide	Interval1	Interval2	Highway Reconstruction	Low
101335	Welcome Center to Tioga R	Interval3	Interval2	Highway Restoration	Medium
102684	Canoe Camp Slide	Interval2	Interval3	Highway Restoration	Low
102862	T-762 ov Seeley Creek #38	Interval2	Interval3	Bridge Replacement	Medium
102938	SR 42 to Loyalsock Cr	Interval1	Interval1	Highway Restoration	Medium
103156	Grover Rd to South Ave	Interval3	Interval3	Highway Restoration	Medium
106235	SR414 ov W Mill Creek	Interval1	Interval3	Bridge Replacement	Medium
106236	SR4021 ov Cowanesque Rive	Interval3	Interval3	Bridge Replacement	Medium
106243	US6 ov Tioga River	Interval3	Interval4	Bridge Preservation - Federal	Medium
108985	SR 2005 Two-Way Left Turn	Interval3	Interval3	Safety Improvement	Medium
109757	SR 4010 Hillsgrove Post F	Interval4	Interval3	Bridge Restoration	Medium
109879	SR 267 over Branch Little	Interval4	Interval2	Bridge Replacement	Medium
109880	SR 706 over Snell Creek	Interval4	Interval2	Bridge Replacement	Medium
109882	SR 2023 over Outlet Lewis	Interval3	Interval3	Bridge Replacement	Medium
110161	SR 1029 over Pond Hill Ru	Interval2	Interval1	Bridge Replacement	Medium
110166	SR 87 over Little Loyalso	Interval1	Interval2	Bridge Restoration	Medium
110235	SR 4005 over Fall Run	Interval4	Interval3	Bridge Replacement	Medium
110236	SR4027 over Cummings Cree	Interval1	Interval2	Bridge Replacement	Medium
110238	SR 1012 over Trib to Cold	Interval2	Interval2	Bridge Replacement	Medium

110240	SR4020 over Lick Creek	Interval1	Interval2	Bridge Replacement	Medium
110241	SR 1029 over Bullards Cre	Interval2	Interval2	Bridge Replacement	Medium
110243	SR1006 over Trib to Birch	Interval2	Interval3	Bridge Replacement	Medium
110251	SR 2003 over Bloody Run	Interval3	Interval2	Bridge Restoration	Medium
110259	SR1002 over Branch of Lit	Interval2	Interval3	Bridge Replacement	Medium
110264	SR 1049 over Branch of Pe	Interval3	Interval2	Bridge Restoration	Medium
110267	SR 1001 over Loyalsock Cr	Interval5	Interval4	Bridge Replacement	Medium
110275	SR 1002 over Trib to Pige	Interval5	Interval4	Bridge Replacement	Medium
110404	Allegheny Ave to Lakewood	Interval2	Interval2	Highway Restoration	Medium
110405	SR6 from SR2018 to SR660	Interval2	Interval1	Highway Restoration	Medium
110406	SR6 from Tracey Rd to Rum	Interval2	Interval3	Highway Restoration	Low
110435	T-410 over N Branch of Me	Interval5	Interval4	Bridge Replacement	Medium
110441	SR87 over Loyalsock Creek	Interval1	Interval2	Bridge Replacement	Medium
110442	SR87 over Little Loyalsoc	Interval1	Interval2	Bridge Restoration	Medium
111778	SR 29 and Keelersburg Roa	Interval1	Interval2	Safety Improvement	Medium
112539	SR 2046 over Tunkhannock	Interval2	Interval2	Bridge Restoration	Medium
112732	SR 4024 Slide Repair	Interval1	Interval3	Highway Restoration	Low
112737	SR 11, SR 492, SR 848 Int	Interval3	Interval4	Safety Improvement	Medium
113545	SR 4002 to SR 154	Interval4	Interval3	Highway Restoration	Medium
113806	Sebring to SR 2005	Interval2	Interval3	General Maintenance	Low
113850	SR 87 over Branch Mehoopa	Interval2	Interval2	Bridge Replacement	Medium
114014	SR 15 SB Mansfield to Tio	Interval3	Interval4	Highway Restoration	Medium
114016	West of SR 3011 to Wonder	Interval3	Interval3	Highway Restoration	Medium
114017	Burlington to East of SR	Interval3	Interval3	Highway Restoration	Medium
114018	Wyalusing to Lattimore Ro	Interval2	Interval3	Highway Restoration	Medium
114019	SR 4019 to SR 3033	Interval3	Interval3	Highway Restoration	Medium
114020	E of Mainesburg to Bradfo	Interval2	Interval1	Highway Restoration	Medium
114021	Susquehanna River to Lani	Interval2	Interval1	Highway Restoration	Medium
114022	SR 15 to East of Schodac	Interval3	Interval3	Highway Restoration	Medium
114023	SR 6 to South of SR 1038	Interval3	Interval4	Highway Restoration	Medium

114025	Colton Road to Shippen Tw	Interval3	Interval2	General Maintenance	Medium
114053	SR 154 over Shanerburg Ru	Interval2	Interval2	Bridge Replacement	Medium
114055	SR 154 over Elk Creek	Interval1	Interval2	Bridge Replacement	Medium
114079	Susquehanna County Paving	Interval4	Interval4	Highway Restoration	Medium
114094	T-526 over Wilson Creek	Interval2	Interval2	Bridge Replacement	Medium
114098	T-377 over Sugar Run	Interval2	Interval3	Bridge Replacement	Medium
114100	T-533 over Tributary to M	Interval3	Interval2	Bridge Replacement	Medium
114168	SR 1056 over Trib Wappase	Interval3	Interval2	Bridge Replacement	Medium
114169	SR 4031 over Wolfe Creek	Interval3	Interval3	Bridge Replacement	Medium
114170	SR4002 over Trib Catlin H	Interval2	Interval1	Bridge Replacement	Medium
114178	SR154 over Beech Flats Cr	Interval3	Interval2	Bridge Replacement	Medium
114180	SR1062 over Cayuta Crk an	Interval5	Interval4	Bridge Replacement	Medium
114183	SR3008 over Tributary to	Interval3	Interval3	Bridge Replacement	Medium
114190	SR 3008 over Trib Towanda	Interval1	Interval3	Bridge Replacement	Medium
114191	SR 2019 over Tributary to	Interval1	Interval3	Bridge Replacement	Medium
114192	SR1040 over Branch Prince	Interval3	Interval2	Bridge Replacement	Medium
114911	I-81 Guiderail/Cable Medi	Interval2	Interval3	Safety Improvement	Medium
115158	SR 15 Drainage (Mahosky C	Interval3	Interval3	Highway Restoration	Low
115243	Sullivan Co to Stevenson	Interval2	Interval3	Highway Restoration	Medium
115282	Bradford SR 1033 Slide Re	Interval2	Interval1	Highway Restoration	Medium
115287	Bradford SR 3015 Slide Re	Interval1	Interval3	Highway Restoration	Medium
115358	Morgan Ave to SR 42	Interval2	Interval2	Highway Restoration	Low
115637	Cty #13 Cons Road (T-348)	Interval1	Interval3	Bridge Restoration	Medium
115979	South Branch Village to S	Interval1	Interval2	Highway Restoration	Medium
115986	SR 220 to Big Run	Interval3	Interval2	General Maintenance	Medium
115987	SR 87 to Mill St	Interval2	Interval3	General Maintenance	Medium
115988	SR 220 to Dutch Mtn Rd	Interval1	Interval3	General Maintenance	Medium
115993	Ladd Rd to SR 49 Resurfac	Interval2	Interval4	Highway Restoration	Medium
115995	Edkin Hill Rd to Alleghen	Interval2	Interval2	Highway Restoration	Medium
116129	US220 over Birch Creek 2	Interval1	Interval1	Bridge Restoration	Low

116158	1 mile N of Georges Rd to	Interval2	Interval2	General Maintenance	Medium
116504	Mill Street over Sugar Cr	Interval3	Interval3	Bridge Removal	High
116505	Tioga River to Swan Stree	Interval4	Interval4	Highway Restoration	Medium
116507	SR15 Ramp to S Mansfield	Interval4	Interval4	Highway Restoration	Medium
116524	T-799 over Gaylord Creek	Interval2	Interval3	Bridge Restoration	Medium
116533	T-321 over Murray Creek R	Interval3	Interval3	Bridge Restoration	Medium
116535	T-348 over Millstone Cree	Interval1	Interval3	Bridge Restoration	Medium
116556	T-372 over South Branch M	Interval1	Interval3	Bridge Restoration	Medium
116705	SR 11 over Branch of Mart	Interval2	Interval2	Bridge Restoration	Medium
116706	SR 11 over Tributary to S	Interval1	Interval2	Bridge Restoration	Medium
116707	SR 11 over Norfolk Southe	Interval3	Interval2	Bridge Restoration	Medium
116708	SR 92 over Drinkers Creek	Interval2	Interval3	Bridge Restoration	Medium
116709	SR 92 over Branch of Drin	Interval1	Interval3	Bridge Restoration	Medium
116710	SR 167 over East Branch o	Interval2	Interval1	Bridge Restoration	Medium
116711	SR 492 over Branch of But	Interval2	Interval2	Bridge Restoration	Medium
116712	SR 1002 over Tunkhannock	Interval2	Interval2	Bridge Restoration	Medium
116713	SR 1010 over Bedbug Creek	Interval1	Interval3	Bridge Restoration	Medium
116714	SR 1011 over East Branch	Interval1	Interval3	Bridge Restoration	Medium
116715	SR 2020 over Tower Creek	Interval1	Interval2	Bridge Restoration	Medium
116716	SR 2020 over Outlet of Ac	Interval1	Interval2	Bridge Restoration	Medium
116717	SR 2053 over Johnson Pond	Interval1	Interval2	Bridge Restoration	Medium
116718	SR 2063 over Branch of Le	Interval2	Interval2	Bridge Restoration	Medium
116719	SR 3050 over Elk Lake Str	Interval4	Interval2	Bridge Restoration	Medium
116721	SR 92 over Tributary to S	Interval3	Interval1	Bridge Restoration	Medium
116722	SR 2008 over Outlet from	Interval2	Interval3	Bridge Restoration	Medium
116723	SR 3001 over Mehoopany Cr	Interval2	Interval2	Bridge Restoration	Medium
116724	SR 4027 over West Branch	Interval3	Interval3	Bridge Restoration	Medium
116732	SR 4005 over McCormick Ru	Interval3	Interval3	Bridge Restoration	Medium
117163	SR 6 to Tioga River Trib	Interval3	Interval4	General Maintenance	Low
117166	Ramp I (SR8007) to SR 200	Interval2	Interval3	General Maintenance	Low

117168	Ramp H to Liberty Boro li	Interval2	Interval3	General Maintenance	Medium
117170	SR 2005 to Covington Twp	Interval3	Interval3	General Maintenance	Low
117173	Lycoming Co to Ramp I (SR	Interval2	Interval3	Highway Restoration	Low
117175	Tioga River to SR 6	Interval3	Interval4	Highway Restoration	Low
117188	P3 Pipe Replacement	Interval2	Interval3	Highway Restoration	Medium
117191	Old Kennedy Rd to South C	Interval3	Interval3	Highway Restoration	Medium
117193	Glen Valley Rd to Miller	Interval3	Interval1	General Maintenance	Medium
117194	Little Wysox Cr to SR 187	Interval2	Interval1	Highway Restoration	Low
117195	Tioga Co to Sullivan St	Interval3	Interval3	Highway Restoration	Medium
117198	Bowling Alley Rd to Sterl	Interval1	Interval3	409 Expanded Maintenance	Medium
117201	Tomahawk Rd to Murray Cr	Interval3	Interval3	General Maintenance	Low
117249	SR 220 Pipe Replacement	Interval3	Interval1	Bridge Replacement	Medium
117267	SR 29 over Trib Meshoppen	Interval3	Interval2	Bridge Preservation - State Funded	Medium
117304	SR 4024 over Cummings Cre	Interval1	Interval2	Bridge Replacement	Medium
117443	SR 3008 over Trib Towanda	Interval1	Interval3	Bridge Replacement	Medium
117446	SR 3019 over Tributary No	Interval1	Interval2	Bridge Replacement	Medium
117458	SR 3030 over Tributary to	Interval2	Interval2	Bridge Replacement	Medium
117477	SR 4013 over West Branch	Interval1	Interval3	Bridge Replacement	Medium
117507	Tioga Bridge Painting	Interval2	Interval2	Bridge Preservation - State Funded	Low
117581	SR187 near Wyoming County	Interval3	Interval2	Highway Restoration	Low
117832	SR1007 near Reynolds Road	Interval3	Interval2	Bridge Replacement	Medium
118016	Bridge Improvement LIne I	Interval3	Interval3	Study Phase of Project	Medium
118051	SR 3027 over UNT Alba Cre	Interval2	Interval2	Bridge Replacement	Medium
118120	SR 374 over Outlet of Low	Interval3	Interval3	Bridge Replacement	Medium
118218	Susq County NYSW Corridor	Interval3	Interval4	Rail Highway Grade Crossing	Medium
118342	SR 362 Shippen Twp Slide	Interval1	Interval2	Highway Restoration	Medium
118371	SR6 East of Wyalusing	Interval1	Interval3	Highway Restoration	Medium

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119590	SR 6 to Welcome Center NB	Interval3	Interval4	General Maintenance	Low
119591	Tioga River to SR 49 NB A	Interval3	Interval3	General Maintenance	Low
119606	SR 2073 Pipe Replacement	Interval2	Interval2	409 Expanded Maintenance	Medium
120010	Barber Hollow Road Bridge	Interval3	Interval2	Bridge Replacement	Medium
120683	SR 1039 to Means St	Interval3	Interval4	Highway Restoration	Medium
120685	Cole St to SR 4022	Interval3	Interval4	Highway Restoration	Medium
120686	SR 4022 Ramps to SR 1069	Interval3	Interval4	Highway Restoration	Medium
120896	Old Mills Rd to State St	Interval3	Interval3	Highway Restoration	Low
120935	Yanuzzi Dr Intersection N	Interval2	Interval1	Highway Restoration	Medium
120936	Shiner Rd to SR 6	Interval2	Interval1	Highway Restoration	Medium
120937	SR 6 to SR 706	Interval1	Interval3	Highway Restoration	Medium
121025	T-374 over Jemison Creek	Interval2	Interval3	Bridge Replacement	Medium
121034	Athens Township Bridge	Interval3	Interval1	Bridge Replacement	Medium
121043	NTIER Bridge Lighting	Interval3	Interval4	Bridge Restoration	Low

Figure 21: Concentration of Minority and Draft 2025-2028 Transportation Improvement Program

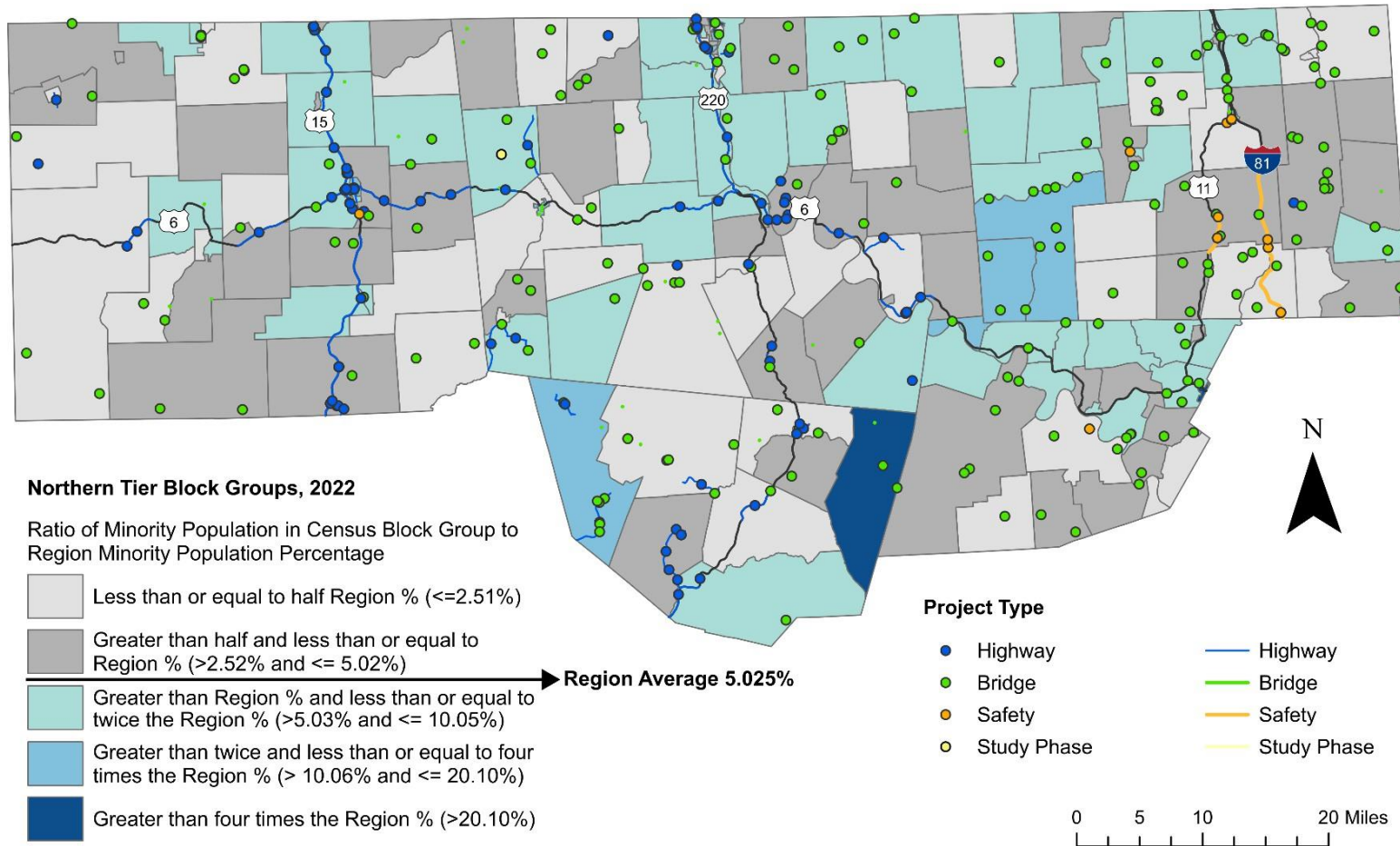
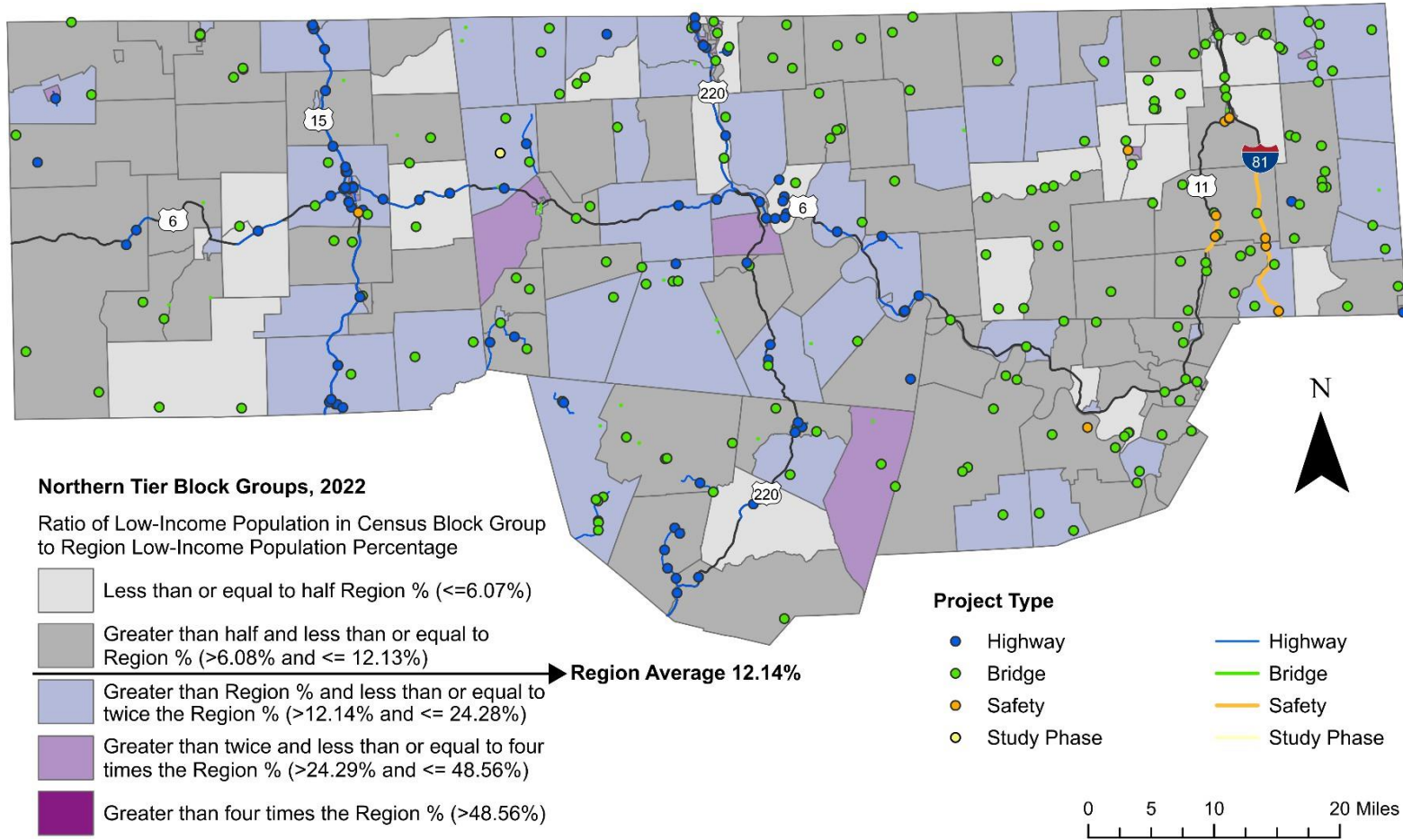


Figure 22: Concentration of Low-Income and Draft 2025-2028 Transportation Improvement Program



Conclusions

Based on the qualitative analysis, most projects will not require significant right-of-way acquisition, require the displacement of people, or cause burdens on the mobility, access, or environmental health of any community or population group. This is because most of the Highway and Bridge TIP is programmed to maintain the existing transportation system.

Most of the projects in the bridge and pavement categories of are believed to have some potential adverse or beneficial impact (Medium impact) on minority or low-income populations. More evaluation is required at the project level. This is being done through the PennDOT Connects process.

Finally, some projects were labeled low impact. Minor resurfacing projects and studies have little potential to have adverse impacts. Overall, the Draft 2025-2028 Northern Tier RPO Transportation Improvement Program will not exacerbate any of the existing conditions or place undue burden on any population group.

AIR QUALITY RESOLUTION

AIR QUALITY CONFORMITY DETERMINATION REPORT

Transportation Conformity Determination Report
1997 Ozone NAAQS

*Transportation Conformity Determination
Tioga County, PA and Wyoming
County Portion of the Scranton
Wilkes-Barre, PA Maintenance
Areas*

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

April 2024

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APPENDIX A: Regionally Significant Project List (Tioga and Wyoming Counties)

Executive Summary

As part of its transportation planning process, the Northern Tier Regional Planning and Development Commission (NTRPDC) completed the transportation conformity process for the 2025-2028 Transportation Improvement Program (TIP) and the 2045 Long Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meets the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the LRTP is being reaffirmed to address the 4-year frequency requirement for conformity; and there are no changes to the LRTP.

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

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

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

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with (“conform to”) the purpose of a State’s SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

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

The Tioga and Wyoming County portion of the NTRPDC region is currently designated as part of the Tioga County, PA and Scranton-Wilkes-Barre, PA maintenance areas under the 1997 8-hour ozone NAAQS. The counties are in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour PM_{2.5} and 2012 annual PM_{2.5} NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

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

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

2008 and 2015 8-hour Ozone NAAQS

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

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

2.0 NTRPDC TIP and LRTP

Metropolitan and Rural Planning Organizations (MPOs/RPOs) each develop a TIP at the local level, which reflects the first four years of the Pennsylvania Department of Transportation (PennDOT) Twelve Year Program (TYP). The Statewide Transportation Improvement Program (STIP) covers the entire state and includes the

individual TIPs representing each Planning Partner. Federal Law requires TIPs to be updated at least every four years. Pennsylvania’s MPOs and RPOs update their TIPs every two years during the TYP update process.

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The [Norther Tier 2045 regional LRTP](#) was adopted on April 13, 2020 and guides decision-making about transportation improvements. The planning factors specified in federal regulations provide the framework for developing an LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and local policies and plans play a role in LRTP development to ensure transportation investments address current and future needs.

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

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

3.0 Transportation Conformity Process

Per the court’s decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA¹ for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the Tioga and Wyoming County portion of the NTRPDC 2025-2028 TIP and 2045 LRTP.

¹ The areas identified can be found in EPA’s “Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**² (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the Tioga County, PA and Scranton-Wilkes-Barre, PA (includes Wyoming County) SIP maintenance plans do not include any TCMs.

² Available from [Policy and Technical Guidance for State and Local Transportation | US EPA](#)

4.3 Consultation Requirements

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

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

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

The TIP, LRTP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, NTRPDC's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period starting May 1st, which included a public meeting.

4.4 Fiscal Constraint

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

5.0 Conclusion

The conformity determination process completed for the Tioga and Wyoming County portion of the NTRPDC TIP and LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List

Tioga and Wyoming Counties

Project Name	Description
FY 2025-2028 Highway-Bridge-Transit TIP	
No Air Quality Significant Projects	
2045 Long Range Transportation Plan (No Changes from Previous LRTP Conformity)	
No Air Quality Significant Projects	

2025 - 2028 TIP Public Participation Notices

The Northern Tier Regional Transportation Improvement Program document includes the major capital highway, bridge and transit projects that are proposed for the federal fiscal years 2025 through 2028 for **Bradford, Sullivan Susquehanna, Tioga and Wyoming Counties**.

The Northern Tier Regional Planning and Development Commission and Pennsylvania Department of Transportation invite the citizens of the region to review this document. This document will be available for a 30-Day Public Review and Comment period beginning **Thursday, May 9, 2024** and continuing through **Friday, June 7, 2024**. Copies of this document are available for review online at www.northerntier.org.

Written comments will be accepted **on or before June 7, 2024** and can be mailed to:

Mr. Brian Baker
NTRPDC
312 Main Street
Towanda, PA 18848

For more information on the Northern Tier RPO's Title VI program and the procedures to file a complaint, please contact Bonnie Warner, Workforce Quality Specialist, by phone at 570-265-1513, by email at warner@northerntier.org or by visiting Northern Tier Regional Planning and Development Commission at 312 Main Street, Towanda, PA 18848. If information is needed in another language, please call 570-265-1513.

For the Adoption of the Northern Tier Regional Transportation Improvement Program

A Public Meeting/Microsoft Teams meeting will be held **Wednesday, May 22, 2024**, to receive comments and questions related to the 2025 through 2028 Northern Tier Regional Transportation Improvement Program. This Public Meeting/Conference Call will be held from **10:00 AM till 11:00 AM, Wednesday, May 22, 2024 via Microsoft Teams**.

The onsite Public Meeting will be held at the Northern Tier Regional Planning and Development Conference room from **10:00 AM till 11:00 AM, Wednesday, May 22, 2024** at:

**123 Main Street
Towanda, PA 18848**

Contact Brian Baker at baker@northerntier.org or 570-265-1540 to receive the Microsoft Teams information to participate in the meeting.

Contact: Mr. Brian Baker
NTRPDC
312 Main Street
Towanda, PA 18848
(570) 265-1540 or (888) 868-8800

For more information on the Northern Tier RPO's Title VI program and the procedures to file a complaint, please contact Bonnie Warner, Workforce Quality Specialist, by phone at 570-265-1513, by email at warner@northerntier.org or by visiting Northern Tier Regional Planning and Development Commission at 312 Main Street, Towanda, PA 18848. If information is needed in another language, please call 570-265-1513.

PUBLIC PARTICIPATION PLAN



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PUBLIC PARTICIPATION PLAN

Northern Tier Regional Planning and Development Commission (NTRPDC)

INTRODUCTION

Northern Tier Regional Planning and Development Commission has developed this Public Participation Plan to outline the Public Outreach Process which is used in its regional planning efforts. This process is an essential tool in the planning process which helps identify key stakeholders, who in turn provide invaluable input to help develop current and future policies and programs. This plan was developed using policies and procedures from Federal, State and Local Government practices.

1. State and Federal Regulations and Requirements

A. Commonwealth of Pennsylvania, the Sunshine Law

Act 84 of 1986 as amended June 15, 1993, February 26, 1996, and October 15, 1998 is an act requiring public agencies to hold certain meetings and hearings open to the public; and providing penalties. This act shall be known and may be cited as the Sunshine Law.

The General Assembly of Pennsylvania finds that secrecy in public affairs undermines the faith of the public in government. Highlights of the Sunshine Law are:

- Official action and deliberation by a quorum of the members of and agency shall take place at a meeting open to the public.
- Written minutes shall be kept of all open meetings of agencies.
- Public notice is not required in the case of an emergency meeting or a conference.
- The board or council has the option to accept all public comment at the beginning of the meeting.
- A person attending a meeting of an agency shall have the right to use recording devices to record all the proceedings.

B. Public Laws

Public involvement in the transportation planning and programming process has been a priority for federal, state and local officials since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 its successors, the Transportation Efficiency Act for the 21st Century (TEA-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the present Moving Ahead for Progress in the 21st Century Act (MAP-21). Therefore the Northern Tier Regional Planning and Development Commission (NTRPDC) Public Involvement & Environmental Justice policies must reflect the mandates of ISTEA, TEA-21, SAFETEA

LU and MAP-21. This Public Participation Plan will take into account any future changes in transportation legislation.

C. Environmental Justice

Public involvement must also take into consideration of the following:

- The Presidential Executive Order 12898
- Department of Transportation Order 5610.2(a)
- FHWA Order 6640.23A

The Environmental Protection Agency defines Environmental Justice as the “fair treatment of people of all races, cultures and income with respect to development, implementation and enforcement of environmental laws, regulations, programs and policies.” Fair treatment means that no racial, ethnic or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from the operation of industrial, municipal and commercial enterprises and from the execution of federal, state, local, and tribal programs and policies.

Environmental justice at FHWA means identifying and addressing disproportionately high and adverse environmental or human health effects of the agency’s programs, policies, and activities on minority populations and low-income populations to achieve a more equitable distribution of benefits and burdens from the agency’s activities.

D. Title VI

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Title VI of the Civil Rights Act of 1964 is the Federal law that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive federal financial assistance. The public can go about filing complaints based on all Commonwealth protected classes (race, color, national origin, religious creed, age, sex or disability) by filing the Title VI Complaint Form located in Appendix A. The form can be submitted to Northern Tier Regional Planning and Development for a formal interview to provide basis for the complaint.

There are many forms of illegal discrimination based on race, color, or national origin that can limit the opportunity of individuals to gain equal access to services and programs. Among other things, in operating a federally assisted program, a recipient cannot, on the basis of race, color, or national origin, either directly or through contractual means:

- Deny program services, aids, or benefits;

- Provide a different service, aid, or benefit, or provide them in a manner different than they are provided to others; or
- Segregate or separately treat individuals in any matter related to the receipt of any services, aid, or benefit.

E. Section 504 of the Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act of 1973 provides that no otherwise qualified individual with a disability in the United States shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service. The American with Disabilities Act of 1990 is a broader civil rights statute that prohibits discrimination against people with disabilities in all areas of public life.

F. Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) requires involving the community, particularly those with disabilities, in the development and improvement of public services and capital facilities. Meetings and hearings must be held in ADA-compliant buildings. Special accommodations must be made to assist those with disabilities to participate in meetings, planning and programming activities.

G. Disadvantaged Business Enterprise Program (DBE)

The Disadvantaged Business Enterprise Program (DBE) is a legislatively mandated USDOT program that applies to Federal-aid highway dollars expended on federally-assisted contracts issued by USDOT recipients such as State Transportation Agencies and other governmental entities. The U.S. Congress established the DBE program in 1982 to:

Ensure nondiscrimination in the award and administration of DOT-assisted contracts; (DBE Program);

Help remove barriers to the participation of DBEs in DOT-assisted contracts; and

Assist the development of firms that can compete successfully in the marketplace outside of the DBE program (DBE Supportive Services).

Firms or teams of firms contracting with Northern Tier Regional Planning and Development Commission must make a good faith effort to achieve the DBE goal in accordance with 49 CFR Part 26, Section 26.53. Northern Tier Regional Planning and Development Commission recognizes DBE certifications by the Pennsylvania Unified Certification Program (www.paucp.com).

Limited English Proficiency (LEP)

“Limited English Proficient” or “LEP” persons are those individuals who do not speak English as their primary language, and who also have a limited ability to read, speak, write or understand English. The key commonality among LEP persons is their inability to communicate effectively in the English language, regardless of their native tongue. People who are multi-lingual, those that speak one or more languages *in addition to being proficient in English*, are not considered to be Limited English Proficient. (See Table VI.)

2. Public Participation Principles

Public Participation is a dynamic activity that requires commitment at all levels of the agency. This public participation plan was compiled using suggestions and guidelines from PennDOT’s Every Voice Counts publication. This document can be found here: <ftp://ftp.dot.state.pa.us/public/pubsforms/Publications/PUB%20737.pdf>

A. Promote Respect

- All citizens and the views they promote are respected by the NTRPDC.

B. Provide Opportunities for Involvement

- Avenues for involvement will be open, meaningful and organized to allow people to participate comfortably. Needs for accessibility, scheduling, location, information, material format and language will be addressed.
- Meetings will be structured to allow informed, constructive exchange.
- The direction and effectiveness of the public involvement effort will be constantly reviewed to ensure active public participation.

C. Be Responsive to Participants

- NTRPDC meetings and events will facilitate discussion that corresponds to participants’ level of interest and available time.
- The NTRPDC will fully consider the results of all public involvement activities during decision making and document public responses.

D. Offer Substantive Work

- Public processes will provide participants purposeful involvement, allowing useful feedback and guidance. Effective public participation is a two-way street – public input must come from informed opinions and ideas.

- A clearly defined purpose and set of objectives are needed for initiating a public dialogue on transportation plans, programs and projects.
- Participants will be encouraged to grapple with the many competing transportation interests, issues and needs in the region.

E. Provide a Predictable Transportation Planning Process

- The transportation planning process will be understandable and known well in advance, in order to make the process coherent and comprehensible.

F. Outreach & Communication

- Effective outreach strategies must be tailored to fit the identified audience and the issue at hand. Notification procedures must effectively target the identified audience.
- Outreach and education will be continuous and repetitive in order to increase public knowledge and involvement.
- Efforts to reach new constituencies will include outreach to low-income, senior, youth, minority, refugee and accessibility-issued communities. These efforts must be tailored to ensure meaningful participation of these constituents.
- The NTRPDC will be mindful of the evolution of communications tools and continue to evaluate new tools to expand outreach methods along with gathering input from all stakeholders.
- Informational materials will be clear, concise and address participants' questions.

3. Community/Region Profile

Data from the 1980, 1990, 2000 and 2010 Censuses shows an increase in population by a little more than +1% from 174,550(1980) to 176,653(1990) to 181,008(2000) to 182,791(2010) people. Keep in mind these numbers may not reflect transient populations associated with the Marcellus Shale exploration occurring within the region. Of this population, 97% are white persons, 0.6% are African Americans, and 1.2% are persons of Hispanic or Latino origin. Additionally, the combined total of American Indian, Alaska Native, Asian, Native Hawaiian and other Pacific Islander residents is approximately 0.6% of the region's population. Persons age 65 years and older make up 17.9% of the

region's population. The following Tables I. through V. portray this data. Poverty status can be found on Table III.

Within the region the older resident population of 60 years and above has increased while the younger resident population, 0-59 years, has decreased. These population trends may indicate that the population is aging, as a whole and/or people of the younger generation are leaving the region once they reach adulthood. Other factors may need to be

Population: Northern Tier Region by County						
County	1980	1990	2000	2005 Est.	2010	Change
Bradford	62,919	60,967	62,761	62,544	62,622	0.1%
Sullivan	6,349	6,104	6,556	6,369	6,428	0.9%
Susquehanna	37,876	40,380	42,238	41,700	43,356	4.0%
Tioga	40,973	41,126	41,373	41,888	41,981	0.2%
Wyoming	26,433	28,076	28,080	28,230	28,276	0.2%
TOTAL	174,550	176,653	181,008	180,731	182,663	1.1%

Source: American Fact Finder, Bureau of the Census 2010

Table II.

Population: By Age and Sex 2010

	Population by Sex		Population by Age Group				
			0-4	5-19	20-59	60-64	65+
Bradford	Male:	30,828					
	Female:	31,794	6.00%	19.00%	50.50%	6.70%	17.70%
Sullivan	Male:	3,307					
	Female:	3,121	4.00%	15.40%	48.10%	8.40%	24.10%
Susquehanna	Male:	21,795					
	Female:	21,561	5.00%	18.60%	51.00%	7.20%	18.10%
Tioga	Male:	20,573					
	Female:	21,408	5.30%	19.20%	51.10%	6.60%	18.00%
Wyoming	Male:	14,134					
	Female:	14,142	5.40%	19.10%	52.50%	6.90%	16.10%

Source: American Fact Finder, U.S. Department of Commerce, Bureau of Census, 2010 Census of Population and Housing

Table III.				
Population: Social and Economic Factors				
Median Income and Poverty				
Population				
	Total Persons	Total Non-Family	Total Families	
Pennsylvania	12,702,379	1,757,597	3,261,307	
Bradford	62,622	8,018	17,303	
Sullivan	6,428	1,031	1,746	
Susquehanna	43,356	5,666	12,132	
Tioga	41,981	5,451	11,276	
Wyoming	28,276	3,576	7,661	
Income				
	Non Family	Family	Household	
Pennsylvania	\$29,221	\$65,980	\$52,267	
Bradford	\$23,662	\$54,618	\$44,650	
Sullivan	\$21,758	\$50,679	\$38,981	
Susquehanna	\$26,529	\$55,794	\$46,815	
Tioga	\$21,829	\$51,374	\$42,607	
Wyoming	\$26,078	\$58,108	\$48,626	
Below Poverty Level				
	Individual	Families		
Pennsylvania	13.1%	9.1%		
Bradford	14.1%	9.9%		
Sullivan	13.9%	6.2%		
Susquehanna	12.2%	8.9%		
Tioga	15.7%	11.1%		
Wyoming	12.3%	8.3%		
Source: American Fact Finder, 2010 Census				

*The poverty threshold for individuals in 2010 is \$11,137. Households below poverty threshold in 2010 is \$14,676.

*Nonfamily indicates a householder living alone or not with relatives.

Table V.						
Population: By Race						
	Population	White	Black or African American	Hispanic or Latino Ethnicity	Other	
Pennsylvania	12,702,379	81.9%	10.8%	5.7%	1.6%	
Bradford	62,622	97.5%	0.5%	1.1%	0.9%	
Sullivan	6,428	95.9%	2.6%	1.4%	0.1%	
Susquehanna	43,356	98.0%	0.4%	1.3%	0.3%	
Tioga	41,981	97.3%	0.8%	1.0%	0.9%	
Wyoming	28,276	97.4%	0.7%	1.5%	0.4%	

Source: U.S. Department of Commerce, Bureau of Census, 2010 Census of Population and Housing

Table VI.						
Limited English Proficiency						
	Bradford	Sullivan	Susquehanna	Tioga	Wyoming	
Population (5 years and above)	58,910	6,177	41,037	39,839	26,740	
English Only	57,029	6,008	40,082	38,965	25,951	
Spanish	716	103	353	347	309	
Speak English Less Than "Very Well"	301	84	81	80	79	
Other Indo-European	951	44	469	398	371	
Speak English Less Than "Very Well"	342	20	120	94	52	
Asian/Pacific Islander	154	13	109	93	102	
Speak English Less Than "Very Well"	91	6	35	44	58	
Other Languages	60	9	24	41	7	
Speak English Less Than "Very Well"	6	0	0	11	0	

Additional information about each county can be found in the attached **County Profile Pages. (Appendices B-G)**

The overwhelmingly predominant language spoken in the region is English as indicated over the last four censuses. NTRPDC will undertake an analysis of the region to determine whether other languages are spoken in sporadic locations throughout the region. This study will be completed if and when future census data suggests it will be necessary. Upon completion of this analysis the PPP will be amended accordingly to reflect the outcome and needs generated.

4. Major NTRPDC Activities and Public Participation

A. Northern Tier Long Range Transportation Plan (LRTP)

Northern Tier Long Range Transportation Plan (LRTP)	
Participation Element	Vehicle
Document Availability	Via website (Executive Summary), mail, County Planning Commission Offices, NTRPDC Offices
Comment Opportunities	All public comments received during the comment period will be considered including letters, emails, phone calls, etc.
Public Meeting	One meeting prior to recommending adoption by the NTRPO RTAC to the NTRPDC Executive Committee. Meeting minutes will document public comments/input and consideration of these comments/input will be reflected in the follow up documentation or through changes to the LRTP.
Initial Notice Period/Type	Thirty (30) calendar days prior to the Public Comment period ending, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Public Meeting Notice Period / Type	Ten (10) calendar days prior to meeting and following the Public Comment Period, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Amendment Notice Period/Type	Thirty (30) calendar days prior to the Public Comment period ending, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner
Evaluation Technique	Number of participants at meetings, number of comments received, counts on website.

B. Transportation Improvement Program (TIP)

Transportation Improvement Program (TIP)	
Participation Element	Vehicle
Document Availability	Forty (40) Public Libraries throughout the region, Mansfield

	University Library, Regional Legislators Offices, County Commissioners Offices, PENNDOT District 3.0 & District 4.0 Offices, NTRPDC Offices
Comment Opportunities	All public comments received during the comment period will be considered including letters, emails, phone calls, etc.
Public Meeting	One meeting prior to recommending adoption by the NTRPO RTAC to the NTRPDC Executive Committee. Meeting minutes will document public comments/input and consideration of these comments/input will be reflected in the follow up documentation or through changes to the LRTP.
Initial Notice Period/Type	Thirty (30) calendar days prior to the Public Comment period ending, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Public Meeting Notice Period / Type	Ten (10) calendar days prior to meeting and following the Public Comment Period, published in The Daily Review, The Wellsboro Gazette, The Sullivan Review, The Susquehanna County Independent, The New Age Examiner. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Amendment Notice Period/Type	Depending on the project type and cost of amendment, different processes are required. See policy adopted July 2006.
Evaluation Technique	Number of participants at meetings, number of comments received, counts on website.

C. Public Participation Plan

Public Participation	
Participation Element	Vehicle
Document Availability	Via website, mail, NTRPDC Offices, county offices
Comment Opportunity	Minimum public comment period of 45 calendar days for initial adoption of draft public participation plan. All public comments received during the comment period will be considered including letters, emails, phone calls, etc.
Public Meeting	One at initial adoption. Meeting minutes will document public comments/input and consideration of these comments/input will be reflected in the follow up documentation or through changes to the LRTP.
Initial Notice Period/Type	Minimum public comment period of 45 calendar days. Any other opportunities to publicize in known gathering places or events along with short articles in township newsletters and NTRPDC's quarterly newsletter.
Amendment Notice Period/Type	Minimum public comment period of 45 calendar days
Evaluation Technique	Number of participants at meetings, number of comments received

D. Municipal Outreach Activity

The NTRPDC facilitates two public/private partnership driven Equipment Shows for municipal officials and their employees. These shows have been in existence for over 15 years each. Each show has annually attracted over 350 attendees from numerous counties within the NTRPO region and from surrounding counties.

E. Special Studies: Scoping, Technical Assistance, Corridor Studies

These studies and plans are specialized and require individualized public involvement strategies. NTRPDC relies on PENNDOT to develop and implement public involvement strategies for projects. NTRPDC through consultant selection and the Request for Proposal process and document stresses public involvement “early and often” in every special planning program and project. The NTRPDC will continue to make this an integral part of the RFP and contract development process.

5. Outreach Techniques

Current Outreach Techniques

Technique	Description	Promotion	Evaluation
Website	Provides limited general information about NTRPO	Long Range Transportation Plan Executive Summary	Number of hits and downloads
Legal Notices	Classified advertisements in the Daily Review, Sullivan Review, Susquehanna County Independent, Wellsboro Gazette, New Age Examiner	Public Meetings	Attendance at public meetings
Public Meetings	To solicit public comments on final products/projects and plan amendments	Final Comment	Participation at the public meetings

Although these efforts have been some what successful, there is a feeling that more could be done to increase public participation. The following suggestions are offered:

- Form a Public Participation Committee to oversee, recommend and suggest methods to improve public participation.

- Issues have to be important to people’s lives, “What’s in it for me?” People are busy and need to understand the benefits of their participation.
- People may think that their input won’t make a difference; the NTRPDC has to show otherwise.
- How does the NTRPDC directly impact citizens?
- Planning feels nebulous.
- People have to be involved and complete tasks to maintain interest.

Along with these thoughts, the following suggestions are put forth by the NTRPO to enhance the NTRPDC public participation efforts:

Technique	Description	Promotion	Evaluation
Information Center located at the NTRPDC Offices and on the Website.	Central repository for documents, publications and other information for public inspection.	Provides a central place to find NTRPO information	Visits, calls, emails.
Website	Create a NTRPO specific section on the NTRPDC Website.	Provide timely information relevant to the region. LRP, TIP, Public Input via survey, etc.	Number of hits, requests and downloads
Informational Brochures	General Topics for informational purposes	TIP Process, LRP, The planning and programming process, project selection, etc.	Number of brochures distributed and requested.

The NTRPDC has been much less successful in engaging minority and low-income communities. To improve our efforts in the environmental justice arena, we identify the following strategy to engage minority and low-income communities in transportation decision making:

- Work with the Public Participation Committee to target “Avenues of Outreach.” Example: Working with the regional housing authorities to hold meetings and events at their facilities.
- The public input process should be tailored to use adaptive or innovative approaches that overcome linguistic, institutional, cultural, economic, historical or other potential barriers to effective participation in the decision making process.
- Developing a database of contact information of underserved populations by identifying community leaders in these underserved populations and add them to the mailing list and regional email list.
- Work with community groups, if present within the region, to publicize events and activities.

6. Public Meetings & Privacy Policy

A. Public Meetings

In order to maximize participation, public involvement meetings should be held at a variety of times and at a variety of venues. For topic or geographically specific meetings, meetings should be held at locations convenient to the group targeted for involvement.

The NTRPDC encourages municipalities and state agencies to coordinate their outreach plans, when possible, with the NTRPDC workshops and meetings to consolidate public involvement activities.

For monthly RTAC meetings, members and alternates are sent meeting notification, agendas, and appropriate documents at least one week prior to the actual meeting date, except in the case of special meetings. RTAC agendas and meeting minutes are mailed to all county commissioners, legislators and others as requested. Information should be available ahead of the meeting and should include: agendas, meeting background information, previous meeting minutes, public notices, public comment period information and a contact person.

The Americans with Disabilities Act of 1990 (ADA) requires involving the community, particularly those with disabilities, in the development and improvement of public services and capital facilities. Meetings and hearings must be held in ADA compliant buildings. Special accommodations must be made to assist those with disabilities to participate in meetings, planning and programming activities:

- Where possible, meetings will be held in places that are convenient to alternate transportation modes.
- Special assistance, if required, will be made available, upon request at least ten (10) calendar days prior to the event. All public meeting notices and advertisements shall state the following, “If you require special assistance to attend or participate in this meeting or need additional information please contact the NTRPDC Representative noted below ten days prior to the meeting event so that the special assistance can be accommodated.”
- NTRPDC will include language in its public notices and advertisements relating to nondiscrimination and avenues of redress if an individual feels they have been discriminated against. All public meeting notices and advertisements shall state the following, “Under Title VI of the Civil Rights Act of 1964. If you feel you have been denied participation in, or denied benefits of, or been subject to discrimination, in regard to this

project development or otherwise discriminated against because of race, ethnic or socioeconomic status. You may contact Frank Thompson, Deputy Director, NTRPDC.”

- Identify alternative meeting sites, such as churches, schools and senior centers to reach traditionally underserved populations.

B. Privacy Policy

With the launch of the newly updated NTRPDC website, a privacy policy should be developed to protect any information gathered by website cookies or downloads.

In terms of public meetings, all public sign-in sheets must print the following disclaimer: “If personal information is requested and volunteered by the user, state law and federal Privacy Act of 1974 may protect it. However, this information is a public record once you provide it, and may be subject to public inspection and copying if not protected by federal or state law.”

7. Evaluation Procedures for Public Participation

NTRPDC will evaluate the procedures for public involvement constantly. In order for meaningful and inclusive involvement, constant evaluation through a “after action review” is necessary. After action reviews (AAR) allow constant evaluation and constant reevaluation of public participation principles and outreach attempts. These AAR findings will be incorporated into subsequent involvement events and if significant used as amendments and updates to the PIP.

NTRPDC will update the PPP on a five (5) years cycle concurrent with the Transportation Improvement Program (TIP) update cycle.

How to Get Involved

Want to get involved in the NTRPDC's activities? We periodically arrange public forums, public meetings and special presentations to select groups and interested civic groups. We maintain a mailing list and are contemplating development of a newsletter. Our meetings are notified via the Daily Review (Bradford County), Sullivan Review (Sullivan County), New Age Examiner (Wyoming County), Susquehanna Independent (Susquehanna County), Wellsboro Gazette (Tioga County).

The RTAC currently meets the second Monday of the month at 10 am, at the NTRPDC Offices (312 Main Street, Towanda, PA). We recommend confirming all meetings with the NTRPDC staff or via the website (www.northerntier.org). All meetings are open to the public and a public comment period is available at all meetings.

Northern Tier Regional Planning and Development Commission
312 Main Street, Towanda, PA 18848
570.265.9103 (phone) 570.265.7585 (fax)
888.868.8800 (toll free phone)
www.northerntier.org info@northerntier.org

Our offices are handicapped accessible. This document, as well as others by our agency, can be made available in alternative media formats for people with disabilities.



Northern Tier Regional Planning and Development Commission

Title VI Complaint Form

An individual or his or her representative, who believes that he or she has been subject to discrimination or retaliation prohibited by Title VI and other nondiscrimination provisions, has the right to file a complaint. Complaints need to be filed within 180 calendar days of alleged occurrence, when the alleged discrimination became known to the Complainant, or when there has been a continuing course of conduct, the date on which the conduct was discontinued or latest instance of the conduct

Complaints shall be in writing and signed by the Complainant(s). If complaints are received by telephone or in person, the Community Development/Regional Planning Director or other authorized representative shall formally interview the person to provide the basis for the written complaint.

In order to properly view, save and submit this form, Adobe Acrobat Reader version 8 or above is required. You may download the latest version of Adobe Reader at: <http://get.adobe.com/reader>

Section 1. COMPLAINANT CONTACT INFORMATION

First Name: Last Name: MI:

Address: City:

State: Zip: Phone: Fax: Email:

Section 2. PERSON ASSISTING INDIVIDUAL WITH INFORMATION

First Name: Last Name: MI:

Address: City:

State: Zip: Phone: Fax: Email:

Section 3. BASIS OF COMPLAINT

- Race Color Gender National Origin Age Disability Retaliation

Date(s) of Alleged Discrimination

Date/Time Field Date/Time Field Date/Time Field

Date/Time Field Date/Time Field Date/Time Field

Narrative: Please provide a detailed description of the circumstances of the incident(s), including any additional supporting information

Please provide the name(s), title and address of the person who discriminated against the Complainant

First Name: Last Name: Title:

Address: City: State: Zip:

First Name: Last Name: Title:

Address: City: State: Zip:

First Name: Last Name: Title:

Address: City: State: Zip:

Please provide, if applicable, names and contact information of people who may have knowledge of the alleged incident(s) or are perceived as parties in the complained-of incident(s)

First Name: Last Name: Title:

Address: City: State: Zip:

First Name: Last Name: Title:

Address: City: State: Zip:

First Name: Last Name: Title:

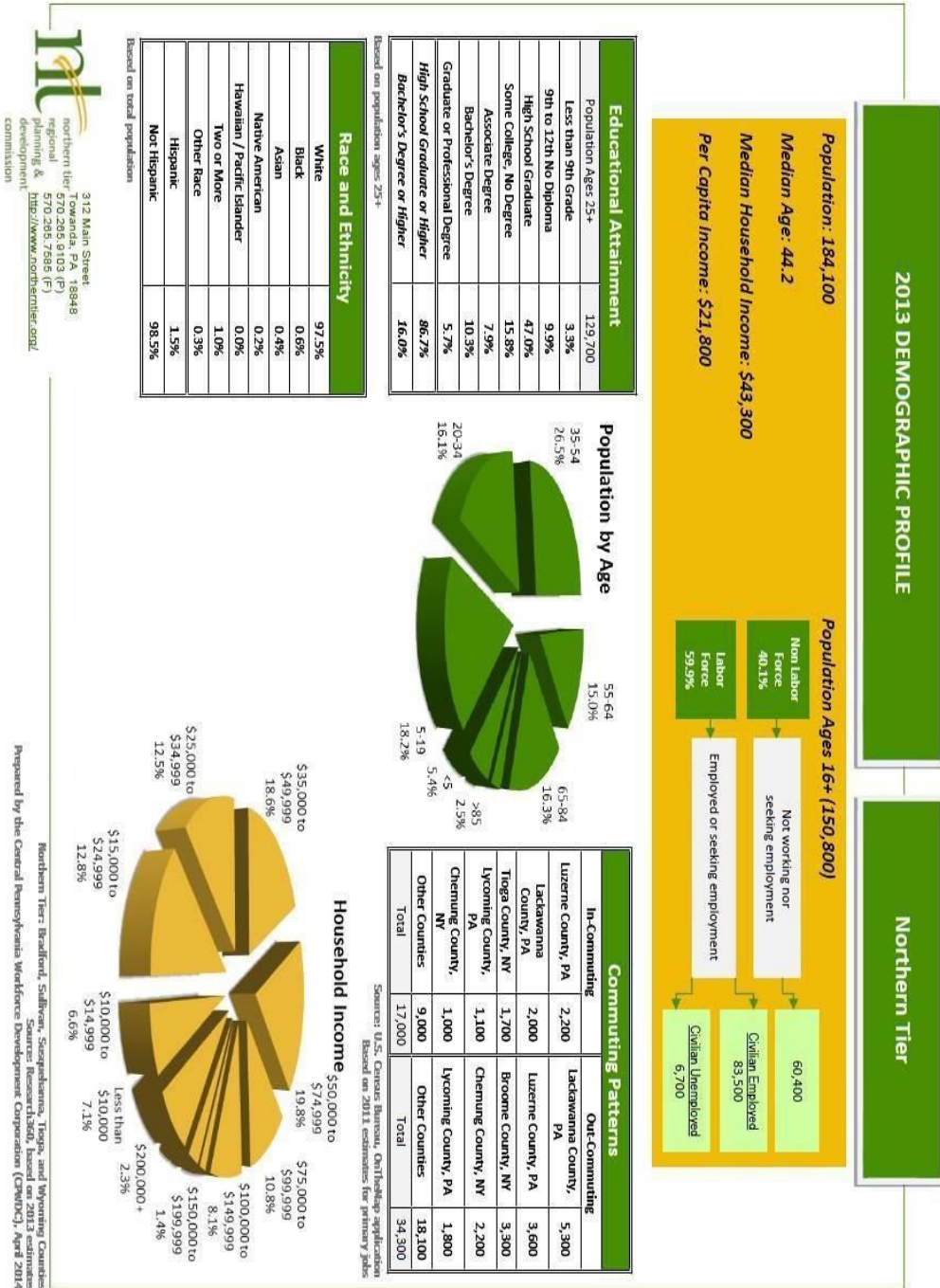
Address: City: State: Zip:

Please list any other agency where complaint has been filed

Submit E-mail

Print Form

Appendix B



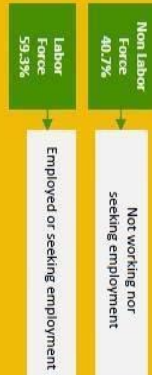
Appendix C

2013 DEMOGRAPHIC PROFILE

Bradford County

Population: 63,200
Median Age: 43.7
Median Household Income: \$41,600
Per Capita Income: \$21,400

Population Ages 16+ (50,900)



Educational Attainment

Population Ages 25+	44,400
Less than 9th Grade	3.8%
9th to 12th No Diploma	10.7%
High School Graduate	48.5%
Some College, No Degree	14.1%
Associate Degree	7.3%
Bachelor's Degree	10.5%
Graduate or Professional Degree	5.1%
High School Graduate or Higher	85.5%
Bachelor's Degree or Higher	15.6%

Population by Age

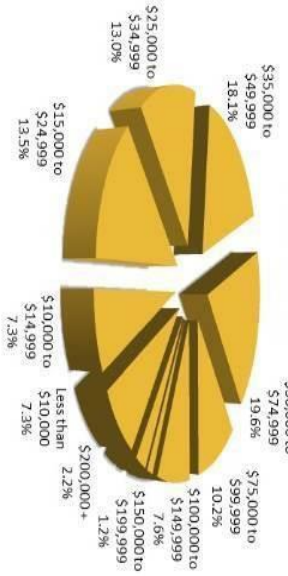


Commuting Patterns

	In-Commuting	Out-Commuting
Toga County, NY	1,600	Chenung County, NY 1,300
Toga County, PA	1,100	Toga County, NY 900
Chenung County, NY	900	Toga County, PA 800
Susquehanna County, PA	700	Lycoming County, PA 600
Luzerne County, PA	400	Wyoming County, PA 600
Other Counties	4,600	Other Counties 8,700
Total	9,400	Total 12,900

Sources: U.S. Census Bureau, Outflowing population. Based on 2011 estimates for primary jobs.

Household Income



Race and Ethnicity

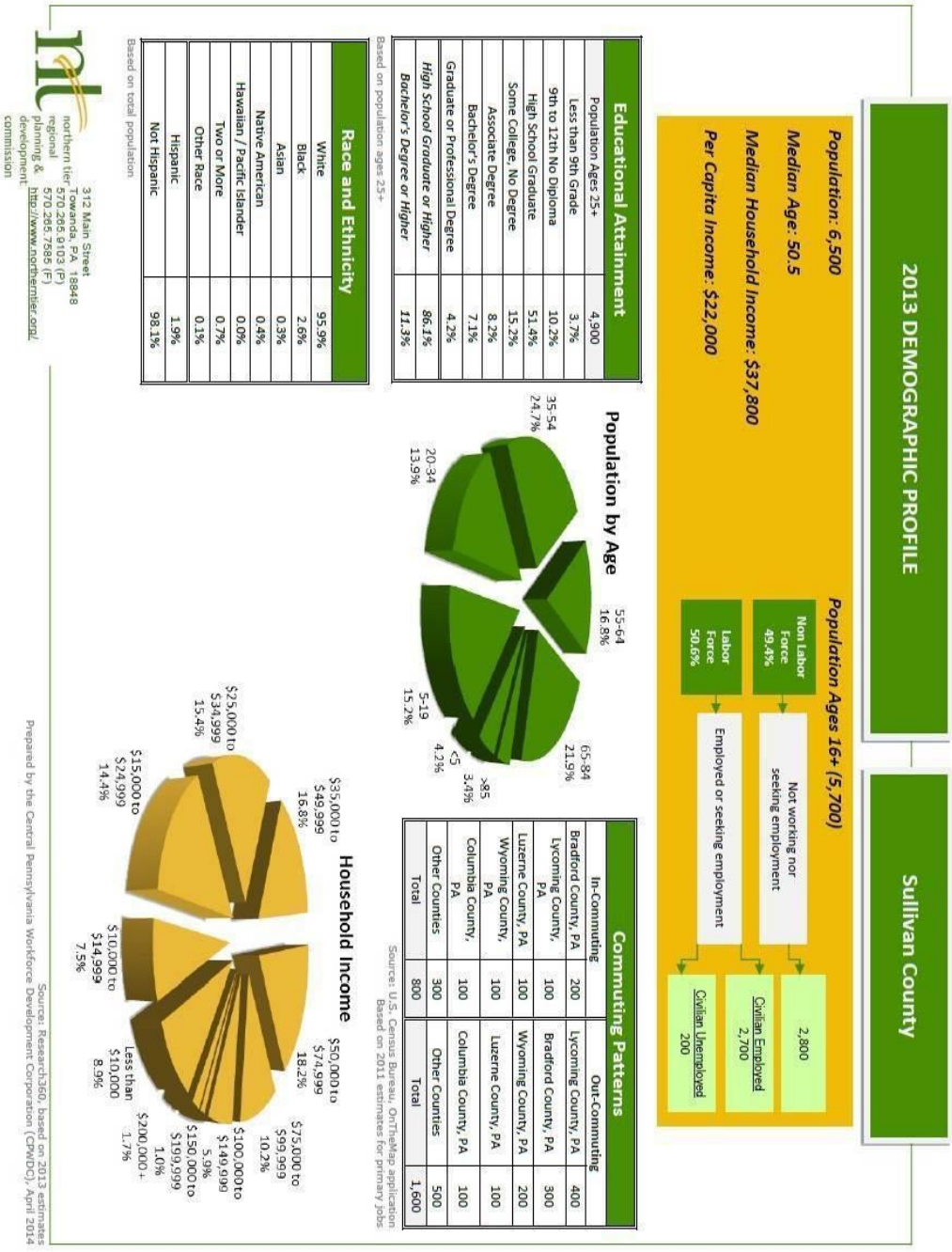
White	97.5%
Black	0.5%
Asian	0.5%
Native American	0.2%
Hawaiian / Pacific Islander	0.0%
Two or More	1.0%
Other Race	0.2%
Hispanic	1.4%
Not Hispanic	98.6%

Based on total population



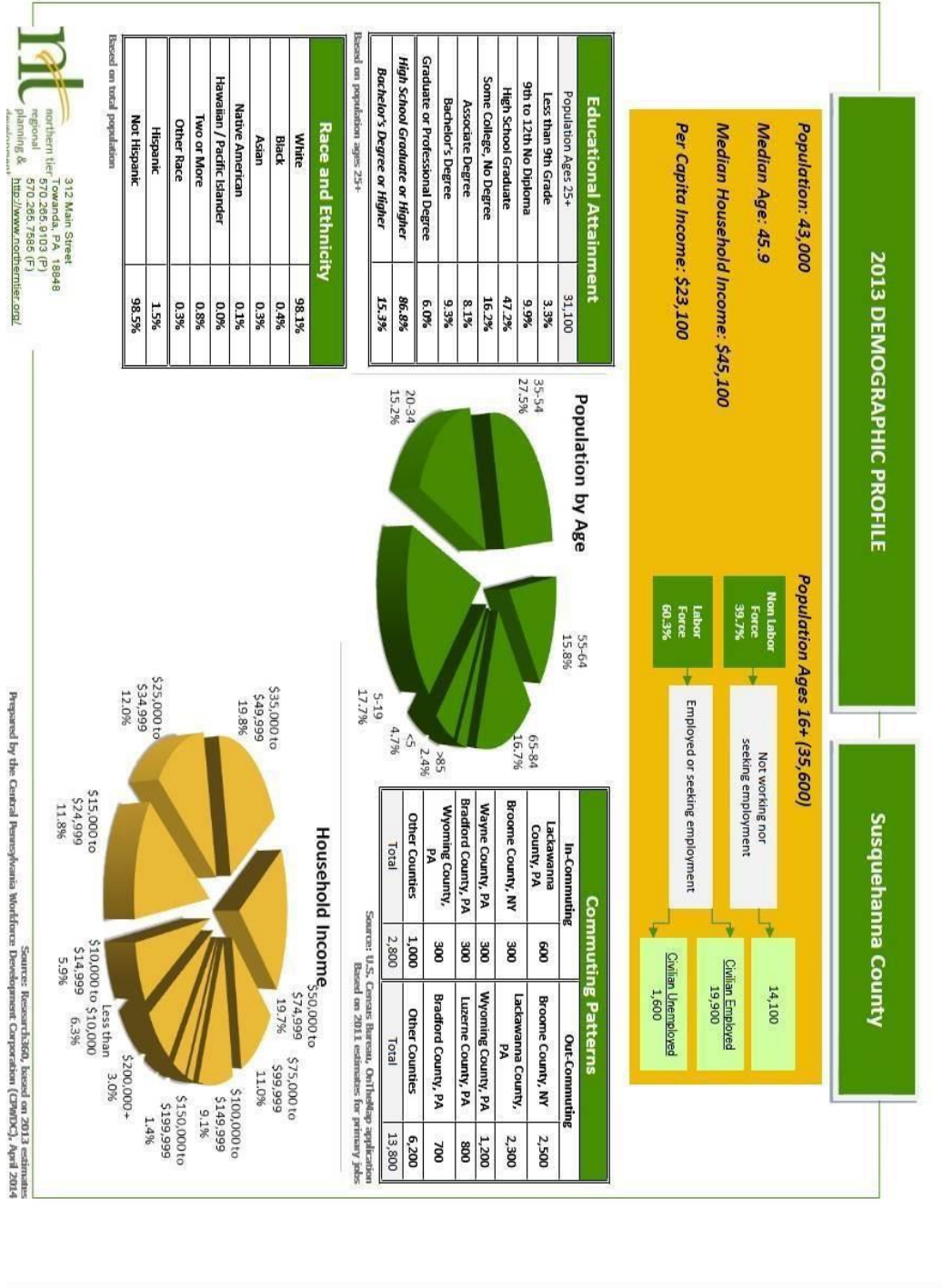
Source: Research360, based on 2013 estimates. Prepared by the Central Pennsylvania Workforce Development Corporation (CPWDC), April 2014

Appendix D

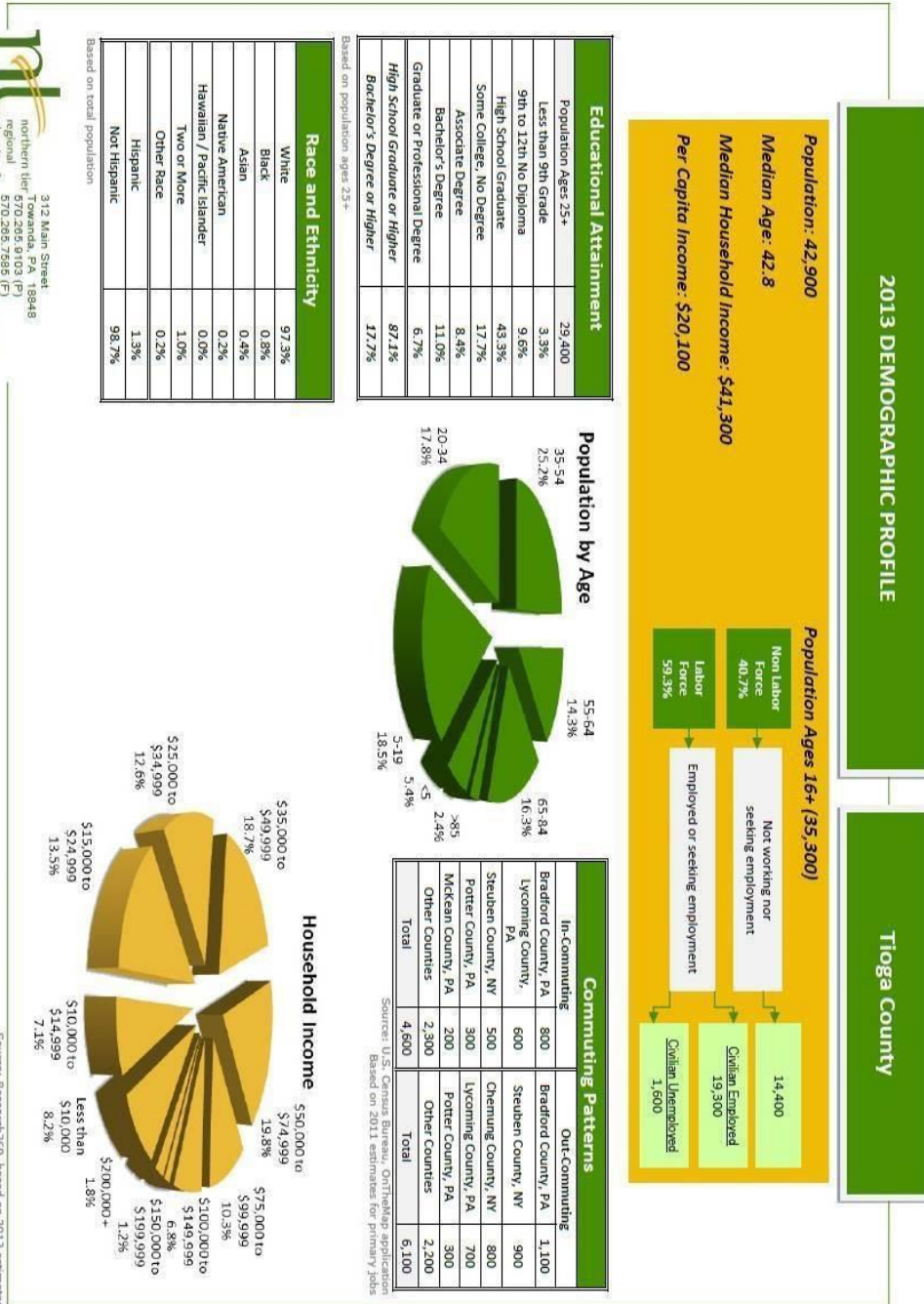


Prepared by the Central Pennsylvania Workforce Development Corporation (CPWDC), April 2014

Appendix E

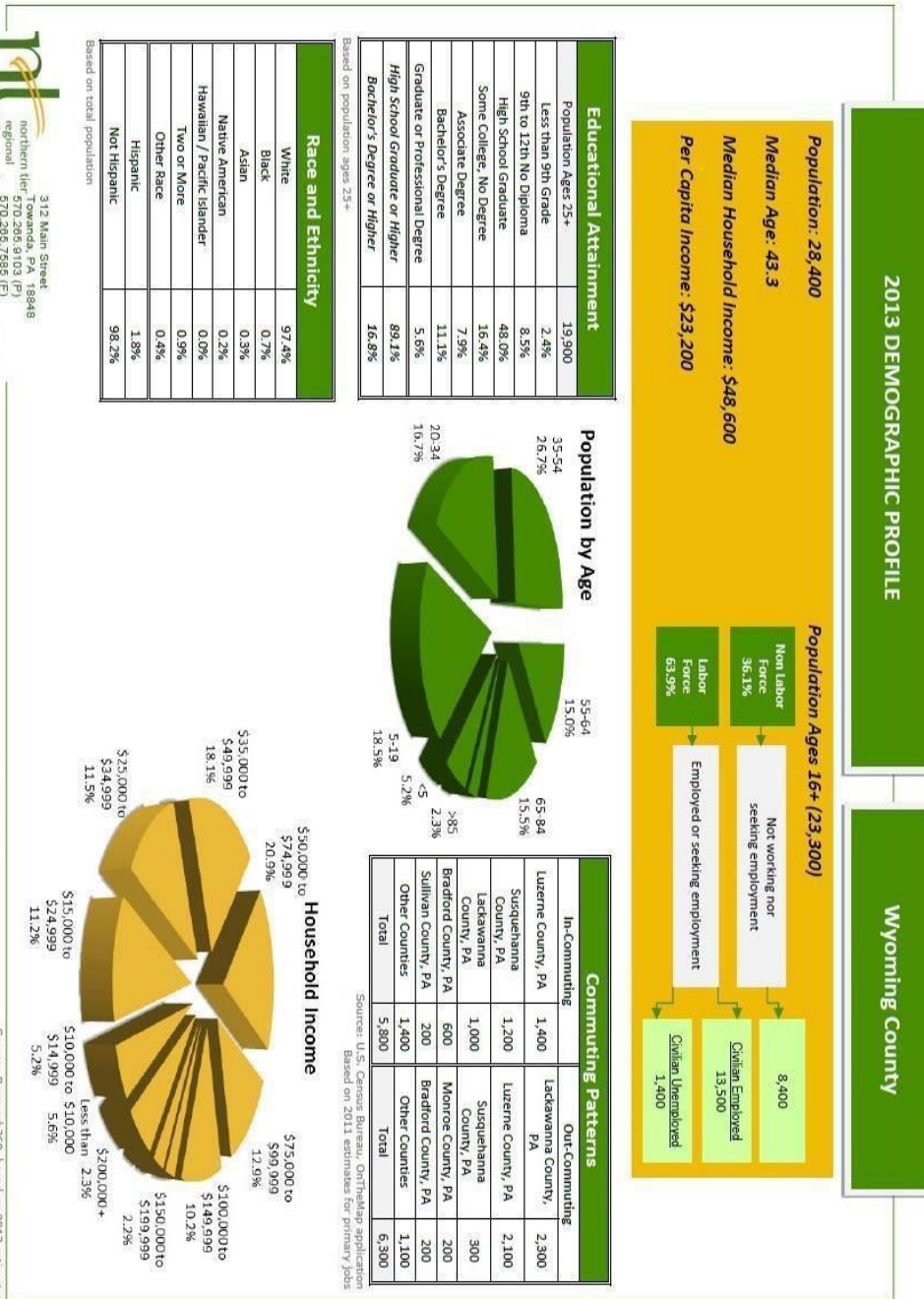


Appendix F



Prepared by the Central Pennsylvania Workforce Development Corporation (CPWDC), April 2014
Source: Research360, based on 2013 estimates

Appendix G



Source: Research360, based on 2012 estimates
 Prepared by the Central Pennsylvania Workforce Development Corporation (CWDC), April 2014

Title VI Policy Statement

TITLE VI COMPLIANCE: The Northern Tier RPO fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. This assures that no person shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination on the grounds of race, color, national origin, religion, or sex.

The Northern Tier RPO also complies with the Americans with Disabilities Act of 1990 (ADA). The ADA grants civil rights protections to those with disabilities and guarantees equal opportunities to such individuals regarding employment, transportation, public accommodation, state and local government services, and telecommunications. With advance notification, accommodations may be provided at any meeting open to the public for those with special needs related to language, speech, sight, or hearing.

For more information on the Northern Tier RPO's Title VI program and the procedures to file a complaint, please contact Bonnie Warner, Workforce Quality Specialist, by phone at 570-265-1513, by email at warner@northerntier.org or by visiting Northern Tier Regional Planning and Development Commission at 312 Main Street, Towanda, PA 18848. If information is needed in another language, please call 570-265-1513.

Any persons who believe they have been aggrieved by any unlawful discriminatory practice under Title VI or ADA may file a complaint with Northern Tier RPO. Any such complaint must be in writing and filed with Bonnie Warner and/or the appropriate state or federal agency.

Publications and other public documents can be made available in alternative languages and formats, if requested. Northern Tier RPO public meetings are held in ADA-accessible facilities, and in transit accessible locations when possible. For More Information visit: <https://northerntier.org/upload/Title%20VI%20Document.pdf> or contact the ADA Coordinator, Bonnie Warner.

If you have a request for a special need, wish to file a complaint, or desire additional information, please call 570-265-1513, visit Northern Tier Regional Planning and Development Commission at 312 Main Street, Towanda, PA 18848, or email warner@northerntier.org.

Title VI Policy Statement

Northern Tier RPO does not discriminate on the grounds of race, color, or national origin in its programs or activities. Furthermore, Northern Tier RPO will not, directly or through contractual arrangements:

- Engage in intentional discrimination because of race, color, or national origin;
- Use criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin; or,
- Intimidate, threaten, coerce, or discriminate against any individual in retaliation for exercising a right or privilege.

In addition to the aforementioned covered Title VI basis, Northern Tier RPO does not discriminate against individuals on the basis of disability in its services, programs or activities.

All complaints that allege exclusion from participation in, denial of benefits or discrimination on the grounds of race, color, or national origin from a program, service or activity administered by Northern Tier RPO shall be forwarded to the Northern Tier RPO Title VI Coordinator for intake and disposition consistent with the appropriate operating administration's complaint resolution process. Members of the public may file Title VI Complaints via email to thompson@northerntier.org or via mail at:

Northern Tier Regional Planning and Development Commission

312 Main Street

Towanda, PA 18848

Complaints that a program, service, or activity of Northern Tier RPO or one of its member municipalities is not accessible to persons with disabilities should be directed to:

Frank Thompson

Northern Tier Regional Planning and Development Commission

312 Main Street

Towanda, PA 18848

570-265-1515

thompson@northerntier.org

Northern Tier RPO will not place a surcharge on an individual with a disability to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.

PennDOT Title VI Program Complaint Procedures

PennDOT Title VI Program Notice to the Public

PennDOT complies with all applicable civil rights statutes and authorities and it is the policy of the Department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898, and related statutes and regulations in all programs and activities. Title VI of the Civil Rights Act 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 PennDOT receives Federal financial assistance. Furthermore, PennDOT's Title VI Program incorporates protections listed in related statutes, regulations and authorities and will not discriminate based on an individual or group's sex, age, religious creed or disability.

Any person who believes they have been aggrieved by a discriminatory practice under the Title VI Program has a right to file a formal complaint with PennDOT. Any such complaint must be in writing and filed with the Department Title VI Program Specialist or Coordinators within 180 days following the date of the alleged discriminatory occurrence. The Title VI Program Discrimination Complaint Form can be obtained from the Bureau of Equal Opportunity by dialing 1-800-468-4201 or visiting <http://www.dot.state.pa.us/public/PubsForms/Forms/EO-478.pdf>.

Complaints may be submitted to FHWA, PennDOT and its subrecipients, the United States Department of Transportation (USDOT), and the United States Department of Justice (USDOJ).

PennDOT Americans with Disabilities Act and Reasonable Accommodations

PennDOT complies with Title II of the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Pennsylvania Human Relations Act of 1955. PennDOT routinely upgrades or requires upgrades to existing non-compliant pedestrian facilities that are altered as part of all PennDOT-sponsored, or PennDOT-overseen, new construction and alteration projects in the public right-of-way. PennDOT continues to improve access by improving existing pedestrian facilities that have not been altered.

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 PennDOT, should contact Ryan VanKirk at (717) 787-1338, or the Bureau of Equal Opportunity at (800) 468-4201 as soon as possible but no later than 7 days before the scheduled event.

This non-discrimination program does not require PennDOT to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of PennDOT is not accessible to persons with disabilities should be directed to:

Equal Opportunity ADA Coordinator/Title VI Specialist
400 North Street, 5th Floor
Harrisburg, PA 17120-0094
Phone: 717-934-4199
Fax: 717-772-4026
Email: jbartash@pa.gov

Questions and concerns relating to right-of-way and ADA Accessibility should be directed to:

Highway Administration ADA Coordinator
400 North Street, 7th Floor
Harrisburg, PA 17120-0094
Phone: 717-787-1338
Fax: 717-705-2379
E-mail: rvankirk@pa.gov

If you are unsure which Department is responsible for your reasonable accommodation request, modification request, complaint, concern or inquiry, please contact PennDOT's Bureau of Equal Opportunity at 800-468-4201. PennDOT will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services as reasonable accommodations or reasonable modifications of policy.

PennDOT Limited English Proficiency Information

Authority

The Title VI prohibition of discrimination based on national origin has been interpreted to mean that no person shall be denied access to services due to Limited English Proficiency (LEP). LEP is a term that refers to a person who is not fluent in the English language, often because it is not their native language. This law applies to PennDOT services and programs as well as those provided by its municipal partners and organizations that receive funding through PennDOT.

PennDOT is committed to ensuring that all individuals requesting services provided by the Department, including those with LEP, have meaningful access to services. PennDOT works to ensure that LEP individuals are not excluded from programs and activities by providing free interpretation and translation services to the public in a number of languages. In many cases, customers requesting LEP assistance must do so in advance of any public event or meeting implemented by PennDOT. [PennDOT's Language Access Plan for Limited English Proficiency Individuals](#) outlines the Department's policies and procedures that have been instituted to ensure compliance with the law and guarantee access to programs, services and activities for PennDOT's LEP customers and members of the public.

For further information on LEP or other aspects of Title VI, please contact PennDOT's Bureau of Equal Opportunity by telephone at 717-787-5891 or 800-468-4201 or via email at penndot_eoreports@pa.gov.

日本人

注：日本語を話す人は、無料で言語サポートを利用することができます。電話番号 800.xxx.xxxx
(TTY : 711)

Italiano

ATTENZIONE: se parli italiano, l'assistenza linguistica, a titolo gratuito, è a tua disposizione.
Chiama il numero 800.xxx.xxxx (TTY: 711)

Português

POR FAVOR, OBSERVE: se você fala português, assistência linguística, grátis, está à sua
disposição. Ligue para 800.xxx.xxxx (TTY: 711)

Nederlands

LET OP: als u Nederlands spreekt, is taalondersteuning gratis. Bel 800.xxx.xxxx (TTY: 711)

Ελληνικά

ΠΡΟΣΟΧΗ: αν μιλάτε ελληνικά, η υποστήριξη γλώσσας είναι διαθέσιμη δωρεάν. Καλέστε
800.xxx.xxxx (TTY: 711)

Polskie

UWAGA: jeśli mówisz po polsku, obsługa języków jest dostępna bezpłatnie. Zadzwoń
800.xxx.xxxx (TTY: 711)

Српски

ПАЖЊА: Ако говорите српски, на располагању вам је бесплатна помоћ. Позив
800.xxx.xxxx (TTY: 711)

Hrvatski

Pažnja: Ako govorite hrvatski, besplatna vam je pomoć dostupna. Nazovite 800.xxx.xxxx (TTY: 711)

Українська

Увага: якщо ви розмовляєте по-українськи, ви можете отримати безкоштовну допомогу. Зателефонуйте за номером 800.xxx.xxxx (TTY: 711)

فارسی

توجه: اگر حرف فارسی رایگان دریافت کمک. تماس (TTY: 711) 800xxx.xxxx.

જરાતી

જાન્ય: જો તમે જરાતી બોલતા હો, તો િન:જુલ્જુ ભાષા સહાય સેવાઓ તમારા માટ ઉપલબ્ધ છે. ફોન કરો 800.xxx.xxxx (TTY: 711)

اردو

نوٹ: اگر آپ اردو بولتے ہیں، تو آپ مفت مدد حاصل کرسکتے ہیں. 800.468.4201 کو کال کریں (ٹی ٹی آئی 711):

বাঙালি

েুনোট: আিনি িদি বাংলা বললত িালুরন েতব আিনি িবনামূলুল সহায়তা েলিত িালুরন। কল কন 800.xxx.xxx (টটআই: 711)

ਪੰਜਾਬੀ

ਨੋਟ: ਜੇ ਤੁਸ ਪੰਜਾਬੀ ਬੋਲਦੇ ਹੋ ਤ ਤੁਸ ਮੁਫਤ ਮਦਦ ਲੈ ਸਕਦੇ ਹੋ. ਕਾਲ 800.xxx.xxxx (ਟੀ.ਟੀ.ਆਈ.: 711)

नेपाल

નોટ: યદ તપા નેપાલ બોલુહુચ્ચ બને, તપાઈ ન: શુલ્ક મદદ પ્રાપ્ત ગનર્ સવનુહુનેછ। ફોન 800.xxx.xxxx (ટટઆઈ: 711)

Română

Atenție: Dacă vorbești limba română, poți obține ajutor gratuit. Telefon 800.xxx.xxxx (TTI: 711)

Albanian

Kujdes: Nëse ju flisni gjuhën shqipe, mund të merrni ndihmë falas. Telefoni 800.xxx.xxxx (TTI: 711)

Laotian

ຂໍ້ຄວາມວ່າ ງ: ຖ້າທ່ານເວົ້າພາສາລາວ, ທ່ານຈະໄດ້ຮັບການຊ່ວຍເຫຼືອ ອາດສິ . ໂທ 800.xxx.xxxx (TTY: 711)

Türk

Dikkat: Türkçe konuşursanız, ücretsiz yardım alırsınız. 800.xxx.xxxx 'i arayın (TTY: 711)

தமிழ்

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TIP Revision Procedures/MOU

MEMORANDUM OF UNDERSTANDING (MOU)
Northern Tier Regional Transportation Improvement Program Rural Planning
Organization (RPO)
Procedures for 2025-2028 Transportation Improvement Program (TIP) Revisions

Background

This Memorandum of Understanding (MOU) between NTRPDC RPO, the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2025-2028 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

The STIP is the official transportation improvement program document mandated by federal statute [23 CFR 450.218](#) and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute. The STIP includes regional TIPs developed by the (NTRPDC RPO), the PennDOT developed Interstate Management (IM) Program and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, the National Electric Vehicle Infrastructure (NEVI) Formula Program, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

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

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a MPO/RPO, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in [23 CFR 450](#) govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, [23 CFR 450.328](#) permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs,

RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

STIP/TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated (NTRPDC RPO) LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, (NTRPDC RPO), and transit agencies at the county and regional levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives and enhances the overall performance of the Commonwealth's transportation system.

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

All projects within a nonattainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional (NTRPDC RPO) to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by the (NTRPDC RPO). The modified conformity determination should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO/RPO region's PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the (NTRPDC RPO) will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

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

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

Pennsylvania STIP/TIP Revisions

In accordance with the federal transportation planning regulations [23 CFR 450](#), revisions to the STIP/TIP will be handled as an *Amendment* or an *Administrative Modification* based on agreed upon procedures detailed below.

An *Amendment* is a revision to the STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source.**
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification.
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
 - \$2 million for the remaining areas;
 - \$1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation.
 - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
 - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the (NTRPDC RPO) is required for *Amendments*. The (NTRPDC RPO) must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the (NTRPDC RPO) meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

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

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

managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An **Administrative Modification** is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the (NTRPDC RPO). A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the (NTRPDC RPO), or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

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

Transit – Funds Related to Prior–Year Unobligated Funds

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

Transit

Statewide managed projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved

by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per [23 CFR 450.218\(l\)&\(m\)](#) and [23 CFR 450.326\(g\)\(j\)&\(k\)](#), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

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

STIP/TIP Transportation Performance Management

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

MPO/RPO TIP Revision Procedures

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

This document will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned, hereby agree to the above procedures and principles:

Ms. Alicia Nolan
Division Administrator
Federal Highway Administration

Date

Ms. Terry Garcia-Crews
Regional Administrator
Federal Transit Administration

Date

Mr. Mark Tobin
Director, Center for Program Development
And Management
Pennsylvania Department of Transportation

Date

Mr. Frank Thompson
Executive Director
Northern Tier Regional Planning and Development
Commission

Date

**Regionally Significant Projects
Implemented From prior TIP (FFY
2023-2026)**

Regionally Significant Projects Implemented From prior TIP (FFY 2021-2024):

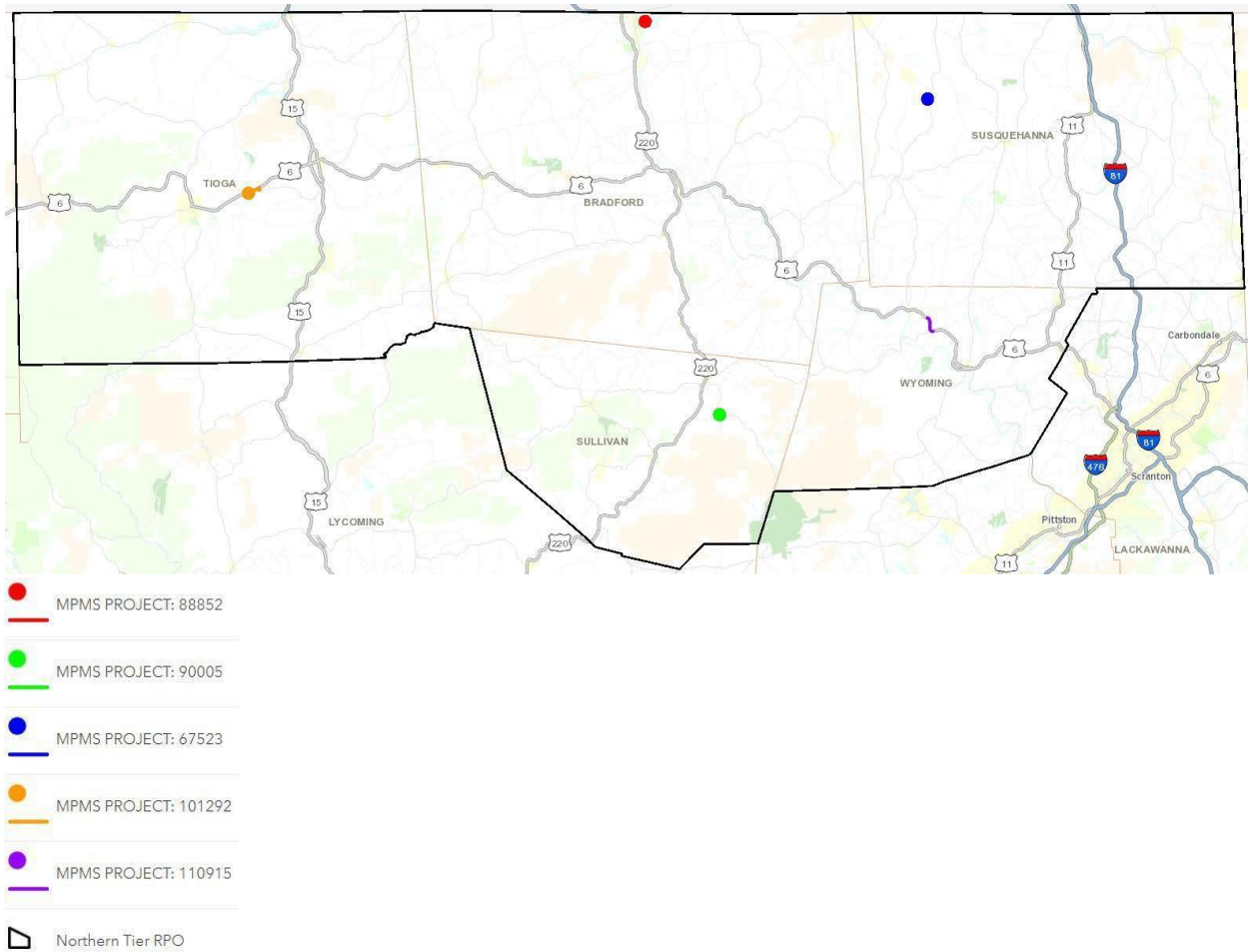
Bradford County: T-105 over Cayuta Creek. MPMS#: 88852

Sullivan County: SR 487 over Birch Creek. MPMS#: 90005

Susquehanna County: SR 267 over Middle Branch Wyalusing Creek. MPMS#: 67523

Tioga County: US 6 & PA660 Intersection. MPMS#: 101292

Wyoming County: Wyoming SR 6 Paving. MPMS#: 110915



Regional Estimated Totals

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

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

As defined by [23 USC 450.218\(m\)](#), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

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

Pennsylvania Transportation Funding Not Included in the STIP					
PLANNING PARTNER	SFY 24-25	SFY 25-26	SFY 26-27	SFY 27-28	SFY 28-29
Adams	19,200,943	19,214,427	19,257,518	21,108,667	20,957,515
Altoona	19,401,164	19,399,362	19,425,241	21,261,208	21,105,178
Centre	25,321,097	25,348,328	25,407,599	27,958,442	27,764,755
DVRPC	305,274,541	304,470,710	304,392,675	335,639,867	332,147,427
Erie	40,923,599	40,914,488	40,976,783	45,190,949	44,846,658
Franklin	24,184,870	24,186,022	24,223,584	26,782,138	26,579,317
Harrisburg	79,650,352	79,636,500	79,746,710	87,631,008	86,936,959
Johnstown	27,932,041	27,960,281	28,027,570	30,339,491	30,132,140
Lancaster	53,357,479	53,234,356	53,226,816	57,353,087	56,795,459
Lebanon	17,274,912	17,242,175	17,239,012	18,374,578	18,222,025
Lehigh Valley	63,938,620	63,760,616	72,226,648	70,710,561	70,043,862
NEPA	86,662,502	86,881,768	98,416,588	97,985,456	97,337,607
North Central	91,743,708	92,040,838	92,431,801	102,050,712	101,446,479
Northern Tier	109,160,012	109,656,102	110,262,401	123,809,125	123,068,184
Northwest	92,304,222	92,552,802	92,909,503	101,199,797	100,567,907
Reading	44,375,685	44,292,049	50,209,877	49,125,420	48,662,496
S. Alleghenies	86,525,072	89,882,085	90,201,572	103,079,595	102,345,738
Scranton-WB	89,682,059	100,123,439	100,433,284	109,448,996	108,770,713
SEDA-COG	99,920,065	86,839,128	87,232,295	95,193,372	94,655,170
SPC	418,849,185	419,420,554	420,637,901	468,069,934	464,473,484
SVTS	28,377,371	28,417,542	28,491,554	31,617,295	31,406,646
Wayne County	25,107,746	25,263,951	25,434,109	29,731,380	29,558,805
Williamsport	29,874,614	29,940,950	30,040,195	32,377,607	32,167,026
York	52,363,580	52,271,970	52,281,207	56,605,757	56,100,891
Statewide	590,599,000	601,368,000	623,944,000	632,651,000	632,632,000
TOTAL	2,522,004,441	2,534,318,441	2,587,076,442	2,775,295,442	2,758,724,442

APPENDIX A -
Transportation Program
General and Procedural
Guidance

April 19, 2023

PENNSYLVANIA'S 2025 TRANSPORTATION PROGRAM GENERAL AND PROCEDURAL GUIDANCE

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INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2025-2028 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, [23 USC Section 134](#), [23 USC Section 135](#), [23 CFR 450.200](#), [23 CFR 450.300](#), and [23 CFR 490](#), as well as [PA Consolidated Statute \(CS\) Title 74](#) and [PA Code Title 67](#). As referenced in the [Pennsylvania FFY 2023-2026 STIP Federal Planning Finding](#), these regulations guide the development process of the 2025 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The [Moving Ahead for Progress in the 21st Century](#) (MAP-21) Act required the use of a performance-based approach to transportation planning which was continued under the [Fixing America's Surface Transportation](#) (FAST) Act and [Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law](#) (IIJA/BIL). Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. 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)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Freight Movement Plan (FMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Operations (BOO), Bureau of Design and Delivery (BDD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM).

This document will oversee the development process of the 2025 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development.

BACKGROUND AND REQUIREMENTS

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the [Guidebook for Pennsylvania’s MPOs and RPOs](#). This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities, and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2025 Transportation Program development schedule is available in Appendix 1.

PA Act 120 of 1970, enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania’s TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania’s TYP to the STC for approval every two years.

The TYP is the Commonwealth’s official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional L RTPs.

12-Year Program Cycle for Federal Fiscal Year (FFY) 2025-2036

FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036
1st Four Years (STIP/TIPs)				2nd Four Years				3rd Four Years			
← TYP →											
← TAMP →											

Pennsylvania is required under [49 USC 5304\(g\)](#) and [23 USC 135\(g\)](#) to develop a STIP. Pennsylvania's STIP is a fiscally constrained four-year program of highway, bridge, and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional LRTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements [49 USC 5303\(j\)](#) and [23 USC 134\(j\)](#) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs, LRTPs, and UPWPs. PennDOT takes the lead in developing the independent county TIP, the Statewide Items TIP, and the Interstate Management (IM) Program TIP. Each MPO/RPO TIP is a fiscally constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of

limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Public Participation

Public outreach is a crucial component of updating the 12 Year Program. The release of the [2023 Transportation Performance Report \(TPR\)](#) by the STC on February 22, 2023, was the official start of the 2025 Program update process in Pennsylvania.

PennDOT, the STC, and the MPOs/RPOs welcomed the public to review the TPR before providing input and feedback on transportation priorities to help identify projects for the 2025 Program. The 2025 TYP update public comment period took place from March 1 through April 30, 2023. During this comment period, the public was encouraged to take an online [transportation survey](#) to share their transportation priorities and concerns and attend an [Online Public Meeting](#) held April 12, 2023, where the findings of the 2023 TPR were presented and the public was given the opportunity to ask questions.

The public comment period unofficially began with a pilot of 'pop-up' in-person events to encourage diverse public involvement by attending the 2023 Pennsylvania Farm Show and Pennsylvania Auto Show. The 'pop-up' events concluded with the PA State Association of Township Supervisors (PSATS) Conference at the end of the public comment period. An informational banner and rack cards were used as promotional tools.

To increase public participation and gather as much feedback as possible, PennDOT, the STC, and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2025 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

STC's [How It Works](#) describes how PennDOT, the STC, and the Transportation Advisory Committee (TAC) use various tools, including programs, plans, and reports to complete the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a [Statewide PPP](#) in accordance with [23 CFR 450.210](#).

FHWA provides guidance to the MPOs/RPOs regarding [public involvement](#) requirements. The MPOs/RPOs are responsible for developing their regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation agencies and service providers, businesses, special interest groups, disadvantaged populations, and other members of the public.

The MPOs/RPOs must post their regional PPPs on their websites. These MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

Limited English Proficiency

Providing translated Limited English Proficiency (LEP) taglines to the TIP, LRTP and related public participation documents, as well as associated translation services, is an effective way to ensure access for public comment. A tagline is a translated sentence in one or more languages to inform members of the public how to request a translated version of the document. The provision of taglines aligns with USDOT guidance on providing meaningful access to LEP persons. A copy of translated language taglines for inclusion in documents available for public comment is available in the [Title VI folder](#) on SharePoint.

Title VI

As a recipient of federal funding, MPOs and RPOs must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) [49 CFR § 21](#) (Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation - Effectuation Of Title VI Of The Civil Rights Act Of 1964) and the [FTA Circular 4702.1B](#) (Title VI Requirements and Guidelines for Federal Transit Administration Recipients). The FTA Circular 4702.1B requires that MPOs/RPOs (sub-recipients of federal funds) document their compliance by creating and submitting an approved Title VI Program document to PennDOT (the primary recipient). MPOs and RPOs should continue to coordinate with PennDOT through the Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT), and CPDM as well as with FTA and FHWA, as needed, for guidance, resources, and assistance in maintaining compliance. FTA Region III shared resources on the FTA Circular 4702.1B requirements for MPOs/RPOs along with a document of PennDOT's efforts to meet these requirements. To learn more about Title VI and the overarching requirements of this and related statutes and authorities, please refer to PennDOT's [Title VI webpage](#) which addresses the full scope of the Department's civil rights obligations. Resources referenced above are available in the [Title VI folder](#) on SharePoint.

Planning processes must comply with [Title VI of the Civil Rights Act of 1964](#) that prohibits exclusion from participation in, denial of the benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Furthermore, PennDOT must comply with other federal and Commonwealth statutes and authorities that prohibit discrimination based on an individual or group's sex, age, religious creed, and/or disability. [PennDOT's Title VI Compliance and Implementation Plan](#) defines the policies and procedures by which the Department administers its Title VI activities and ensures its programs comply with Title VI requirements both within PennDOT and among its federal-aid sub-recipients.

PennDOT BEO, in coordination with PennDOT CPDM and FHWA, has crafted a template that can be used by the MPOs/RPOs as a general Title VI policy statement and complaint procedural notice. MPOs/RPOs that already maintain a Title VI Policy statement that addresses the principal points articulated in this template may maintain their existing statements or choose to modify this template to meet their organizational needs. Any Title VI statement should include the organization's name and Title VI Coordinator contact information. The Title VI Coordinator should be fully versed in the organization's complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

It is recommended that this [Title VI template](#) or a comparable statement be applied as an appendix or preface to the TIP document that is made available for public comment. Additionally, it is recommended to apply this template or a comparable statement to other publicly facing documents and communications, including the MPO/RPO PPP and respective websites.

As recipients of Federal funds, MPOs and RPOs must also follow Title VI data collection and analysis requirements as provided for in [49 CFR 21.9](#) and [28 CFR 42.406](#). FHWA is awaiting further guidance regarding the DOT Title VI Order ([DOT 1000.12C](#)) and how the requirements for Title VI data collection will be implemented.

Americans With Disabilities Act (ADA)

PennDOT subrecipients are required to designate a responsible employee and adopt [ADA/Section 504](#) complaint procedures in accordance with [49 CFR 27.13](#). Each subrecipient must satisfy the requirements of [49 CFR 27.15](#). A designated ADA contact person or coordinator should be identified on MPO/RPO websites and public notices including TIP and LRTP public comment and public meeting announcements. MPOs/RPOs shall include an ADA accommodation statement and procedures for submitting ADA accommodation requests or complaints as part of their planning documents.

Justice40

Justice40 was established by [Executive Order 14008](#) and is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from covered programs flow to disadvantaged communities. On August 18, 2022, the White House announced USDOT's official Justice40 covered programs list, which includes both discretionary grant programs and Formula funds. Within FHWA/FTA, the identified Justice40 Formula programs include but are not limited to the following:

- [Carbon Reduction Program \(CRP\)](#)
- [Congestion Mitigation and Air Quality Improvement Program \(CMAQ\)](#)
- [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#)
- [PROTECT Formula Program](#)
- [Transportation Alternatives Set-Aside \(TASA\)](#)
- [Buses and Bus Facilities Formula Program](#)

Additional implementation guidance from USDOT is anticipated soon. More information can be found on the [USDOT's Justice40 Initiative](#) website. A [listing of Discretionary and Formula programs](#) identified as Justice40 is also available.

Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2025 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

Please note that some of the Tribes and Nations accept email correspondence while others may require a paper copy of documents. For the Tribes and Nations that require paper copies, please include a printed version of the TIP with the consultation letter to reduce any barriers to participation, and freedom for review, and comment. A **list** of federally-recognized Tribes and Nations contacts as well as a **sample coordination letter** are available in the [Tribal Coordination folder](#) in SharePoint.

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. The regulatory requirements and citations to include in the Self-Certification resolution can be found at [23 CFR 450.336](#). **An example** of a self-certification resolution can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2025 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2025 Program from a previous program. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, [PennDOT Connects](#) (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into [PennDOT's Multimodal Project Management System](#) (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow [Pub 227](#) and strike-off letters available in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, safety assessments, and funds obligation. As the project progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

The MPOs/RPOs, in consultation with the Engineering Districts, should consider projects that contribute to improving performance in more than one area. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the TIP development process, PennDOT District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

PennDOT Connects

Overarching guidance for PennDOT’s project development and delivery process is provided by [Design Manual Part 1A](#) (DM1A). It provides guidance on the collection, validation, sharing and documentation of the information necessary to advance a project. As detailed in DM1A, new projects must follow the PennDOT Connects collaborative planning process approach in Appendix 2. The local government outreach and collaboration achieved through the [PennDOT Connects policy](#) leads to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed. This information is carried forward into the scoping and environmental review processes. PennDOT Connects collaboration may occur throughout the planning process. However, PennDOT Connects Project Initiation Forms (PIFs) should be completed for new TIP projects prior to programming. Additional guidance is currently being developed to address PennDOT Connects scalability for projects funded outside of Financial Guidance.

PennDOT Connects identifies community needs and contextual concerns early in project planning through a collaborative process. It is also a mechanism where PennDOT and the MPOs/RPOs can hold discussions on emerging topics like Environmental Justice in the state’s transportation programs. PennDOT and the MPO/RPOs coordinate with local governments to identify opportunities to incorporate community-related features into potential projects prior to adding those projects to the Program. However, this is only the beginning of the PennDOT Connects collaborative approach. While community-focused project features are identified in planning, it is often not until the Preliminary Engineering (PE) process is conducted that a determination can be made on whether these features can reasonably be incorporated into the project. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project. Local governments must be kept informed throughout the decision-making processes involved in project development and delivery.

The identification and consideration of cultural resources is one aspect of PennDOT Connects collaboration that can be particularly valuable. “Cultural resources” is a term that is typically used synonymously with the term “historic properties”, which are defined in the [National Historic](#)

[Preservation Act of 1966](#) (NHPA) ([54 USC § 300308](#)) as buildings, sites, districts, structures and objects included in, or eligible for inclusion in, the National Register of Historic Places. [Section 106](#) of the NHPA requires that federal agencies consider the effects of their actions on historic properties following the Advisory Council on Historic Preservation’s implementing regulations at [36 CFR 800](#). Identifying historic properties present, or likely present, in a project area during project planning provides the best means for protecting and preserving cultural properties important to Pennsylvania’s communities and benefits the efficiency and utility of the Section 106 process. As part of the PennDOT Connects process, the MPOs/RPOs and PennDOT Districts should discuss if cultural resources are present, or likely present, in the project area. Collaboration with the State Historic Preservation Officer (SHPO) and/or the PennDOT District Cultural Resource Professionals (District archaeologist and District architectural historian) may also inform the process. Pennsylvania’s [Statewide Historic Preservation Plan for 2018-2023](#) outlines a five-year plan for collaboration on historic preservation that should be considered as part of project planning.

Long Range Transportation Plans

The 2045 PA Long Range Transportation Plan (LRTP), [Publication 394](#) and [394A](#), is Pennsylvania’s current LRTP of record and the 2045 Freight Movement Plan (FMP), [Publication 791 and 791A](#), is Pennsylvania’s current FHWA approved freight movement plan. These policy plans were developed with the cooperation and input from dozens of state agencies, regional and local transportation agencies, and stakeholders. The 2045 PA Long Range Transportation Plan sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania’s statewide LRTP has been updated for 2045. The statewide Freight Movement Plan has also been updated for 2045 to meet the most recent [federal requirements](#) from the IIJA/BIL and to keep the plan policies for Pennsylvania’s freight movement relevant and up to date. Updates to the statewide FMP will occur every four years.



Pennsylvania MPOs and RPOs are required to have their own regional LRTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance support to MPOs/RPOs in the development of their regional LRTPs in the form of its [Regional Long-Range Transportation Plan Guidance](#) PUB 575. In 2020, PennDOT also created a new resource for LRTP plan making and freight planning. [Freight Planning Guidance](#) PUB 790 in response to the growing emphasis and importance of freight movement. PUB 790 serves as a planning resource that outlines the planning process and specialized considerations for the development of independent Freight Plans, or for the integration of freight as a part/component of regional LRTPs.

Regional LRTPs are to be consistent with the goals laid out in the statewide LRTP. Responsive LRTPs are based on extensive public and stakeholder involvement and include a list of fiscally constrained projects that support regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional LRTPs, local comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional LRTPs available on their websites.

Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the MAP-21 Act and reaffirmed in the FAST Act and IIJA/BIL. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets.

Information on TPM rules and other resources on performance management are available on [FHWA's Transportation Performance Management](#) webpage and through [FTA's Performance Based Planning](#) webpage. Additional information on PBPP can be found on FHWA's [Performance Based Planning and Programming Guidebook](#) and is illustrated in the flowchart shown below.



The [TPM Resource Toolbox](#) has been created to support PennDOT and the MPOs/RPOs with the integration of the federal performance measures in the transportation planning process. The toolbox includes:

- Ability to ask questions for which PennDOT will work to create formal responses
- Handouts to provide further guidance in TPM implementation
- Examples of noteworthy practices and select case studies
- Key contacts and resources
- Ways to communicate the TPM measures to the public

MPOs/RPOs can recommend new ideas for items to be added to the TPM Resource Toolbox to support the application of performance measures in the TIP and LRTP planning process.

PennDOT and the MPOs/RPOs are required to comply with [23 USC 150](#), which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through PBPP.

[23 CFR 450.314\(h\)](#) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed-upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP:

- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for each region
- Collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT, in cooperation with its MPOs/RPOs, developed the [Pennsylvania Transportation Performance Management Performance-Based Planning and Programming Procedures](#) document to serve as Pennsylvania's jointly-written provisions for the highway/bridge PBPP roles and responsibilities. It also more fully documents the roles for PennDOT and the MPOs/RPOs regarding target setting coordination, data collection, data analysis and reporting. To ensure compliance with [23 CFR 450.314](#), the MPOs/RPOs have provided written acknowledgement that the Pennsylvania PBPP written provisions were cooperatively developed and agreed-upon with PennDOT.

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, most MPOs/RPOs have adopted PennDOT's statewide targets. MPOs/RPOs that do not adopt the statewide targets must coordinate with PennDOT on their revised targets and methodology. Documentation on the currently approved targets is available on [PennDOT's Transportation Performance Management](#) SharePoint page.

Public Transit Agencies are also required by FTA to develop performance targets related to asset management and safety. These targets are discussed in more detail in the Transit section below.

In accordance with [23 CFR 450.218\(q\)](#), PennDOT CPDM, BPT and BOO will describe in the STIP documentation how the Statewide Program of projects contributes to the achievement of the performance targets identified in the state performance-based plans, linking investment priorities to those targets. The narrative will document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the Program of projects in the STIP.

Similarly, in accordance with [CFR 450.326\(d\)](#), the MPOs/RPOs, in coordination with PennDOT Districts and transit agencies, will describe in their TIP documentation how their regional programs contribute to the achievement of their performance targets in the regional performance-based plans, again linking investment priorities to those targets. The narratives should document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the program of projects in the MPO/RPO TIPs.

The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the [PennDOT TAMP](#), [Pennsylvania SHSP](#), the [Highway Safety Improvement Program](#) (HSIP), the [2045 Freight Movement Plan](#) (FMP), TMA CMAQ Performance Plans (see [23 U.S.C. 149\(l\)](#)), regional [CMP](#) plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs.

The narrative should specifically describe these linkages and answer the following questions:

- How were the projects included in the STIP/TIPs selected/prioritized?
- What is the anticipated effect of the STIP/TIP towards the achievement of the performance targets?
- How are the STIP/TIPs consistent with the other performance-based planning documents?

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CDDM in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint as well as the [TPM Resource Toolbox](#).

Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the six goal areas of the 2045 LRTP strategic directions, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the [National Roadway Safety Strategy](#). Safety Performance Management is also part of FHWA's overall TPM program. The [Safety Performance Management Final Rule](#) establishes safety performance measure requirements for carrying out the HSIP.

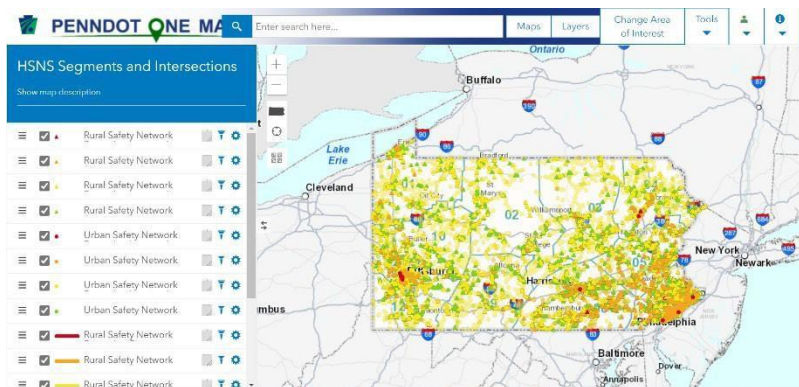
To establish the current Safety Performance Measure (PM1) targets, PennDOT BOO reviewed the State's crash and fatality data and evaluated it for overall trends, comparing these trends to what could be observed at the national and state level. PennDOT evaluated how these trends affected the Pennsylvania SHSP goals and the [National Toward Zero Death initiative](#). PennDOT BOO and CPDM shared the statewide data with the Engineering Districts and MPOs/RPOs.

In addition to tracking the PM1 targets, [special rules](#) have been established and sustained under the IJA/BIL for the HSIP program. These special rules, addressing vulnerable road users (VRU), high risk rural roads (HRRR), and older drivers and pedestrians, include obligation and reporting requirements triggered by identified crash data trends. These requirements are designed to promote a comprehensive approach towards safety planning, aligning with new focuses on active transportation, the Safe Systems Approach, and evolving national performance-based standards. Reaching targets and

achieving safety goals requires incorporating safety into all aspects of project planning and funding sources.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads while working towards achieving the PM1 safety targets as part of a comprehensive approach towards safety. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT District, BOO, and CPDM, and must be consistent with the strategies from the Pennsylvania SHSP. HSIP funding is 6% of Pennsylvania's total allocation and projects funded by HSIP are not the only projects that have an impact on reducing fatalities and serious injuries. Conducting a safety assessment of during the planning stage of projects could result in increased safety benefit, earlier identification of potential HSIP projects, and allow for consideration and incorporation of safety measures on all projects regardless of funding source.

All projects utilizing HSIP funds shall be evaluated based on a Highway Safety Manual (HSM) analysis that includes a Benefit Cost Analysis, CMFs for systemic improvements, improvements on high-risk rural roads, Vulnerable Road Users (VRUs), administrative needs, and deliverability. A data-driven safety analysis in the form of an HSM analysis which includes BCA is required to complete PennDOT's HSIP Application Process. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. Selecting projects with the highest excess value returns on investment have the greatest opportunity for improving safety. HSIP projects shall have a at least a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries. It is important to select projects with realistic delivery timelines to ensure Pennsylvania can accommodate HSIP obligation requirements and maximize the usage of available funding and return on safety investments.

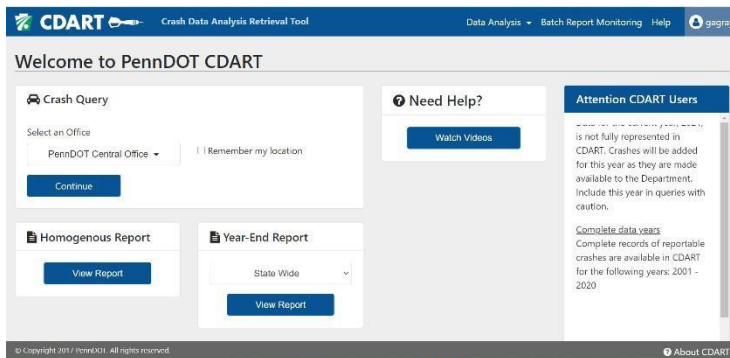
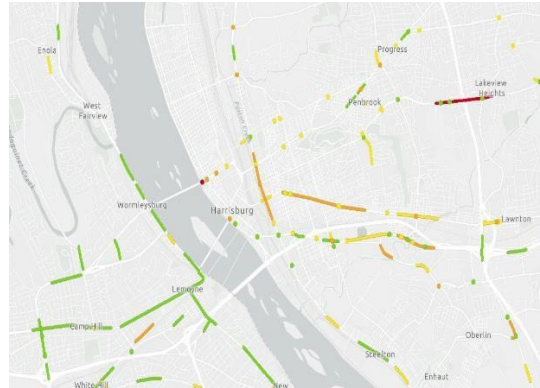


The process for selecting spot location safety projects for inclusion in the TIP should begin with Highway Safety Network Screening (HSNS) Evaluation that the Department has performed on all counties. Selecting locations with an annual excess crash cost or frequency greater than zero from this network screening is key to identifying locations with a high

potential to improve safety. This evaluation has been mapped and is included in [PennDOT's OneMap](#), [PCIT](#), and [CDART](#) crash databases to ease use by our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. 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 in the HSNS. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes

(excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. The yearly excess crash costs are calculated utilizing the excess crash frequencies for Fatal & Injury (F&I) crashes and Property Damage Only (PDO) crashes and then weighting those excess crashes with the costs of F&I crashes and PDO crashes. The excess crash costs allow for the evaluation of the severity of crashes. Use of the [Highway Safety Manual](#) and [PUB 638A](#) will assist in performing this evaluation manually.

Locations in OneMap are color coded to easily identify potential safety project locations. The locations identified in yellow, orange, or red have an increasing potential for improving safety with the red locations having the greatest opportunity to improve safety. Locations in green are locations that are already performing safely statistically and are included so that partners understand that there may be limited improvement of safety by selecting one of these locations for inclusion on the TIP.



Once safety candidate location(s) have been prioritized for further analysis using the network screening, an assessment of the type of project that needs to be done to address the safety needs should be performed. This analysis must be performed so that project delivery and funding level considerations can be factored into TIP development. Through crash data, the MPO/RPO's and

Engineering Districts can get an idea of whether the safety needs can be addressed by using [proven countermeasures](#) or whether a more significant infrastructure improvement is necessary. To assist in this, partners can use one of two systems:

- (1) [Crash Data Analysis Retrieval Tool](#) (CDART)
- (2) [Pennsylvania Crash Information Tool](#) (PCIT)



Once this analysis has been performed, data should be used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern. By starting with the [Crash Modification Factors Clearinghouse](#) the Engineering Districts can help narrow down treatments that are applicable to a given location and dataset. MPOs/RPOs should use this information

to assess the complexity of the project needed. For example, can a situation involving roadway

departure crashes be addressed by the addition of curve warning signs and high friction surface treatments or do a series of curves in the roadway need removed. Obviously the more complex the solution is the greater the funding levels will be, but it also increases other project delivery aspects like environmental clearances and right-of-way impacts. Both areas can affect how much funding is tied to a given year on the TIP as well as the total number of years the project will need carried on the TIP to reach completion. All of these factors are important considerations when selecting safety projects because delivering projects that have the greatest potential for return on reduction in crashes is key to the Commonwealth achieving its established safety performance targets and avoiding penalties for the target metrics, VRUs, and HRRRs.

Guidance on performing a data-driven safety analysis can be found in the following locations:

- [PUB 638 – Highway Safety Program Guide](#)
- [PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual](#)
- [PennDOT Safety Website](#)
- [AASHTO Highway Safety Manual](#)
- [FHWA Crash Costs for Highway Safety Analysis](#)
- [FHWA Countermeasure Service Life Guide](#)
- [FHWA Selecting Projects and Strategies to Maximize Highway Safety Improvement Program Performance](#)
- [Highway Safety Benefit-Cost Analysis Guide](#)
- [Highway Safety Benefit-Cost Analysis Tool: Reference Guide](#)
- [HSM Analysis \[Crash Modification Factor \(CMF\) Clearinghouse\]](#)

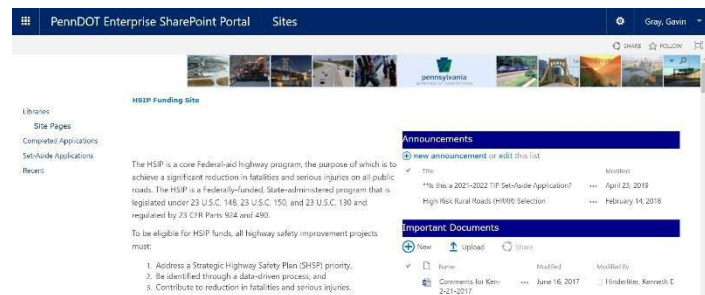
More information on HSIP project eligibility and requirements, including federal share pro rata, can be found at the following links:

- [FHWA – Project Eligibility](#)
- [FHWA – Eligibility Guidance](#)
- [23 USC 120 – Federal Share Payable](#)
- [23 USC 148 – Highway Safety Improvement Program](#)

The [HSIP Project Application Site](#) provides a single point of communication for all HSIP eligibility and funding requests.

Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow involving the PennDOT Engineering District, BOO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Candidate projects submitted into the HSIP Project Application Site must receive necessary approvals prior to being programmed on the draft TIPs.

The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise



where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. Project cost amendments must be approved in the HSIP Project Application site before an eSTIP will be approved by FHWA. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside at least \$50 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of \$500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document. Should Pennsylvania trigger one or more HSIP special rules, HSIP funds may need to be diverted to HRRR or VRU projects to accommodate funding obligation requirements.

Due to the importance and priority placed upon Safety and efforts to enhance safety-funded project delivery, additional efforts will be made to optimize the obligation of HSIP funding on eligible projects. Current fiscal year HSIP Funding remaining in regional line items and not assigned to projects by April 15th of the fiscal year will be moved to the state-wide line item for redistribution to other projects that are ready to move forward, require additional funding or to advance funding to process advance construct conversions. Regional and set-aside funded projects will be regularly reviewed to ensure funding is on target to obligate in the year programmed funding is assigned. In cases where programmed funding and expected obligations do not line up, TIP adjustments will need to take place to ensure funding is obligated within the program year.

Pavement and Bridge Asset Management

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 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. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

PennDOT's [TAMP](#), required by [23 USC 119](#) and [23 CFR 515.13\(b\)\(2\)](#), 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 lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in [23 USC 150\(b\)](#). The TAMP is developed by PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, 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. Information from these systems informs the development of the TAMP. Step by step guidelines on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#).

PennDOT's asset management systems forecast condition and investment needs by asset class and work type 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, per [23 CFR 515.9 \(d\)\(1\)](#). 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 ([23 CFR part 490.315\(a\), Subpart C](#)) and no more than 10 percent of total NHS bridge deck area shall be rated as poor ([23 USC 119\(f\)\(1\)](#)). However, the ability to achieve these condition thresholds is funding dependent.

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, per [23 CFR 515.7](#) and [23 CFR 515.9](#).

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and 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.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure

condition that was only applied to a small subset of the overall bridge population. PennDOT has developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within an LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should 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 will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the [TPM Resource Toolbox](#). For the 2025 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those that have the capability may produce their own outputs. The PAMS and BAMS outputs for the 2025 program are available in the [PAMS-BAMS Runs folder](#) in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

While the TAMP and PM2 measures currently only focus on the NHS, PennDOT and the MPOs/RPOs must ensure that projects are selected and prioritized for the entire state-owned and locally owned Federal-aid network. In coordination with PennDOT Districts, the MPOs/RPOs should consider and document how the following was utilized as part of their program development process:

- regional highway and bridge system assets
- existing conditions
- projected future conditions
- development of strategies/priorities to continue to improve the system at the LLCC
- planning and programming of projects as part of fiscal constraint

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. The 2022 TAMP expands the pavement and bridge inventory to include non-NHS pavements and bridges. Future updates will consider additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and LRTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT AMD will work with PennDOT CPDM, PennDOT Districts and the MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to achieve a program based on LLCC. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized

to help achieve minimum required pavement and bridge condition thresholds. This will be based on coordination between PennDOT BOO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

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 will be used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

System Performance

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Strengthening transportation mobility is another goal area of the 2045 LRTP. Improving reliability and traffic flow are also part of FHWA's overall TPM program. [FHWA's System Performance/Freight/CMAQ Final Rule](#) established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program.

The current PM3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the CMP, Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Data for the reliability and delay measures are taken from the National Performance Management Research Data Set (NPMRDS). This data set includes average travel times on the National Highway System (NHS) for use in performance measures and management activities. This data set is available to MPOs and PennDOT and more information can be found on the FHWA [Operations Performance Measurement](#) website. The NPMRDS is part of the Regional Integrated Transportation Information System (RITIS) which is the current platform for reporting the PM3 travel time measures. RITIS provides a portfolio of analytical tools and features for summarizing the measures and evaluating trends. The [CENSUS American Community Survey](#) (ACS) and [FHWA CMAQ Public Access System](#) provide the data sources for the Non-Single Occupant Vehicle (SOV) and emission measures, respectively. The VMT are derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOO and CPDM

will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional progress toward meeting the statewide targets. This may consist of tables or online maps of travel congestion and reliability measures.

With support from the MPOs/RPOs, PennDOT CPDM and BOO will monitor the road network for significant changes in the reliability metrics from year to year. Monitoring the network will help identify such projects as capacity enhancements or traffic signal coordination projects on primary roadways. These project impacts will help assess the benefits of historic funding and the potential benefits of future investments on traffic congestion and reliability. Identifying project impacts will require the evaluation of performance measures before construction, during construction and after project completion.

PennDOT and the MPOs/RPOs should program projects that address congestion and reliability issues identified in the (Regional Operations Plans) ROPs, CMPs, and LRTPs in order to support progress towards achievement of the PM3 targets. Methods for PM3 for integration will remain flexible for each agency.

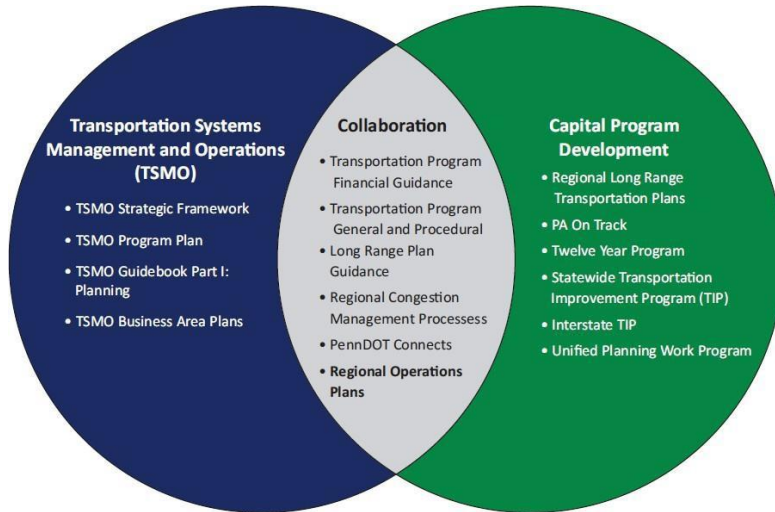
Transportation Systems Management and Operations

The mission of [PennDOT's TSMO Program](#) is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using emerging and innovative operational- strategies instead of building extra capacity. Higher reliability means more consistent travel times on NHS roadways. **TSMO strategies must first be considered before the implementation of a capacity-adding project.** TSMO strategies may be implemented through independent projects or as part of other projects. All projects must consider impacts to the PM3 performance measures to ensure that the targets are being met, both during the construction phase and after completion of the project.

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. PennDOT data shows 95% of congestion in Pennsylvania is non-recurring. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

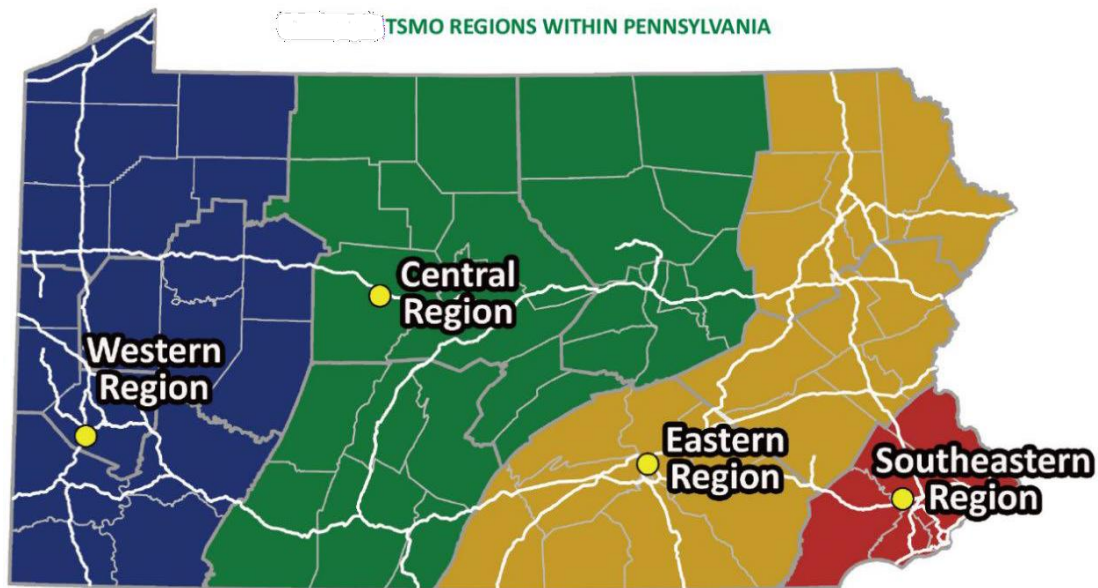
PennDOT has developed a [TSMO Guidebook](#) (PUB 851) on how to implement its approach to integrating TSMO into planning and programming and how to connect operations-related planning efforts with other Pennsylvania planning efforts. Stakeholders should consider the applicability of TSMO solutions for every project as part of the design process outlined in PennDOT's DM1 manual.

TSMO Relationship with the Planning Process



TSMO projects should be consistent with [FHWA operations guidance](#), as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up to date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects. Through the ROP development and update process, the existing ITS and Operations infrastructure needs, visions and goals are identified to prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

ROPs have been developed for each of Pennsylvania’s four TSMO regions to better align the planning of operations with PennDOT’s four Regional Traffic Management Centers (RTMC).



The RTMC manages the ROPs with support from the various MPOs/RPOs in the region. Each ROP identifies the regional approach to traffic operations and sets the stage for regional implementation of TSMO strategies. ROPs will be updated to align with the TIP 4-year cycle. The ROPs will, at a minimum, identify which projects could be undertaken within the next four years, aligning these projects for potential inclusion on the TIP/TYP/LRTP.

National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act and continued under IIJA/BIL to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, as specified by [23 USC 167](#).

IIJA/BIL continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's [2045 Freight Movement Plan](#)

PUB 791 must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the 2045 FMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the 2045 FMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the 2045 FMP will be updated concurrently.

Carbon Reduction Program

The IIJA/BIL established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from transportation sources. The CRP provides five years of funding, of which 65% is distributed to urbanized areas by population.

The eligible projects for CRP funding include those that support the reduction of transportation emissions as highlighted in the [CRP Implementation Guidance](#). These include a variety of traffic operations, transit, active transportation, energy efficiency, alternative fuels, and engine retrofit projects. The CRP eligibility is very similar but not identical to the CMAQ program. Projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle.

PennDOT is required to develop a Carbon Reduction Strategy (CRS) in coordination with the MPOs/RPOs by November 15, 2023. The CRS will emphasize priority project types for CRP funding, evaluate methods and procedures for project selection, and assess ways to address equity considerations. The plan will be updated at least every four years.

A Carbon Reduction Work Group has been established to meet the federal consultation requirements and to guide development of the CRS and project selection process. It is expected that the selection process will draw from the current procedures used for the CMAQ program that include coordination between MPOs/RPOs, Districts and other PennDOT Departments (e.g. TSMO, Transit, etc.), the consideration of multiple criteria including cost-effectiveness and equity, and documentation of the decision-making process.

PROTECT Resiliency Program

Section 11405 of the IIJA/BIL established the PROTECT Formula Program. The purpose of this program is to provide funds for resilience improvements through formula funding distributed to States and through future competitive grants to local, regional, or state agencies via the PROTECT Discretionary Grant Program. Additional information is available in FHWA's [PROTECT Formula Program Guidance](#).

IIJA/BIL requires that at least 2 percent of PROTECT apportioned funds are utilized for eligible planning activities each fiscal year. In addition, no more than 40 percent of the funds can be used to construct new capacity and no more than 10 percent can be used for pre-construction activities.

The projects and activities eligible for PROTECT funding are described in detail in the program guidance. There are four main types of eligible activities and projects: (1) planning activities, (2) resilience improvement projects, (3) community resilience and evaluation route projects, and (4) at-risk coastal infrastructure projects. PROTECT Formula Program funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.

PennDOT is currently evaluating methods and procedures for project selection through a Resilience Work Group. Tools and data including PennDOT's flood risk mapping are being updated to support project identification and selection activities. In addition, PennDOT is developing a Resiliency Improvement Plan, as encouraged but not required by IJA/BIL, to identify and prioritize projects for PROTECT funding. The plan will highlight past and current resiliency initiatives including updates to the Design Manual, assess needed planning activities and research moving forward, evaluate methods to prioritize existing TIP projects for resilience funding, and assess ways to identify new resiliency projects and activities in future fiscal years in coordination with MPOs/RPOs and Districts.

Congestion Mitigation and Air Quality Program

The purpose of the Congestion Mitigation and Air Quality Program) CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter (PM_{2.5/10}) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. A map of the transportation conformity areas in Pennsylvania can be found in the [Transportation Conformity folder](#) in SharePoint.

FHWA and FTA cooperatively developed the CMAQ Interim Program Guidance in November 2013 to assist States and MPOs with administering the CMAQ program. It outlines several key criteria for CMAQ eligibility. Each CMAQ project must meet three basic criteria:

1. it must be a transportation project,
2. it must generate an emissions reduction, and
3. it must be located in or benefit a nonattainment or maintenance area.

In addition, there are types of projects that are ineligible for CMAQ funds even if they include potentially eligible components. These include:

- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
- Models and Monitors—Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible.

- General studies that fall outside specific project development do not qualify for CMAQ funding.
- Please review the [Interim Program Guidance](#) for more details on eligibility.

MPOs/RPOs and District Offices work with PennDOT CPDM to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process. PennDOT has worked with MPOs/RPOs to develop ROPs which identify TSMO strategies, and implementation of these strategies is often eligible for funding through the CMAQ program. It is recommended to give priority to implementation of TSMO strategies identified on a ROP.

The CMAQ Interim Program Guidance provides direction on how to develop a CMAQ project selection process to ensure that projects deemed most effective in reducing emissions and congestion are programmed in the TIP. Per the Guidance, “the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others.”

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects). The Reading MPO has also documented and adopted a formal process for CMAQ project selection that is more streamlined and consistent with their funding allocation.

For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas that have not formally documented and adopted a process, a simplified evaluation, selection, and eligibility determination process such as the one outlined below can be used to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration. These coordination meetings may include additional agencies or departments as needed. For example, TSMO staff from BOO can be included to assist with project selection and coordination with ROPs.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the [CMAQ Project Selection Process folder](#) in SharePoint. Note: this template has been updated since the last biennial TIP to reflect new cost-effectiveness criteria derived from FHWA analyses.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA’s [Cost-Effectiveness Tables](#)), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.

- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

Although the eligibility determination process outlined above gives priority to cost-effective projects, all projects ultimately selected for CMAQ funding require a quantitative emission analysis. These emission analyses are used to support project eligibility and provide key inputs to the CMAQ annual report submission to FHWA. PennDOT CPDM will assist PennDOT District and MPO staff in completing the analyses. Available tools for emission analyses include the Pennsylvania Air Quality Off-Network Estimator (PAQONE) tool and the [FHWA CMAQ Emissions Calculator Toolkit](#).

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection, and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. MPMS also includes a field for the Air Quality Impact Description (AQID), which can be used to clarify project details that relate to the application of CMAQ funds or new funding sources aimed at reducing emissions such as CRP. This may be needed for larger projects that have multiple funding sources and where the full project description does not adequately address the role of these funds. The AQID field can be used to clarify project details that affect whether a project is air quality “Significant” or exempt for transportation conformity. PennDOT, and FHWA, and FTA review CMAQ project eligibility during the draft TIP Review period. CPDM may begin obligating CMAQ funds once FHWA and FTA approve the STIP.

CPDM submits an annual [CMAQ report](#) to FHWA that captures all CMAQ funds obligations and de-obligations that occurred during the previous FFY. The report is due by March 1 and is submitted through the [FHWA CMAQ Tracking System](#). A final report will be made available to the public through the [FHWA CMAQ Public Access System](#).

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs. MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita;
- Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and
- Total Emissions Reduction

The PHED and Non-SOV performance measure targets and associated tracking are conducted jointly by all MPOs and DOTs that cover an urbanized area with a population greater than 200,000 that includes a nonattainment or maintenance area. These MPOs include those that cover the Reading, Allentown, Harrisburg, York, Lancaster, Pittsburgh and Philadelphia urbanized areas. The emissions performance measure target is calculated at the state-level by PennDOT and by those MPOs that cover an urbanized area greater than 1 million population.

MPOs serving an urbanized area population over 1 million and those that have a nonattainment or maintenance area that overlaps with a TMA boundary must develop a CMAQ Performance Plan. These MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period in the CMAQ Performance Plan and its biennial updates. The Performance Plan is submitted to PennDOT for inclusion in PennDOT's biennial reports to FHWA. Currently, based on the 2010 Census, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans.

Additional FHWA CMAQ resources:

- [Interim Program Guidance Under MAP-21](#)
- [Fast Act – CMAQ Factsheet](#)
- [IIJA/BIL – CMAQ Factsheet](#)
- [Project Eligibility](#)
- [CMAQ Performance Measures](#)
- [Applicability Determination for CMAQ Measures](#)

Congestion Management Process

Projects that help to reduce congestion will also help to improve air quality. This approach is coordinated with a region's CMP, which helps to identify corridor-based strategies to mitigate traffic congestion reflected in the PHED and percentage of non-single occupant vehicle (SOV) performance measures.

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies. MPOs/RPOs preparing CMPs are encouraged to utilize strategies from the ROP for their region when developing their CMP.

A CMP is required for the TMAs. It is prepared by the MPO for that area and is a systematic process for managing congestion that brings congestion management strategies to the funding and implementation stages of the project delivery process. The goal of the CMP is to improve the performance and reliability of the multimodal transportation system in the MPO's region.

In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP becomes even more important. The limited number of capacity-adding projects to be considered for advancement in non-attainment TMAs must be consistent with the region's CMP. Federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed in such areas unless these projects are addressed in the regional CMP.

Environmental Justice

Another key consideration in the project selection and prioritization process is Environmental Justice (EJ). [Executive Order 12898](#) requires Federal agencies and Federal aid recipients to adhere to the following core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the [Unified EJ Guide](#), includes several noteworthy practices adopted from MPOs around the country.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified [Core Elements](#) of an effective approach to meet the intent of [Executive Order 12898](#), [Environmental Order 5610.2\(a\)](#), [FHWA Order 6640.23A](#), and FTA's [Environmental Justice Circular 4703.1](#). As part of the 2021 STIP/TIP update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

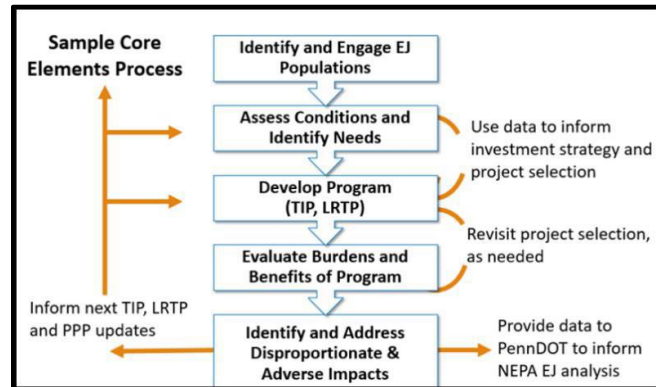
- Identify low-income and minority populations
- Assess conditions and identify needs
- Develop the draft Program
- Evaluate benefits and burdens of the Program
- Identify and avoid, minimize, or mitigate any disproportionate and adverse impacts

As part of the 2023 TIP Environmental Justice After Action Review (AAR), it was determined by the EJ Committee to continue with the process approach for the 2025 TIP update as outlined from the last program. As a continuation of the statewide analysis approach started with the 2021 TIP and 2023 TIP, the Department in conjunction with Michael Baker International will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2025 TIP update. The results will be made available to each MPO/RPO in the [Environmental Justice folder](#) in SharePoint in Spring/Summer 2023. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide. The EJ analysis should start in the beginning of the program development to show a more holistic understanding of impacts on the MPO/RPO TIP network through the process.

The EJ analysis should be completed during program development and shared as part of the public comment period documentation. If disproportionately high and adverse impacts are identified, the MPO/RPO should work with PennDOT, FHWA and FTA to develop and document strategies to avoid,

minimize or mitigate these impacts. It is important to note that determinations of disproportionately high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

The EJ analysis process should be comprehensive and continuous, with each task informing and cycling back to influence the next stage. The outcomes of the analysis and feedback received in each outreach cycle should be considered by the MPOs/RPOs and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis.



Transit

In July 2016, FTA issued a [final rule](#) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

- Tier I
 - Operates Rail Fixed Guideway (Section 5337) **OR**
 - Operates over 100 vehicles across all fixed route modes **OR**
 - Operates over 100 vehicles in one non-fixed route mode
- Tier II
 - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
 - Operates up to and including 100 vehicles across all fixed route modes **OR**
 - Operates up to and including 100 vehicles in one non-fixed route mode

A [list](#) of Pennsylvania's Tier I and II transit agencies is found in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint.

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 (Tier II), 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 in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

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.

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with participating transit agencies who communicate the information with their MPO/RPO, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources, transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the [2025 Program Financial Guidance](#) document.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Allocations are provided to each MPO/RPO and the Interstate and Statewide Programs for highway and bridge funds based on agreements for jointly developed formulas and set asides. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion. Funds realized through Federal Discretionary Programs and Earmarks are not part of Financial Guidance and are considered additional funds to the STIP/TYP.

The Transit section of Financial Guidance includes both federal and state resources. To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those

that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with [23 CFR 450.218\(l\)](#) and [23 CFR 450.326\(j\)](#).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by [23 USC 101\(a\)\(6\)](#)) and public transportation (as defined by title [49 USC Chapter 53](#)). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the [2025 General and Procedural Guidance Support Documents](#) folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC conversions, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g., betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT CPDM and FHWA.

Programming

Projects and phases of projects in the Program must be financially constrained by FFY (October 1 – September 30), with respect to the anticipated available funding and within the bounds of Financial Guidance.

The STIP/TIPs shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project, based on the project phase start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with [23 CFR 450.326 \(g\) \(2\), \(i\) and \(j\)](#). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in PennDOT Estimating Manual [PUB 352](#). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in the current FFY order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. MPMS provides calculations to apply the 3% annual YOE factor to this base cost for each year of the program. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the HWY & BR tab in MPMS.

AIR QUALITY CONFORMITY

Transportation conformity is a process required by [CAA Section 176\(c\)](#), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule ([40 CFR Part 93](#)) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The Clean Air Act (CAA) requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in [23 CFR 450.104](#), do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per [40 CFR 93.109\(c\)](#). A **status table** of the Pennsylvania areas requiring transportation conformity can be found in the [Transportation Conformity folder](#) in SharePoint.

Note, the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated.

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under [23 USC Chapter 1](#), [23 USC Chapter 2](#), or [49 USC Chapter 53](#), as required in [23 CFR 450.326 \(f\)](#). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in [23 CFR 450.104](#)) are transportation projects on a facility which serves regional transportation needs that result in an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations ([40 CFR 93.126](#) and [40 CFR 93.127](#)), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners. The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, EPA Region III, DEP, local air agencies (if applicable) and the regional MPO/RPO.

A transportation conformity determination includes the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits ("MVEB-Mobile Source Emission Budgets", or "budgets") established by the SIP to protect public health for the NAAQS. An emissions analysis is not required within the conformity determination for areas that are only nonattainment or maintenance for the 1997 ozone NAAQS.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the [National Environmental Policy Act \(NEPA\) process](#). PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using [PennDOT's Project-Level Air Quality Handbook](#) (PUB 321).

The completion of a regional TIP or LRTP conformity analysis during regular program update cycles includes the following key steps:

1. PennDOT CPDM will provide an air quality kick-off meeting / training session before each biennial TIP program cycle. The meeting will provide an overview of the conformity process and identify roles and responsibilities for each agency. Required meeting attendees include

PennDOT CPDM, District, and MPO/RPO staff that cover regions in nonattainment or maintenance for the NAAQS. This includes areas that must address the 1997 ozone NAAQS.

2. PennDOT CPDM, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), and the MPOs/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity document as found in the [Transportation Conformity folder](#) in SharePoint, including submitting the TIP200 Air Quality reports located in MPMS. PennDOT CPDM and the PennDOT Districts will be responsible for reviewing or developing clear project descriptions and providing regional significance and exempt project coding within PennDOT's Multimodal Project Management System (MPMS) and ensuring the data is accurate in the TIP200 Air Quality Reports. Blank AQ fields either in the report or in the MPMS AQ screen could cause the project listing to be returned and MPMS relevant AQ data should be corrected. This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.
3. Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The consultation process is conducted using PennDOT's [Air Quality](#) SharePoint site, which is maintained by PennDOT CPDM. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
4. When applicable, PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA's approved emission model and available transportation data. If one is available, the MPO/RPO's travel demand model is often the most effective tool to complete the conformity analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.
5. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.
6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and

FHWA's [Conformity Guide](#). MPOs /RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2025 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.

7. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
 - a. Review and brief applicable committees on the conformity report
 - b. Review and brief applicable committees on the TIP and/or LRTP
 - c. Review and brief applicable committees and Board on response to public comments
 - d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.
 - e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can provide assistance in reviewing the air quality resolution.
 - f. Board adoption and approval of the TIP and/or LRTP
 - g. Board adoption and approval of the self-certification resolution

STATEWIDE PROGRAMS

Interstate Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the PennDOT Districts and the MPOs/RPOs.

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's CPDM, BOO, BDD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC conducts District presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. PennDOT District presentations to the ISC provide updates on conditions, challenges, best practices and needs in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current

Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOO AM. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines ([Chapter 13 of PUB 242](#)), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

Railway-Highway Crossings Program

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the [FRA Web Accident Prediction System](#) and locations with other local or railroad safety concerns, including increased train traffic, near-miss history, or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

Transportation Alternatives Set-Aside

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The IIJA/BIL further sub-allocated TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 50,000 to 200,000, 5,000 to 50,000, and areas with a population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in [Design Manual 1](#). These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community

context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. Additional information about the TA Set-Aside can be found on PennDOT's [TA Set-Aside Funding Site](#).

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

Spike Funding

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding in order to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, IMP, or Statewide items TIP, utilizing Statewide Line Items from the Statewide Program to maintain fiscal constraint.

National Electric Vehicle Infrastructure Formula Program

The IJA/BIL provides states with \$7.5 billion to help make [EV charging](#) more accessible to all Americans for local and long-distance trips. This \$7.5 billion comprises the \$5 billion [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) and the \$2.5 [Discretionary Grant Program for Charging and Fueling Infrastructure](#). Pennsylvania will receive \$171.5 million in dedicated formula funding over the first five years of the [NEVI Formula Program](#).

The initial focus of this funding is for states to strategically deploy Direct Current Fast Charging (DCFC) stations along its designated Alternative Fuel Corridors (AFCs), to help build out the national EV AFC network. Once a state's AFC network is "fully built out" according to FHWA criteria — NEVI-compliant DCFC stations that are both: a) no more than 50 miles apart along each AFC; and b) no more than 1 mile from the nearest AFC exit — then that state may use NEVI Formula Program funds for EV charging infrastructure on any public road or other publicly accessible location.

PennDOT collaborates with the MPOs/RPOs to assist in public outreach and engagement in supporting NEVI planning efforts. Program updates of NEVI are provided to MPOs/RPOs at PennDOT's bi-monthly Planning Partners calls, Planning Partner Fall and Spring Summits and NEVI webinars hosted by either FHWA or PennDOT.

The [Pennsylvania NEVI State Plan](#) is an evolving document updated annually. **PennDOT's NEVI Plan Priorities include:**

- Build out the current and future AFC network
- Ensure charging capacity and redundancy on the AFC network
- Expand charging to other non-interstate routes that may or may not be designated as AFCs and that may serve disadvantaged communities or as emergency routes
- Provide mobile charging or towing services to support emergency response to motorists
- Provide charging at key public destinations including those that can be accessed by underserved or disadvantaged populations
- Provide charging at mobility hubs, which are typically located around transit stations and key neighborhood locations. Mobility hubs offer a density of travel options combined with public, commercial, or residential amenities.
- Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries, or emergency travel.

PUBLIC COMMENT

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g., FFY 2025, 2026, 2027, 2028) should be based upon the latest project schedules and consistent with [23 CFR 450.326\(g\)](#).
- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOY in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e., the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP.

The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO

PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will also be held after the regional TIP public comment periods have been completed. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with Limited English Proficiency (LEP). As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

All 2025 Transportation Program guidance documents will be available at talkpatransportation.com for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on the talkpatransportation.com website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the TIP Submission section below outlines the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

TIP SUBMISSION

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2025 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Following the draft TIP public comment period and the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist in Appendix 3. The TIP Checklist will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

TIP Submissions Must Include the Following:		Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
5	HSIP SharePoint Application Submission Confirmation	
6	Transit Performance Measures Narrative Documentation	✓
7	Highway and Bridge TIP Listing with public narrative	✓
8	Public Transportation TIP Listing with public narrative	✓
9	Interstate TIP Listing with public narrative (regional portion)	✓
10	TIP Financial Constraint Chart	✓
11	Public Transportation Financial Capacity Analysis (MPO Only)	
12	EJ Analysis and Documentation	✓
13	Air Quality Conformity Determination Report (if applicable)	✓
14	Air Quality Resolution (if applicable)	
15	Public Comment Period Advertisement	✓
16	Documented Public Comments received (if applicable)	
17	Title VI Policy Statement	✓
18	Memorandum of Understanding TIP Revision Procedures	✓
19	Self-Certification Resolution	
20	List of major projects from the previous TIP that were implemented	
21	List of major regional projects from the previous TIP that were delayed	
22	TIP Checklist	

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2025 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through [SharePoint](#). PennDOT CPDM will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2024 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2025 FFY on October 1, 2024.

PROGRAM ADMINISTRATION

After adoption, the 2025 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2025 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2025 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2025 Program.

The modification procedures that were approved for the 2023 Program will be used as a starting point for the development of procedures for the 2025 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with [23 CFR 450.334](#), all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, include the following for each project:

- the amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- sufficient description to identify the project or phase

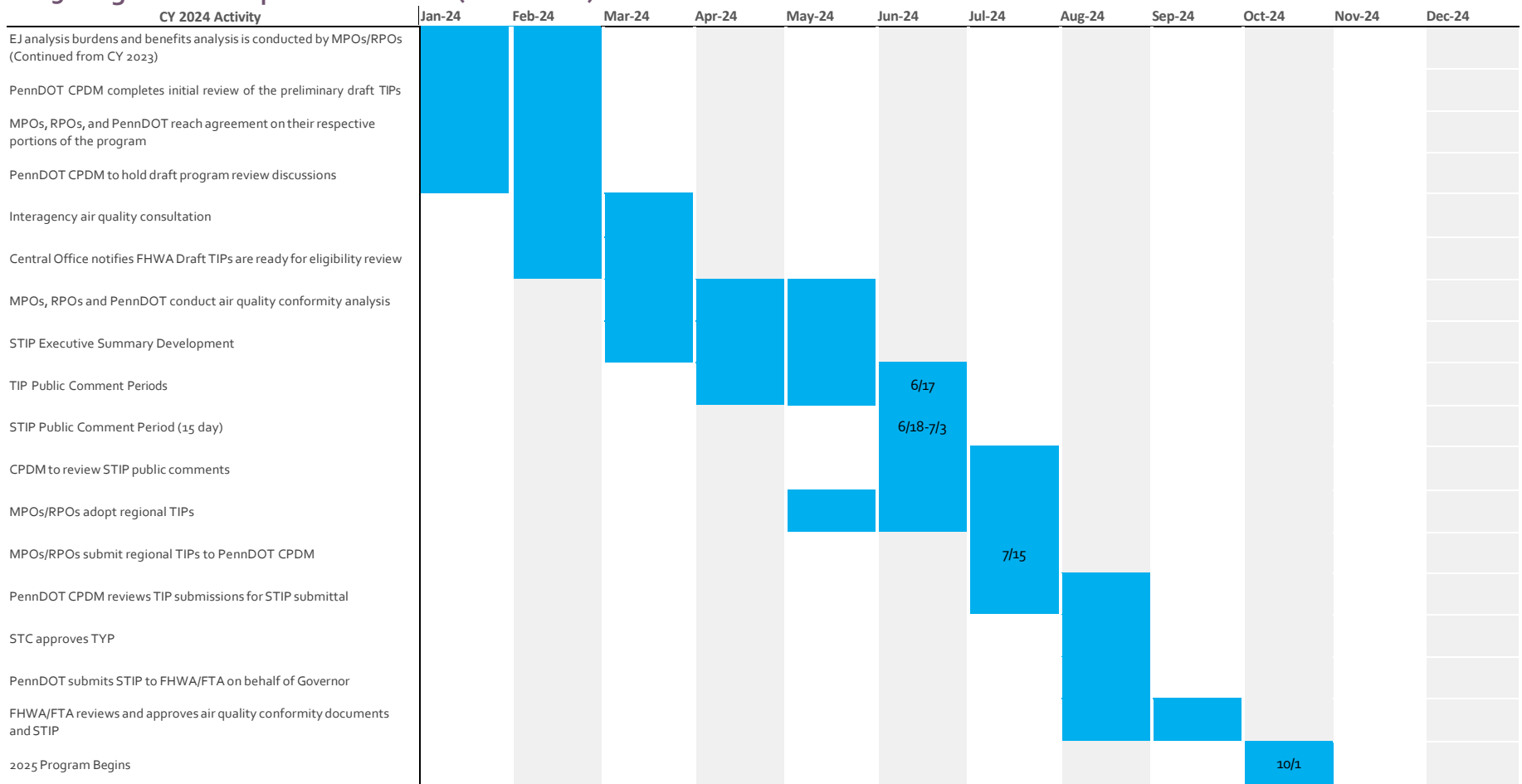
- identification of the agencies responsible for carrying out the project or phase

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist in developing the regional obligation reports. The listing of projects must be published on respective MPO/RPO websites annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. CPDM Funds Management will provide an annual listing of Highway/Bridge obligations and PennDOT administered executed transit grants. MPOs/RPOs should work with their respective transit agencies to acquire a list of any additional executed grants in which the agencies were the direct recipient of Federal Transit funding.

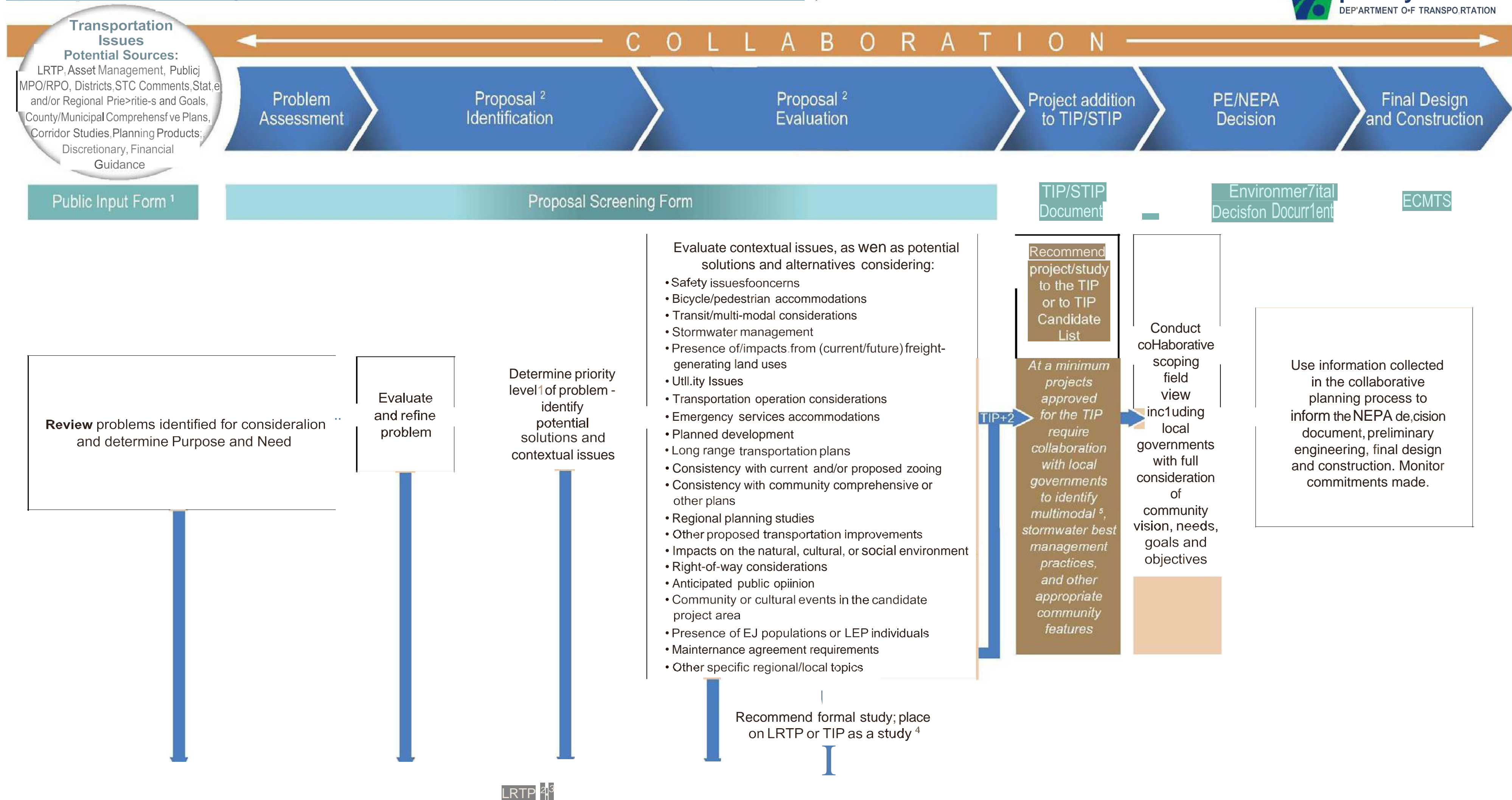
2025 Program Development Schedule

CY 2023 Activity	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
STC releases Transportation Performance Report		2/22										
STC-TYP public comment period			3/1	4/30								
STC online public forum				4/12								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call				4/19								
Final Program Update Guidance documents released												
Statewide STIP MOU development/finalization												
Draft Interstate carryover projects released												
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings												
2025 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs for the 2025 Program Update												
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects												
Project updates are made in MPMS												
Interstate Steering Committee Presentations												
Validation of PennDOT Connects PIF forms conducted for new 2025 TIP projects												
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting												
Draft Interstate and Statewide Projects announced												
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

2025 Program Development Schedule (Continued)



Transportation Program Development and Project Delivery Process



Footnotes:

1. Not required for all proposals.
2. PennDOT and the MPO/RPO may jointly decide to discontinue a proposal at any time if the proposal is determined to be a routine maintenance project or not feasible due to constructability issues.
3. Projects may also be deferred to the LRTP Candidate List or illustrative list.
4. Studies can also be funded through the Unified Planning Work Program (UPWP).
5. Multimodal includes highway, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.

2025-2028 Transportation Program Submission Checklist

Planning Partner:

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: <input type="checkbox"/> Yes <input type="checkbox"/> No		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Date TIP adopted by Planning Partner:	Meeting Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	MPO/RPO Specific TIP Development Timeline	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Performance Based Planning and Programming:	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	HSIP SharePoint Application Submission Confirmation	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Transit Performance Measures Documentation	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the TIP financially constrained, by year and by allocations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner:

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: <input type="checkbox"/> Yes <input type="checkbox"/> No		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
Information Items <small>Green highlighted items require documentation be submitted.</small>		Response	CPDM	FHWA	FTA
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Environmental Justice Evaluation of Benefits and Burdens:	EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Was EJ analysis incorporated into your TIP development process?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Air Quality Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Most recent air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public comment period:	Date Range	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Public meeting notices contain contact information about ADA Accommodations?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were LEP taglines included with TIP public comment documents?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Has Tribal Consultation/Outreach occurred?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were any public comments (written or verbal) received?	Yes / No	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Documentation of Public Comments received	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Were public comments addressed?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2025-2028 Transportation Program Submission Checklist

Planning Partner:

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: <input type="checkbox"/> Yes <input type="checkbox"/> No		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items <small>Green highlighted items require documentation be submitted.</small>	Response	CPDM	FHWA	FTA
13. TIP Revision Procedures (MOU):	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. MPO Self-Certification Resolution:	Self-Certification Resolution	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP air quality conformity determination date:	Date/NA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	LRTP end year:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Anticipated MPO/RPO LRTP adoption date:	Date	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Completed/Reviewed by:	MPO/RPO:	Date:			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
19. Comments:	<i>Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:</i>				

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP									
STP									
State Highway (581)									
State Bridge (185/183)									
BOF									
HSIP									
CMAQ									
TAU									
STU									
BRIP									
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Total	\$0	\$0	\$0	\$0	

2025 - 2028 Northern
Tier TIP Public
Comments

Northern Tier RPO 2025-2028 Transportation Improvement Program Public Comments

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