

Northern Tier Regional Planning and Development Commission



2027 – 2030 Transportation Improvement Program (TIP)

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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.

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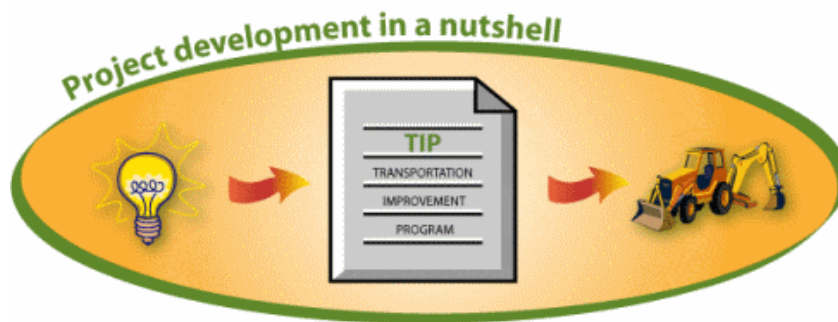
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**Northern Tier Rural Planning Organization
Transportation Improvement Program (TIP)/Twelve Year Plan (TYP)
2027 – 2030 Update
Document Summary**

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.pennndot.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	Tumpike
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 Imprvmnt / Capitl 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

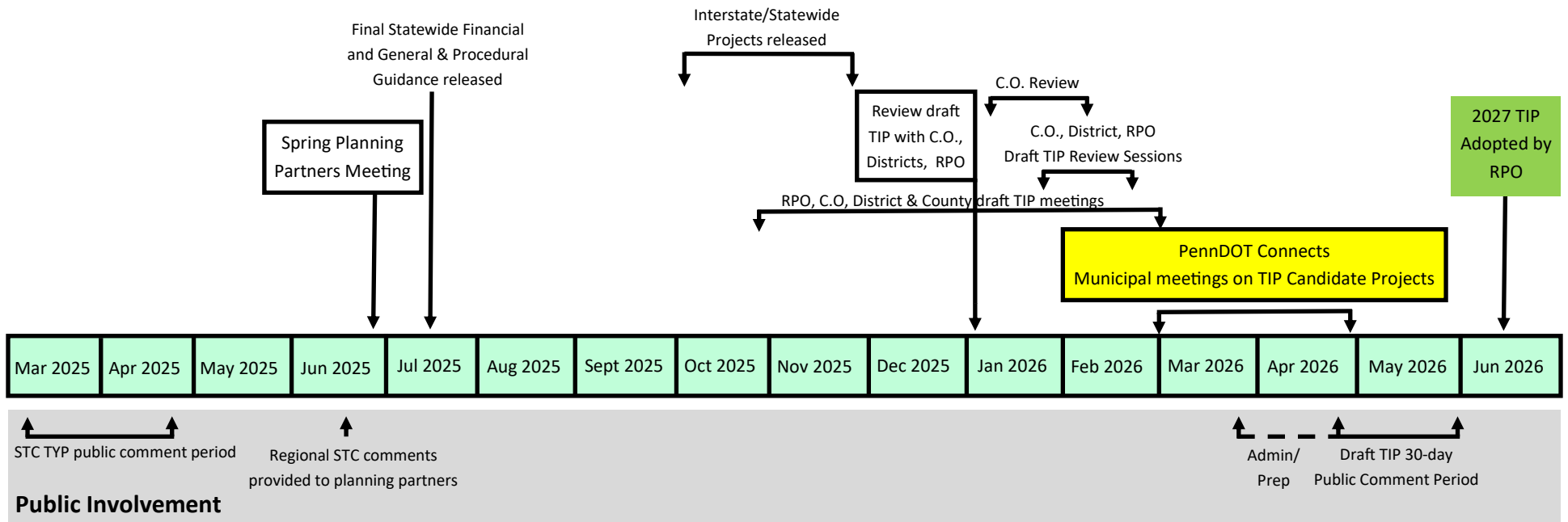
TIP Development Timeline

June 9th, 2025	RTAC Meeting TIP Kickoff
June 16th, 2025	RTAC Meeting Draft TIP Discussion
July 28th, 2025	Susquehanna County TIP Bridge Meeting
August 12th, 2025	Draft TIP Meeting with Northern Tier Staff and PennDOT Districts
August 26th, 2025	Sullivan County TIP Bridge Meeting
September 17th, 2025	Wyoming County TIP Bridge Meeting
November 4th, 2025	Tioga County TIP Bridge Meeting
November 19th, 2025	Bradford County TIP Bridge Meeting
December 3rd, 2025	Draft TIP Meeting with Northern Tier Staff and PennDOT Districts
January 13th, 2026	Draft TIP Meeting with Northern Tier Staff and BEST Transit Authority
April 13th, 2026	RTAC Draft TIP Review
April 30th, 2026	Advertisement for Draft TIP Public Comment Period
May 8th-June 6th, 2026	Draft TIP Public Comment Period
May 27th, 2026	Draft TIP Public Comment Meeting/Conference Call
June 15th, 2026	RTAC Meeting to Approve TIP for Executive Board Adoption

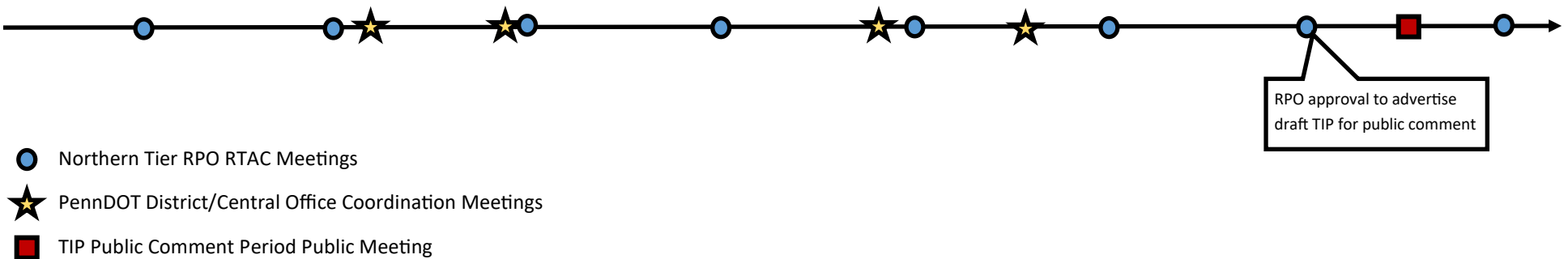
Northern Tier RPO 2027 TIP Update Timeline



TIP Development Milestones



Tip Meetings Schedule



2027-2030 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 2026 for the 2027-2030 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 2027-2030 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 (2025) 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 2025-2028 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 Infrastructure Investment and Jobs Act (IIJA) continued the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that the Pennsylvania Department of Transportation (PennDOT) and the Metropolitan Planning Organizations (MPOs) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPOs) follow the same requirements as MPOs.

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

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

Performance Based Planning and Programming

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

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- Twelve-Year Transportation Program (TYP)
- Statewide Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)

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

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

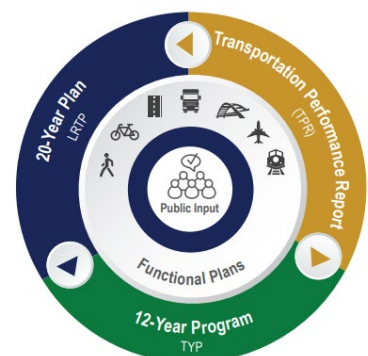


PennDOT, in cooperation with the MPOs/RPOs, has developed written provisions for how they will cooperatively develop, and share information related to the key elements of the PBPP process including the selection and reporting of performance targets. These PBPP written provisions are provided in **Appendix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

Evaluating 2027-2030 STIP Performance

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

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



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

Safety Performance Measures (PM1)

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

Progress Towards Target Achievement and Reporting:

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

PennDOT's [Strategic Highway Safety Plan](#) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT

identifies 3 key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

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

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

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

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

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

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

As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs

that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

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

Evaluation of STIP for Target Achievement:

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

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2027-2030 STIP includes \$536 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives. A complete listing of the HSIP projects is included in **Appendix A**.
- 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/RPOs in evaluating different factors to address the safety concern.
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.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.
- 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

¹ For more information on SPFs: https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/travelinpa/safety/documents/pa-hsm-tools_and_data/d---pennsylvania-research/regional%20spf%20final%20report%20jan%202016.pdf

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

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](#). 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 by PennDOT in February 2023. The targets were developed through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.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.

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT’s Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair. PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more

than 5 percent of NHS Interstate lane-miles shall be rated in poor condition, and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

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

Evaluation of STIP for Target Achievement:

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

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2027 Twelve Year Program (TYP) and 2027-2030 STIP, is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the STIP development, PennDOT, MPOs/RPOs, FHWA, and FTA jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.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 General and Procedural Guidance also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2027 Program Update, as PennDOT integrates PAMS and BAMS into the STIP and TYP development, AMD provides the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define

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

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.

System Performance Measures (PM3)

Background

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

Data Source

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

Travel Time and Annual Peak Hour Excessive Delay (PHED) Targets

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

Non-SOV Travel Measure Targets

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

CMAQ Emission Targets

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

Methods for Developing Targets

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

PennDOT LRTP Mobility Goal and Objectives

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

Evaluation of STIP for Target Achievement:

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

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

Transit Asset Management Performance Measures

Background

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

Data Source

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

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

Performance Measure	Asset Class	FY 2024-25 Target	Current Performance	FY 2025-26 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	21%	6%	6%
	BR-Over-the-road Bus	37%	48%	48%
	BU – Bus	28%	30%	30%
	CU-Cutaway	59%	59%	59%
	MV-Minivan	78%	68%	68%
	VN-Van	59%	54%	54%
	SV-Sports Utility Vehicle	71%	83%	83%
Equipment (Non-Revenue Vehicles)				
Age % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	43%	43%
	Trucks / Rubber Tire Vehicles	17%	16%	16%
Facilities				
Condition % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	3%	4%	4%
	Passenger / Parking Facilities	6%	6%	6%

Methods for Developing Targets

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

Progress Towards Target Achievement and Reporting:

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

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

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

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

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

Evaluation of STIP for Target Achievement:

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

- Update inventory in the CPT to include age, mileage, condition, and operational status.
- Identify assets that are not in a state-of-good-repair, using the following priority process:
 - Vehicles that surpass age and mileage ESL
 - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard.

- Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity.
- Determine available funding based on federal and state funding sources.
- Develop projects within the CPT Planner based upon funds availability.
 - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects.
 - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding.
- Import CPT Planner into DotGrants for the execution of capital grants.

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

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

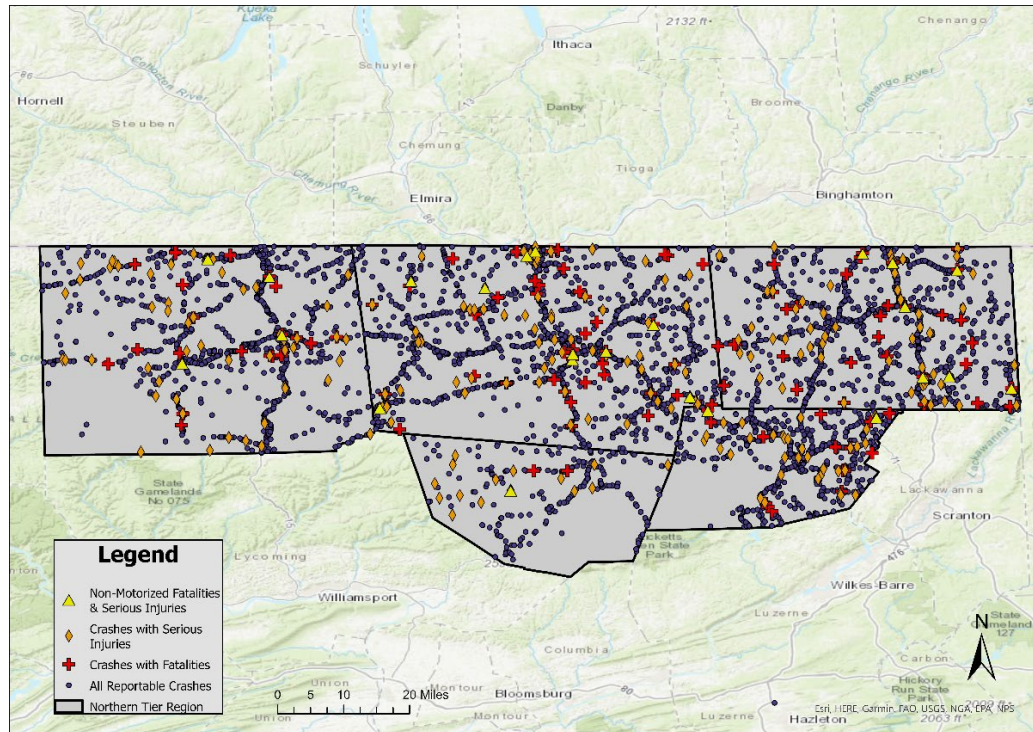
There are five PM1 performance measures:

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, 2022-2026	Northern Tier RPO Target, 2022-2026	Statewide Baseline, 2020-24	Northern Tier RPO Baseline, 2020-2024
Number of Fatalities	1,140.4	30.8	1,174.8	29.0
Fatality Rate (per 100 Million Miles Traveled)	1.176	1.768	1.216	1.586
Number of Serious Injuries	4,722.0	73.6	4,746.2	71.8
Serious Injury Rate (per 100 Million Miles Traveled)	4.870	4.225	4.914	3.927
Number of Non-motorized Fatalities and Serious Injuries	944.0	8.1	864.6	6

Reportable Crash Locations, 2021-2025



PM1 was adopted by Northern Tier RPO on February 2026.

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:

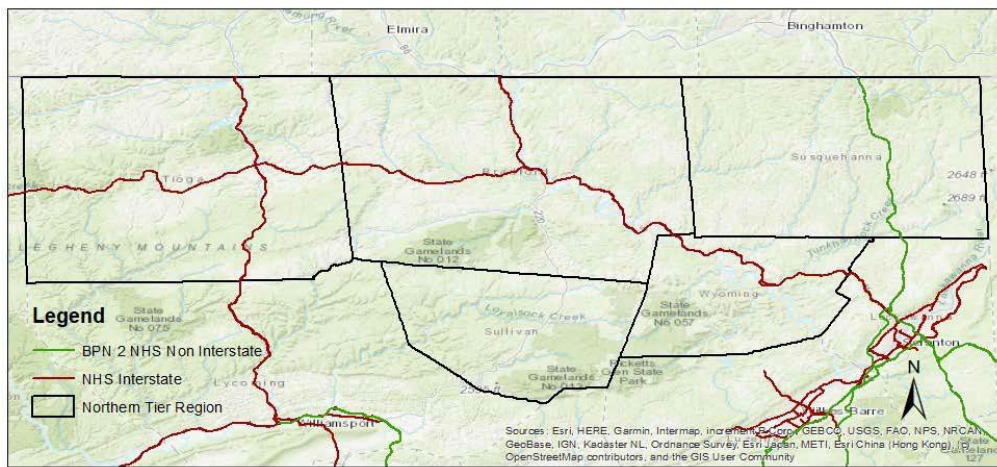
- Good - ≥ 7
- Fair – 5 or 6
- Poor - ≤ 4

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	2025 Target (%)	2025 Performance (%)	2025 Difference	2026 Target (%)
BU - Bus	28	0	-28	30
CU - Cutaway	59	80	21	59
MB - Minibus	0	0	0	0
MV - Minivan	75	51.6	-23.4	68
VN - Van	59	31.6	-27.4	54
2. Service Vehicles - Percent of service vehicles that have met or exceeded their useful life benchmark				
Performance Measure	2025 Target (%)	2025 Performance (%)	2025 Difference	2026 Target (%)
Automobiles	0	0	0	0
Trucker	17	33.3	16.3	16
3. Facility - Percent of facilities rated 3 or below on the condition scale				
Performance Measure	2025 Target (%)	2025 Performance (%)	2025 Difference	2026 Target (%)
Administration	3	50	47	4

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.

**2027 - 2030 Transportation
Improvement Program Public
Narratives**

Bradford

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: 8/24/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$521	\$500	\$0	\$0
State:	\$125	\$100	\$105	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$100	\$626	\$500	\$0	\$0
Total FFY 2027-2038 Cost	\$1,351					

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: 8/24/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$650	\$600	\$0	\$0
State:	\$25	\$100	\$100	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$25	\$100	\$750	\$600	\$0	\$0
Total FFY 2027-2038 Cost	\$1,475					

PennDOT Project Id: 5166

Project Administrator: PENNDOT

Improvement Type: Bridge Removal

Municipality: Wells (TWP)

Title: T-821 over Beckwith Creek

State Route: 0

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/19/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$100	\$60	\$416	\$400	\$0	\$0
State:	\$19	\$11	\$78	\$75	\$0	\$0
Local/Other:	\$7	\$4	\$26	\$25	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$126	\$75	\$520	\$500	\$0	\$0
Total FFY 2027-2038 Cost	\$1,221					

PennDOT Project Id: 5191

Project Administrator: PENNDOT

Title: SR 3008 over Tributary to Towanda Creek

Improvement Type: Bridge Replacement

State Route: 3008

Municipality: Canton (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 3008 (South Avenue) over Tributary to Towanda Creek
Canton Borough

Project Description: Bridge replacement on South Avenue (SR 3008) over Tributary to Towanda Creek in Canton Borough, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$125	\$725	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$125	\$725	\$0
Total FFY 2027-2038 Cost	\$850					

PennDOT Project Id: 5192

Project Administrator: PENNDOT

Title: SR 4001 over Tributary to Browns Creek

Improvement Type: Bridge Replacement

State Route: 4001

Municipality: Smithfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

Location: SR 4001 (Saco Rd) over Tributary to Browns Creek
Smithfield Township

Project Description: Bridge replacement on SR 4001 (Saco Rd) over Tributary to Browns Creek in Smithfield Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$150	\$150	\$1250	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$150	\$150	\$1,250	\$0
Total FFY 2027-2038 Cost	\$1,550					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$280	\$300	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$280	\$300	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$580					

PennDOT Project Id: 68018

Project Administrator: PennDOT

Title: NTIER TIP reserve D3

Improvement Type: Miscellaneous

State Route: 0

Municipality:

Air Quality Status: Exempt from Regional Conformity Analysis

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$739	\$677	\$749	\$739	\$10085	\$35987
State:	\$0	\$0	\$0	\$0	\$3187	\$51224
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$739	\$677	\$749	\$739	\$13,272	\$87,211
Total FFY 2027-2038 Cost	\$103,387					

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: 2/12/2026

Estimated Construction Bid Date: 2/12/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$580	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$580	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$580					

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: 9/11/2025

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$116	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$116	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$116					

PennDOT Project Id: 78772

Project Administrator: PennDOT

Title: SR1049ovPrinceHollowRun

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: 9/1/2030

Location: SR 1049 (Leraysville Road) over Prince Hollow Run, Windham Township, Bradford County
BMS - 08 1049 0210 0000

Project Description: Bridge rehabilitation on Leraysville Road (SR 1049) over Prince Hollow Run in Windham Township, Braford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$250	\$0	\$175	\$301	\$1478	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$0	\$175	\$301	\$1,478	\$0
Total FFY 2027-2038 Cost	\$2,204					

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:

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$15	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$15	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$15					

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: 10/8/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$25	\$90	\$100	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$25	\$90	\$100	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$215					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$30	\$15	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$30	\$15	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$45					

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: 12/10/2026

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

Project Description: Bridge improvement on State Route 14 over Tannery Creek in Canton Borough, Bradford County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1000	\$875	\$0	\$0	\$0	\$0
State:	\$20	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,020	\$875	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,895					

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: 11/5/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$125	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$125					

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: 7/30/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$2546	\$2941	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$2,546	\$2,941	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$5,487					

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: 12/10/2026

Location: SR 187 (Main Street) over Tributary to Wysox Creek
Rome Borough

Project Description: Bridge Replacement on Main Street (SR 187) over Tributary to Wysox Creek in Rome Borough, Bradford County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1142	\$575	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,142	\$575	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,717					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$175	\$870	\$1766	\$383	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$175	\$870	\$1,766	\$383	\$0	\$0
Total FFY 2027-2038 Cost	\$3,194					

PennDOT Project Id: 97640

Project Administrator: PennDOT

Title: SR 1067 over Tributary to Satterlee Creek

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 Hill Rd (SR 1067) over Tributary to Satterlee Creek in Litchfield Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$200	\$100	\$125	\$1625	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$200	\$100	\$125	\$1,625	\$0
Total FFY 2027-2038 Cost	\$2,050					

PennDOT Project Id: 97644

Project Administrator: PennDOT

Title: SR4027 ov Bucks Cr

Improvement Type: Bridge Replacement

State Route: 4027

Municipality: Ridgebury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/24/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$650	\$600	\$0	\$0
State:	\$25	\$100	\$100	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$25	\$100	\$750	\$600	\$0	\$0
Total FFY 2027-2038 Cost	\$1,475					

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: 1/14/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1025	\$832	\$200	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,025	\$832	\$200	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,057					

PennDOT Project Id: 98910

Project Administrator: PennDOT

Title: SR1058ovTbSatterleeCrk

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: 9/1/2031

Location: SR 1058 (Litchfield Rd) over a Tributary to Satterlee Creek
Litchfield Township

Project Description: Bridge rehabilitation on SR 1058 (Litchfield Rd) over Satterlee Creek in Litchfield Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$75	\$150	\$575	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$75	\$150	\$575	\$0
Total FFY 2027-2038 Cost	\$800					

PennDOT Project Id: 98937

Project Administrator: PennDOT

Title: SR187ovTbNBrSusquehanna

Improvement Type: Bridge Replacement

State Route: 187

Municipality: Terry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2033

Location: PA 187 over Tributary to North Branch of Susquehanna River
Terry Township
BMS 08018703200000

Project Description: Bridge replacement on State Route 187 over a Tributary to North Branch of Susquehanna River, in Terry Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1000	\$0
State:	\$0	\$0	\$0	\$150	\$200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$1,200	\$0
Total FFY 2027-2038 Cost	\$1,350					

PennDOT Project Id: 98967

Project Administrator: PennDOT

Title: SR414ovTbTowandaCreek

Improvement Type: Bridge Rehabilitation

State Route: 414

Municipality: Leroy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: PA 414 over Tributary to Towanda Creek
Leroy Township
BMS 08041402200000

Project Description: Bridge rehabilitation on State Route 414 over Tributary to Towanda Creek, in Leroy Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$300	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$50	\$125	\$1075	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$300	\$0	\$50	\$125	\$1,075	\$0
Total FFY 2027-2038 Cost	\$1,550					

PennDOT Project Id: 98970

Project Administrator: PennDOT

Title: SR414 ov Gulf Brook

Improvement Type: Bridge Rehabilitation

State Route: 414

Municipality: Leroy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: PA 414 over Gulf Brook
Leroy Township
BMS 08041402000000

Project Description: Bridge replacement on State Route 414 over Gulf Brook in Leroy Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$150	\$150	\$1150	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$150	\$150	\$1,150	\$0
Total FFY 2027-2038 Cost	\$1,450					

PennDOT Project Id: 99018

Project Administrator: PennDOT

Title: Potter Rd to NY Line

Improvement Type: Resurface

State Route: 1043

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: SR 1043 (Riverside Drive) from Potter Rd to the New York State Line,
Athens & Litchfield Twps.

Project Description: Resurface Roadway on SR 1043 (Riverside Drive) from Potter Road to the New York State Line, Athens & Litchfield Townships, Bradford County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$75	\$50	\$1000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$75	\$50	\$1,000	\$0
Total FFY 2027-2038 Cost	\$1,125					

PennDOT Project Id: 99063

Project Administrator: PennDOT

Title: SR 1049 over Russel Run

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 Leraysville Rd (SR 1049) over Russel Run in Windham Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$75	\$75	\$75	\$250	\$175	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$75	\$75	\$75	\$250	\$175	\$0
Total FFY 2027-2038 Cost	\$650					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$25	\$40	\$40	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$25	\$40	\$40	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$105					

PennDOT Project Id: 99158

Project Administrator: PennDOT

Title: SR220 Major Guide Signs

Improvement Type: Signing

State Route: 220

Municipality: Albany (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/8/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$100	\$75	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$75	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$175					

PennDOT Project Id: 99278

Project Administrator: PennDOT

Title: SR187 over Wysox 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: 12/10/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1545	\$1300	\$575	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,545	\$1,300	\$575	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,420					

PennDOT Project Id: 99350

Project Administrator: PennDOT

Title: McFadden Rd to Towanda Cr

Improvement Type: Resurface

State Route: 414

Municipality: Canton (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2029

Location: McFadden Road to Towanda Creek
Canton, Leroy and Franklin Twps

Project Description: Resurface State Route 414 from McFadden Road to Towanda Creek in Canton, Leroy, and Franklin Townships, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$700	\$600	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$700	\$600	\$0
Total FFY 2027-2038 Cost	\$1,300					

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:

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$58	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$58	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$58					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$75	\$50	\$100	\$575	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$75	\$50	\$100	\$575	\$0
Total FFY 2027-2038 Cost	\$800					

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: 9/3/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$3412	\$159	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$3,412	\$159	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,571					

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: 1/1/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$500	\$50	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$500	\$50	\$0	\$0
Total FFY 2027-2038 Cost	\$550					

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: 10/23/2025

Estimated Construction Bid Date: 10/23/2025

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$750	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$750	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$750					

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: 1/8/2026

Estimated Construction Bid Date: 1/8/2026

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.

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

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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$125	\$25	\$75	\$270	\$250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$25	\$75	\$270	\$250	\$0
Total FFY 2027-2038 Cost	\$745					

PennDOT Project Id: 110254

Project Administrator: PennDOT

Title: SR4014 over West Branch Tomjack Creek

Improvement Type: Bridge Replacement

State Route: 4014

Municipality: Springfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2033

Location: SR 4014 (Springfield Road) over West Branch Tomjack Creek
Springfield Twp, Bradford County

Project Description: Bridge replacement on Springfield Road (SR 4014) over West Branch Tomjack Creek in Springfield Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$490	\$0
State:	\$0	\$0	\$0	\$75	\$300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$75	\$790	\$0
Total FFY 2027-2038 Cost	\$865					

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 Leraysville Road (SR 1049) over Branch of Pendleton Creek in Warren Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$500	\$0
State:	\$0	\$75	\$75	\$100	\$175	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$75	\$75	\$100	\$675	\$0
Total FFY 2027-2038 Cost	\$925					

PennDOT Project Id: 110394

Project Administrator: PennDOT

Title: State Street to Susquehanna River

Improvement Type: Reconstruct

State Route: 6

Municipality: Towanda (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

Location: SR 6 (Main Street) from State Street to Towanda River Bridge
Towanda Borough

Project Description: Reconstruction on Main Street (SR 6) from State Street to Towanda River Bridge in Towanda Borough, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$350	\$4250	\$6700
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$350	\$4,250	\$6,700
Total FFY 2027-2038 Cost	\$11,300					

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: 1/1/2030

Location: SR 6 (Grand Army of Republic Highway) from Tracey Road to Rummerfield Road
Standing Stone Township, Bradford County

Project Description: Micro-surfacing on Grand Army of Republic Highway (SR 6) from Tracey Road to Rummerfield Road in Standing Stone Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$550	\$0	\$0
State:	\$0	\$0	\$0	\$5	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$555	\$0	\$0
Total FFY 2027-2038 Cost	\$555					

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: 1/29/2026

Estimated Construction Bid Date: 1/29/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$115	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$115	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$115					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$75	\$75	\$75	\$75	\$300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$75	\$75	\$75	\$75	\$300	\$0
Total FFY 2027-2038 Cost	\$600					

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 (Grand Army of Republic Highway) E of Madigan Rd (SR 3011) to Wonder View Lane
Burlington and North Towanda Township

Project Description: Mill and resurface State Route 6 from approximately 1 mile East of Madigan Rd (SR 3011) to Wonder View Lane in Burlington and North Towanda Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$500	\$2500	\$0	\$0
State:	\$0	\$25	\$25	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$25	\$525	\$2,500	\$0	\$0
Total FFY 2027-2038 Cost	\$3,050					

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: 3/11/2027

Location: SR 4013 to East of Pine Run
Burlington Borough and Township

Project Description: Mill and resurface State Route 6 from Burlington Turnpike (SR 4013) to approximately 1 mile East of Madigan Rd (SR 3011), in Burlington Borough and Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$3500	\$385	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$3,500	\$385	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,885					

PennDOT Project Id: 114018

Project Administrator: PennDOT

Title: Wyalusing Boro Line to Mile Post 290

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: Wyalusing Borough Line to Mile Post 290
Wyalusing Borough, Wyalusing Township

Project Description: Mill and Resurfacing on SR 6 from Wyalusing Borough Line to Mile Post 290 in Wyalusing Borough and Wyalusing Township, Bradford Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$1022	\$1435	\$0	\$0	\$0
State:	\$25	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$25	\$1,022	\$1,435	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,482					

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: 4/29/2027

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$400	\$1250	\$0	\$0	\$0	\$0
State:	\$25	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$425	\$1,250	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,675					

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: 10/19/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$320	\$320	\$0	\$0	\$0	\$0
State:	\$60	\$60	\$0	\$0	\$0	\$0
Local/Other:	\$20	\$20	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$400	\$400	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$800					

PennDOT Project Id: 114104

Project Administrator: PennDOT

Title: SR 4010 over Sugar Creek

Improvement Type: Bridge Rehabilitation

State Route: 4010

Municipality: Columbia (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 4010 (Watkins Hill Road) over Sugar Creek
Columbia Township

Project Description: Bridge rehabilitation on SR 4010 (Watkins Hill Road) over Sugar Creek in Columbia Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$150	\$1400	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$1,400	\$0
Total FFY 2027-2038 Cost	\$1,550					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$15	\$0	\$1860	\$1000	\$265	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$15	\$0	\$1,860	\$1,000	\$265	\$0
Total FFY 2027-2038 Cost	\$3,140					

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: 8/24/2028

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$15	\$50	\$250	\$325	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$15	\$50	\$250	\$325	\$0	\$0
Total FFY 2027-2038 Cost	\$640					

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: 9/16/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$275	\$250	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$275	\$250	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$575					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$25	\$75	\$275	\$250	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$25	\$75	\$275	\$250	\$0	\$0
Total FFY 2027-2038 Cost	\$625					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$1977	\$534	\$662	\$637	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$1,977	\$534	\$662	\$637	\$0
Total FFY 2027-2038 Cost	\$3,860					

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: 1/1/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$125	\$1035	\$365	\$1400	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$1,035	\$365	\$1,400	\$0	\$0
Total FFY 2027-2038 Cost	\$2,925					

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: 4/23/2026

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 Townships, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$50					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$236	\$193	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$236	\$193	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$429					

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 Cob Drive (T-799) over Gaylord Creek in Pike Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$339	\$300	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$339	\$300	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$639					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$250	\$0	\$200	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$820	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$250	\$0	\$200	\$820	\$0
Total FFY 2027-2038 Cost	\$1,270					

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: 4/23/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$475	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$475	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$475					

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:

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$51	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$51	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$51					

PennDOT Project Id: 117194

Project Administrator: PennDOT

Title: Little Wysox Cr to SR 187

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: 1/1/2028

Location: Little Wysox Cr to SR 187
Wysox Twp

Project Description: Mill and resurface State Route 6 from Little Wysox Creek to State Route 187 in Wysox Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$900	\$200	\$0	\$0	\$0
State:	\$75	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$75	\$950	\$200	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,225					

PennDOT Project Id: 117195

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Canton (TWP)

Title: Tioga Co to Sullivan St

State Route: 14

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$650	\$350	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$650	\$350	\$0
Total FFY 2027-2038 Cost	\$1,000					

PennDOT Project Id: 117198

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Wyalusing (TWP)

Title: Mile Post 290 to Diner Rd

State Route: 6

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2030

Location: Mile Post 290 to Diner Rd
Wyalusing Twp and Tuscarora Twp

Project Description: Mill and Resurface on SR 6 from Mile Post 290 to Diner Rd in Wyalusing & Tuscarora Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$500	\$1500	\$0
State:	\$0	\$0	\$0	\$35	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$535	\$1,500	\$0
Total FFY 2027-2038 Cost	\$2,035					

PennDOT Project Id: 117201

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: North Towanda (TWP)

Title: Tomahawk Rd to Murray Cr

State Route: 220

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2032

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$250	\$500	\$5752	\$0
State:	\$0	\$0	\$0	\$0	\$3847	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$250	\$500	\$9,599	\$0
Total FFY 2027-2038 Cost	\$10,349					

PennDOT Project Id: 117374

Project Administrator: PennDOT

Title: SR 467 over Rockwell Creek

Improvement Type: Bridge Replacement

State Route: 467

Municipality: Pike (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 467 over Rockwell Creek
Pike Township

Project Description: Bridge replacement on State Route 467 over Rockwell Creek, in Pike Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$150	\$1400	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$150	\$1,400	\$0
Total FFY 2027-2038 Cost	\$1,550					

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: 9/17/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$425	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$425	\$100	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$525					

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: 9/16/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$252	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$252	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$402					

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: 9/1/2029

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

Project Description: Bridge replacement on Seeley Farm Rd (SR 3030) over Tributary to Alba Creek in Canton Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$50	\$100	\$465	\$375	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$50	\$100	\$465	\$375	\$0
Total FFY 2027-2038 Cost	\$990					

PennDOT Project Id: 117462

Project Administrator: PennDOT

Title: SR 3034 over South Fork Sugar Creek

Improvement Type: Bridge Replacement

State Route: 3034

Municipality: Troy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 3034 over South Fork Sugar Creek
Troy Township

Project Description: Bridge replacement on Mud Creek Rd (SR 3034) over South Fork Sugar Creek in Troy Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$172	\$1350	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$172	\$1,350	\$0
Total FFY 2027-2038 Cost	\$1,522					

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: 10/23/2025

Estimated Construction Bid Date: 10/23/2025

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

Project Description: Bridge replacement on Minnequa Main Street (SR 3027) over a unnamed Tributary to Alba Creek, in Alba Borough, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$25	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$25	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$25					

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: 9/17/2026

Location: SR6 East of Wyalusing
Wyalusing Township

Project Description: Soil slide correction on SR6 East of Wyalusing in Wyalusing Township, Bradford County. Repairing and upgrading embankments to increase flood resilience of the state highway network.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1700	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,700	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,700					

PennDOT Project Id: 120685

Project Administrator: PennDOT

Title: SR 0199 to SR 1070

Improvement Type: Surface Treatment

State Route: 1069

Municipality: Athens (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

Location: SR 0199 to SR 1070
Athens Boro./Twp & S. Waverly Boro

Project Description: Mill and resurface Elmira and Pitney Streets (SR 1069) from State Route 199 to Keystone Ave. (SR 1070) in Athens Borough and Township and South Waverly Borough, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$75	\$125	\$4250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$75	\$125	\$4,250	\$0
Total FFY 2027-2038 Cost	\$4,450					

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: 9/11/2025

Estimated Construction Bid Date: 9/11/2025

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$468	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$468	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$468					

PennDOT Project Id: 120902

Project Administrator: PennDOT

Title: Murray Creek to NY State Line

Improvement Type: Resurface

State Route: 220

Municipality: Athens (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date: Estimated Construction Bid Date: 1/1/2031

Location: Murray Creek to NY State Line
Athens Township, Athens & South Waverly Borough

Project Description: Mill and Resurface on SR 220 from Murray Creek to NY State Line in Athens Township, Athens & South Waverly Borough, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$500	\$750	\$250	\$3413	\$0
State:	\$0	\$0	\$0	\$0	\$1000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$500	\$750	\$250	\$4,413	\$0
Total FFY 2027-2038 Cost	\$5,913					

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: 1/1/2028

Location: Shiner Rd to SR 6
Wysox Twp

Project Description: Mill and Resurface on Craftmaster Road (SR 2032) from Shiner Rd to SR 6 in Wysox Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$175	\$425	\$350	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$175	\$425	\$350	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$950					

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:

Location: SR 6 to SR 706
Wyalusing Twp

Project Description: Resurface on SR 409 from SR 6 to SR 706 in Wyalusing Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1510	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,510	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,510					

PennDOT Project Id: 121026

Project Administrator: PennDOT

Title: SR 414 over Trib Towanda Creek

Improvement Type: Bridge Replacement

State Route: 414

Municipality: Leroy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

Location: SR 414 over Tributary to Towanda Creek
Leroy Township

Project Description: Bridge replacement on State Route 414 over Tributary to Towanda Creek in Leroy Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$300	\$0	\$0	\$1837	\$0
State:	\$0	\$0	\$0	\$0	\$25	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$300	\$0	\$0	\$1,862	\$0
Total FFY 2027-2038 Cost	\$2,162					

PennDOT Project Id: 121034

Project Administrator: PennDOT

Title: T-109 (Moore Rd) ov Satterlee Creek

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: T-109 (Moore Road) over Satterlee Creek in Athens Township, Bradford County

Project Description: Bridge replacement on Moore Road (T-109) over Satterlee Creek in Athens Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$50	\$100	\$350	\$750	\$500	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$100	\$350	\$750	\$500	\$0
Total FFY 2027-2038 Cost	\$1,750					

PennDOT Project Id: 121169

Project Administrator: PennDOT

Title: Cummings Rd to Tomahawk Rd

Improvement Type: Surface Treatment Micro-surfacing

State Route: 220

Municipality: Towanda (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: Cummings Rd to Tomahawk Rd
N. Towanda & Towanda Twps and Towanda Boro

Project Description: Microsurface on SR 220 from Cummings Rd to Tomahawk Rd in N. Towanda & Towanda Townships and Towanda Borough, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$1100	\$400	\$0	\$0
State:	\$0	\$0	\$5	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$1,105	\$400	\$0	\$0
Total FFY 2027-2038 Cost	\$1,505					

PennDOT Project Id: 121543

Project Administrator: PennDOT

Title: Embankment north of New Albany

Improvement Type: Slides Correction

State Route: 220

Municipality: Albany (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: North of New Albany Borough, Albany Township

Project Description: Slide correction on State Route 220 North of New Albany Borough in Albany Township.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$400	\$0	\$200	\$100	\$1000	\$0
State:	\$0	\$0	\$0	\$1300	\$700	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$400	\$0	\$200	\$1,400	\$1,700	\$0
Total FFY 2027-2038 Cost	\$3,700					

PennDOT Project Id: 122372

Project Administrator: PennDOT

Title: T-876 (Miller Road) over Satterlee Creek

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: T-876 (Miller Road) over Satterlee Creek in Athens Township, Bradford County

Project Description: Bridge replacement on T-876 (Miller Road) over Satterlee Creek in Athens Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$100	\$350	\$750	\$500	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$100	\$350	\$750	\$500	\$0
Total FFY 2027-2038 Cost	\$1,700					

PennDOT Project Id: 122395

Project Administrator: PennDOT

Title: Farmers Valley Rd (SR 3033) to Longs Pond Rd

Improvement Type: Surface Treatment Micro-surfacing

State Route: 6

Municipality: Troy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Farmers Valley Rd (SR 3033) to Longs Pond Rd
Columbia Twp, Troy Twp & Boro

Project Description: Micro-surface State Route 6 from Farmers Valley Rd (SR 3033) to Longs Pond Rd in Columbia Township, Troy Township and Borough, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$500	\$0	\$0	\$0	\$0
State:	\$0	\$25	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$525	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$525					

PennDOT Project Id: 122472

Project Administrator: PennDOT

Improvement Type: Safety Improvement

Municipality: Troy (TWP)

Actual Construction Bid Date:

Location: Various locations in Bradford and Tioga

Project Description: Safety Improvements in various locations in Bradford and Tioga County

Title: Northern Tier Lane Departure Safety Improvement Pr

State Route: 6

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$401	\$840	\$840	\$1401	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$401	\$840	\$840	\$1,401	\$0
Total FFY 2027-2038 Cost	\$3,682					

PennDOT Project Id: 122597

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Wysox (TWP)

Actual Construction Bid Date:

Location: SR 1029 TO SR 1022
Wysox & Rome Twps, Rome Boro

Project Description: Resurface on SR 187 from SR 1029 (Lake Rd) to SR 1022 (Rome Rd) in Wysox & Rome Townships, Rome Borough, Bradford County

Title: SR 1029 to SR 1022

State Route: 187

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 7/1/2025

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$150					

PennDOT Project Id: 123200

Project Administrator: PennDOT

Improvement Type: Drainage Improvement

Municipality: West Burlington (TWP)

Actual Construction Bid Date:

Location: Lampman Dr (T-550) to Carman Rd (T-885)
West Burlington Twp

Project Description: Drainage Improvement Study on State Route 6 from Lampman Dr (T-550) to Carman Rd (T-885), in West Burlington Township, Bradford County

Title: Lampman Dr (T-550) to Carman Rd (T-885)

State Route: 6

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$190	\$60	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$190	\$60	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$250					

PennDOT Project Id: 123205

Project Administrator: PennDOT

Title: SR 6 over Susquehanna & Local Bridges Preservation

Improvement Type: Bridge Preservation Activities

State Route: 6

Municipality: Towanda (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 5/7/2026

Location: SR 6 and East Lockhart St over Susquehanna River and West Packer Ave over Lehigh Ave, in Athens (Twp) and Sayre, Towanda, and Wysox (Boros), Bradford County

Project Description: Bridge Preservation work on State Route 6 and East Lockhart St over Susquehanna River and West Packer Ave over Lehigh Ave, in Athens Township and Sayre, Towanda, and Wysox Boroughs, Bradford County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$900	\$800	\$2300	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$950	\$800	\$2,300	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$4,050					

PennDOT Project Id: 123376

Project Administrator: PennDOT

Title: T-341 (Schrader Crk Rd) ov Long Valley Rn

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2032

Location: Schrader Creek Road over Long Valley Run in Franklin Twp, Bradford County

Project Description: Bridge Replacement on Schrader Creek Road over Long Valley Run in Franklin Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$150	\$150	\$75	\$75	\$1250	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$150	\$75	\$75	\$1,250	\$0
Total FFY 2027-2038 Cost	\$1,700					

PennDOT Project Id: 123377

Project Administrator: PennDOT

Title: T-341 (Schrader Crk Rd) ov Falls Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2032

Location: Schrader Creek Road over Falls Creek in Franklin Twp, Bradford County

Project Description: Bridge replacement on Schrader Creek Road over Falls Creek in Franklin Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$150	\$150	\$75	\$75	\$1250	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$150	\$75	\$75	\$1,250	\$0
Total FFY 2027-2038 Cost	\$1,700					

PennDOT Project Id: 123378

Project Administrator: PennDOT

Title: T-361 (Tube Drive) ov N Br Towanda Crk

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Granville (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

Location: Tube Drive over North Branch Towanda Creek in Granville Twp, Bradford County

Project Description: Bridge replacement on Tube Drive over the North Branch of Towanda Creek, in Granville Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$160	\$160	\$0	\$0	\$1760	\$0
State:	\$30	\$30	\$0	\$0	\$331	\$0
Local/Other:	\$10	\$10	\$0	\$0	\$110	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$200	\$0	\$0	\$2,201	\$0
Total FFY 2027-2038 Cost	\$2,601					

PennDOT Project Id: 123453

Project Administrator: PennDOT

Title: TR Towanda Creek to Canton Twp Line

Improvement Type: Resurface

State Route: 14

Municipality: Canton (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: TR Towanda Creek to Canton Twp Line
Canton Boro

Project Description: Mill and resurface State Route 14 from the Tributary to Towanda Creek to the Canton Township Line, in Canton Borough, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$1350	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$1,350	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,350					

PennDOT Project Id: 123454

Project Administrator: PennDOT

Title: SR 14 to Canton Twp Line

Improvement Type: Resurface

State Route: 414

Municipality: Canton (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

Location: SR 14 to Canton Twp. Line
Canton Boro

Project Description: Mill and resurface State Route 414 from State Route 14 to the Canton Township Line in Canton Borough, Bradford County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$340	\$300	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$340	\$300	\$0	\$0
Total FFY 2027-2038 Cost	\$640					

PennDOT Project Id: 123466

Project Administrator: PennDOT

Title: SR 187 ov Dry Rn Crk

Improvement Type: Bridge Rehabilitation

State Route: 187

Municipality: Wysox (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: SR 187 over Dry Run Creek in Wysox Twp, Bradford County

Project Description: Bridge rehabilitation on State Route 187 over Dry Run Creek, in Wysox Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$250	\$0	\$175	\$375	\$350	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$0	\$175	\$375	\$350	\$0
Total FFY 2027-2038 Cost	\$1,150					

PennDOT Project Id: 123468

Project Administrator: PennDOT

Title: SR 414 ov Trib to Towanda Crk

Improvement Type: Bridge Replacement

State Route: 414

Municipality: Leroy (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

Location: SR 414 over Tributary to Towanda Creek in Leroy Twp, Bradford County

Project Description: Bridge replacement State Route 414 over Tributary to Towanda Creek in Leroy Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$225	\$0
State:	\$0	\$100	\$100	\$100	\$1325	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$100	\$100	\$100	\$1,550	\$0
Total FFY 2027-2038 Cost	\$1,850					

PennDOT Project Id: 123474

Project Administrator: PennDOT

Title: SR 1050 ov Trib to Bullards Crk

Improvement Type: Bridge Replacement

State Route: 1050

Municipality: Litchfield (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: SR 1050 over Tributary to Bullards Creek in Litchfield Twp, Bradford County

Project Description: Bridge Replacement on Rome Road (SR 1050) over Tributary to Bullards Creek in Litchfield Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$150	\$158	\$75	\$125	\$761	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$158	\$75	\$125	\$761	\$0
Total FFY 2027-2038 Cost	\$1,269					

PennDOT Project Id: 123485

Project Administrator: PennDOT

Title: SR 2010 ov Susq Riv

Improvement Type: Bridge Rehabilitation

State Route: 2010

Municipality: Terry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2033

Location: SR 2010 over Susquehanna River in Terry Twp, Bradford County

Project Description: Bridge Rehabilitation on Wyalusing New Albany Rd (SR 2010) over Susquehanna River in Terry Township, Bradford County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$150	\$150	\$1980	\$0
State:	\$0	\$0	\$0	\$0	\$300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$150	\$150	\$2,280	\$0
Total FFY 2027-2038 Cost	\$2,580					

PennDOT Project Id: 123672

Project Administrator: PennDOT

Title: 2028 NTIER RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Region Wide

Project Description: 2028 NTIER RPMs
Region Wide

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$85	\$10	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$85	\$10	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$95					

PennDOT Project Id: 123673

Project Administrator: PennDOT

Title: 2030 NTIER RPM Contract

Improvement Type: Reflective Pavement Markers

State Route: 0

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/31/2030

Location: Regional Wide

Project Description: 2030 NTIER RPM Contract
Regional Wide

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$95	\$10	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$95	\$10	\$0
Total FFY 2027-2038 Cost	\$105					

Sullivan

PennDOT Project Id: 6936

Project Administrator: PENNDOT

Title: T-416 over Porter Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Fox (TWP)

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$80	\$560	\$480	\$0	\$0
State:	\$0	\$15	\$105	\$90	\$0	\$0
Local/Other:	\$0	\$5	\$35	\$30	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$100	\$700	\$600	\$0	\$0
Total FFY 2027-2038 Cost	\$1,400					

PennDOT Project Id: 6954

Project Administrator: PENNDOT

Title: T-460 ov Lick Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Cherry (TWP)

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
BMS 56720104600004

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$100	\$100	\$80	\$560	\$480	\$0
State:	\$19	\$19	\$15	\$105	\$90	\$0
Local/Other:	\$6	\$6	\$5	\$35	\$30	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$125	\$100	\$700	\$600	\$0
Total FFY 2027-2038 Cost	\$1,650					

PennDOT Project Id: 6994

Project Administrator: PENNDOT

Title: T-328 ovr Muncy Creek

Improvement Type: Bridge Replacement

State Route: 0

Municipality: Laporte (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

Location: T-328 over Muncy Creek
Laporte and Davidson Townships
BMS 56720803280029

Project Description: Bridge replacement on Cherry Run Road (T-328) over Muncy Creek in Laporte and Davidson Townships, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$100	\$100	\$1360	\$0
State:	\$0	\$0	\$19	\$19	\$256	\$0
Local/Other:	\$0	\$0	\$6	\$6	\$35	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$125	\$125	\$1,651	\$0
Total FFY 2027-2038 Cost	\$1,901					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$125	\$275	\$0	\$0	\$0	\$0
Local/Other:	\$31	\$69	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$156	\$344	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$500					

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: 1/1/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$250	\$550	\$300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$250	\$550	\$300	\$0
Total FFY 2027-2038 Cost	\$1,100					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$121	\$359	\$0	\$0	\$0	\$0
Local/Other:	\$30	\$90	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$151	\$449	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$600					

PennDOT Project Id: 99102

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Laporte (TWP)

Actual Construction Bid Date:

Location: US 220 over Mill Creek
Laporte Township
BMS 56022003300308

Title: US220 ov Mill Creek

State Route: 220

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 9/1/2029

Project Description: Bridge replacement on US 220 over Mill Creek in Laporte Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$300	\$0	\$225	\$608	\$1100	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$300	\$0	\$225	\$608	\$1,100	\$0
Total FFY 2027-2038 Cost	\$2,233					

PennDOT Project Id: 99114

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Dushore (BORO)

Actual Construction Bid Date:

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

Title: SR 87 to Marsh Crk

State Route: 220

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$500	\$0	\$0	\$0	\$0
State:	\$0	\$400	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$900	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$900					

PennDOT Project Id: 99117

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Cherry (TWP)

Actual Construction Bid Date:

Location: SR 220 from 0.4 miles North of Dushore Borough to Bradford Co. Line,
Cherry Twp.

Title: Maple Leaf to Bradford Co

State Route: 220

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Project Description: Resurface roadway on US Route 220 from 0.4 miles North of Dushore Borough to Bradford County Line in Cherry Township, Sullivan County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$300	\$300	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$300	\$300	\$0	\$0
Total FFY 2027-2038 Cost	\$600					

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:

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, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$700	\$249	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$700	\$249	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$949					

PennDOT Project Id: 99166

Project Administrator: PennDOT

Title: Chesock Rd to SR220

Improvement Type: Resurface

State Route: 87

Municipality: Cherry (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: PA 87 from Chesock Road to US 220
Cherry Township

Project Description: Reconstruct S.R 87 from Chesock Road to S.R. 220 in Cherry Township, Sullivan County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$200	\$900	\$300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$200	\$900	\$300	\$0
Total FFY 2027-2038 Cost	\$1,400					

PennDOT Project Id: 99275

Project Administrator: PennDOT

Title: SR220 over Marsh Creek

Improvement Type: Bridge Replacement

State Route: 220

Municipality: Dushore (BORO)

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$125	\$125	\$100	\$2075	\$0
State:	\$0	\$0	\$0	\$0	\$25	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$125	\$125	\$100	\$2,100	\$0
Total FFY 2027-2038 Cost	\$2,450					

PennDOT Project Id: 99376

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Forks (TWP)

Title: Lambert Hill to L.Loyalsock

State Route: 87

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Lambert Hill Rd to Little Loyalsock Creek, Forks Township, Seg 0370/0000 to 0420/0154

Project Description: Resurface PA 87 from 0.5 miles North of Lambert Hill Road to Little Loyalsock Creek in Forks Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$50	\$450	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$50	\$450	\$0	\$0
Total FFY 2027-2038 Cost	\$500					

PennDOT Project Id: 99422

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Davidson (TWP)

Title: SR220 to Muncy Valley Road

State Route: 42

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/23/2026

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

Project Description: Mill & Resurface PA 42 from US 220 to 0.5 miles North of Muncy Valley Road in Davidson and Shrewsbury Townships, Sullivan County. Repairing and upgrading embankments to increase flood resilience of the state highway network.

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

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 Borough & Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$700	\$500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$700	\$500	\$0
Total FFY 2027-2038 Cost	\$1,200					

PennDOT Project Id: 109757

Project Administrator: PennDOT

Title: 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: 10/9/2025

Estimated Construction Bid Date:

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$436	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$436	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$436					

PennDOT Project Id: 110166

Project Administrator: PennDOT

Title: SR 87 over Little Loyalsock Creek

Improvement Type: Bridge Rehabilitation

State Route: 87

Municipality: Forks (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/9/2027

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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1325	\$750	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,325	\$750	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,075					

PennDOT Project Id: 110188

Project Administrator: PennDOT

Title: SR 3001 over Spring Run

Improvement Type: Bridge Replacement

State Route: 3001

Municipality: Shrewsbury (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2032

Location: SR 3001 (Edkin Hill Road) over Spring Run
Shrewsbury Township, Sullivan County

Project Description: Bridge replacement on SR 3001 (Edkin Hill Road) over Spring Run in Shrewsbury Township, Sullivan County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$75	\$775	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$75	\$775	\$0
Total FFY 2027-2038 Cost	\$850					

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: 10/9/2025

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.

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

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: 9/16/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$375	\$275	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$375	\$275	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$700					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$125	\$100	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$100	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$225					

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: 9/16/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$400	\$250	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$400	\$250	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$700					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$83	\$50	\$75	\$325	\$250	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$83	\$50	\$75	\$325	\$250	\$0
Total FFY 2027-2038 Cost	\$783					

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 Dutch Mountain Road (SR 1002) over Tributary to Pigeon Creek in Colley Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$75	\$75	\$50	\$550	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$75	\$75	\$50	\$550	\$0
Total FFY 2027-2038 Cost	\$750					

PennDOT Project Id: 110293

Project Administrator: PennDOT

Title: SR2002 over Tributary to Muncy Creek

Improvement Type: Bridge Replacement

State Route: 2002

Municipality: Davidson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

Location: SR2002 over Tributary to Muncy Creek
Davidson Township, Sullivan County

Project Description: Bridge replacement on SR2002 (Nordmont Road) over Tributary to Muncy Creek in Davidson Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$25	\$125	\$600	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$25	\$125	\$600	\$0
Total FFY 2027-2038 Cost	\$750					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$80	\$480	\$400	\$0	\$0
State:	\$0	\$15	\$90	\$75	\$0	\$0
Local/Other:	\$0	\$5	\$30	\$25	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$100	\$600	\$500	\$0	\$0
Total FFY 2027-2038 Cost	\$1,200					

PennDOT Project Id: 110438

Project Administrator: PennDOT

Title: SR87 over Loyalsock 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: 9/1/2031

Location: SR 87 over Loyalsock Creek
Hillsgrove Township

Project Description: Bridge improvement on SR 87 over Loyalsock Creek in Hillsgrove Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$125	\$125	\$2150	\$0
State:	\$0	\$0	\$0	\$0	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$125	\$125	\$2,200	\$0
Total FFY 2027-2038 Cost	\$2,450					

PennDOT Project Id: 110440

Project Administrator: PennDOT

Title: SR87 over Loyalsock 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: 9/1/2031

Location: SR 87 over Loyalsock Creek
Hillsgrove Township

Project Description: Bridge improvement on SR 87 over Loyalsock Creek in Hillsgrove Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$125	\$125	\$3150	\$0
State:	\$0	\$0	\$0	\$0	\$50	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$125	\$125	\$3,200	\$0
Total FFY 2027-2038 Cost	\$3,450					

PennDOT Project Id: 110441

Project Administrator: PennDOT

Title: SR 87 over Loyalsock Creek

Improvement Type: Bridge Rehabilitation

State Route: 87

Municipality: Forksville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: SR87 over Loyalsock Creek
Forksville Borough

Project Description: Bridge improvement on SR 87 over Loyalsock Creek in Forksville Borough, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$245	\$1755	\$0	\$0
State:	\$125	\$100	\$100	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$100	\$345	\$1,755	\$0	\$0
Total FFY 2027-2038 Cost	\$2,325					

PennDOT Project Id: 110442

Project Administrator: PennDOT

Title: SR87 over Little Loyalsock Creek

Improvement Type: Bridge Rehabilitation

State Route: 87

Municipality: Forksville (BORO)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2028

Location: SR87 over Little Loyalsock Creek
Forksville Borough

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$300	\$1700	\$0	\$0
State:	\$125	\$100	\$100	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$100	\$400	\$1,700	\$0	\$0
Total FFY 2027-2038 Cost	\$2,325					

PennDOT Project Id: 113545

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Fox (TWP)

Title: SR 4002 to SR 154

State Route: 4005

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2031

Location: SR 4005 (Middle Road)
Fox Township

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$230	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$230	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$230					

PennDOT Project Id: 114053

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Laporte (TWP)

Title: SR 154 over Shanerburg Run

State Route: 154

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 Laporte Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$125	\$171	\$0	\$500	\$1000	\$0
State:	\$0	\$0	\$100	\$100	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$171	\$100	\$600	\$1,000	\$0
Total FFY 2027-2038 Cost	\$1,996					

PennDOT Project Id: 114055

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Elkland (TWP)

Title: SR 154 over Elk Creek

State Route: 154

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$75	\$75	\$300	\$950	\$0
State:	\$200	\$45	\$0	\$25	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$120	\$75	\$325	\$950	\$0
Total FFY 2027-2038 Cost	\$1,670					

PennDOT Project Id: 115358

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Shrewsbury (TWP)

Actual Construction Bid Date:

Location: SR 42 to Morgan Ave
Shrewsbury Twp & Eagles Mere Boro

Title: SR 42 to Morgan Ave

State Route: 3007

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Project Description: Resurface on SR 3007 (Laporte Ave) from SR 42 to Morgan Ave in Shrewsbury Township & Eagles Mere Borough, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$100	\$100	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$100	\$100	\$0
Total FFY 2027-2038 Cost	\$200					

PennDOT Project Id: 115361

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Dushore (BORO)

Actual Construction Bid Date:

Location: SR 87 to Trib to Little Loyalsock Cr\
Dushore Boro

Title: SR 87 to Trib to Little Loyalsock

State Route: 1017

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 1/1/2028

Project Description: Mill and Resurface on Railroad St (SR 1017) from SR 87 to Tributary to Little Loyalsock Creek in Dushore Borough, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$400	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$400	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$400					

PennDOT Project Id: 115986

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Davidson (TWP)

Actual Construction Bid Date:

Location: SR 220 to Brown Hill Rd
Davidson Twp

Title: SR 220 to Big Run

State Route: 2002

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date:

Project Description: Resurfacing on SR 220 to Brown Hill Road in Davidson Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$225	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$225	\$50	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$275					

PennDOT Project Id: 115987

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 87 to Marsh Crk
Dushore Boro

Project Description: Mill and Resurfacing on SR 220 from SR 87 to Marsh Crk in Dushore Borough, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$615	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$615	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$615					

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 Mountain Rd in Dushore Borough, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$715	\$300	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$715	\$300	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,015					

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: 7/1/2031

Location: Edkin Hill Rd to Allegheny Ave
Shrewsbury Twp

Project Description: Resurfacing on SR 42 from Edkin Hill Road to Allegheny Ave in Shrewsbury Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$320	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$320	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 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: 7/1/2031

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

Project Description: Mill and resurface on SR 42 from 1 mile North of Georges Rd to Edkin Hill Rd in Shrewsbury Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$10	\$500	\$500	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$10	\$500	\$500	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,010					

PennDOT Project Id: 122398

Project Administrator: PennDOT

Title: Lake Jean

Improvement Type: Drainage Improvement

State Route: 487

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: SR 487
Colley Twp

Project Description: Pipe Lining on SR 487 in Colley Twp, Sullivan Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$175	\$300	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$175	\$300	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$525					

PennDOT Project Id: 122452

Project Administrator: PennDOT

Title: Water St to SR 87

Improvement Type: Resurface

State Route: 1007

Municipality:

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Water St to SR 87
Dushore Boro

Project Description: Mill and Resurface on S Turnpike St (SR 1007) from Water St to SR 87 in Dushore Boro, Sullivan Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$30	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$30	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$30					

PennDOT Project Id: 122534

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality:

Title: Marsh Run TO SR 220

State Route: 4018

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Marsh Run to SR 220

Project Description: Mill and Resurface on SR 4018 from Marsh Run to SR 220 in Dushore Boro, Sullivan Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$80	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$80	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$80					

PennDOT Project Id: 122595

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Eagles Mere (BORO)

Title: SR 3002 to Lake Ave

State Route: 42

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2026

Location: SR 3002 to Lake Ave
Shrewsbury Twp & Eagles Mere Boro

Project Description: Resurface on SR 42 from SR 3002 to Lake Ave in Shrewsbury Twp & Eagles Mere Boro, Sullivan Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$50					

PennDOT Project Id: 122596

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Eagles Mere (BORO)

Title: Morgan Ave to SR 42

State Route: 3007

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2025

Location: Morgan Ave to SR 42
Eagles Mere Boro

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$50					

PennDOT Project Id: 123455

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Davidson (TWP)

Title: Main Street to Sonestown

State Route: 220

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2028

Location: Main Street to Sonestown
Davidson Twp

Project Description: Resurfacing on SR 220 from Main Street to Sonestown in Davidson Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$300	\$600	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$300	\$600	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$900					

PennDOT Project Id: 123456

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Elkland (TWP)

Title: Ellis Rd to McCarty Ridge Rd

State Route: 4008

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2028

Location: Ellis Rd to McCarty Ridge Rd
Elkland Twp

Project Description: Binder Leveling on SR 4008 from Ellis Road to McCarty Ridge Road in Elkland Township, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$440	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$440	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$440					

Susquehanna

PennDOT Project Id: 9546

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: New Milford (BORO)

Title: Johnston Street over Salt Lick Creek

State Route: 7409

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1200	\$800	\$0	\$0	\$0	\$0
State:	\$225	\$150	\$0	\$0	\$0	\$0
Local/Other:	\$75	\$50	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,500	\$1,000	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,500					

PennDOT Project Id: 9583

Project Administrator: PENNDOT

Title: Water Street over Starrucca Creek - SCB 33

Improvement Type: Bridge Rehabilitation

State Route: 7227

Municipality: Thompson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Susquehanna County
Thompson Borough
Water Street

Project Description: Bridge Rehabilitation on Water Street over Starrucca Creek in Thompson Borough, Susquehanna County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$4	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$1	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$5	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$5					

PennDOT Project Id: 9643

Project Administrator: PENNDOT

Title: SR 2036 over Rock Hill Creek

Improvement Type: Replace/Rehab

State Route: 2036

Municipality: Gibson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/29/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$750	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$750	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$750					

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: AQ Conformity Does Not Apply

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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$400	\$2000	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$2,000	\$0
Total FFY 2027-2038 Cost	\$2,400					

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: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2038

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$400	\$0	\$1000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$0	\$1,000
Total FFY 2027-2038 Cost	\$1,400					

PennDOT Project Id: 9699

Project Administrator: PENNDOT

Title: SR 11 over East Branch 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: 1/14/2027

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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$1500	\$764	\$1236	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$1,500	\$764	\$1,236	\$0	\$0
Total FFY 2027-2038 Cost	\$3,500					

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: 10/1/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$200	\$0	\$0	\$0	\$0
State:	\$50	\$50	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$250	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$500					

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: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$2500	\$3000	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$2,500	\$3,000	\$0	\$0
Total FFY 2027-2038 Cost	\$5,500					

PennDOT Project Id: 65189

Project Administrator: PennDOT

Title: Church Street over Salt Lick Creek

Improvement Type: Replace/Rehab

State Route: 7409

Municipality: New Milford (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2036

Location: Susquehanna County, New Milford Township, State Route 7409 (Church Street)

Project Description: Bridge rehabilitation/replacement on Church Street over Salt Lick Creek, in New Milford Borough, Susquehanna County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$320	\$0	\$0	\$1200
State:	\$0	\$0	\$60	\$0	\$0	\$225
Local/Other:	\$0	\$0	\$20	\$0	\$0	\$75
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$400	\$0	\$0	\$1,500
Total FFY 2027-2038 Cost	\$1,900					

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: 1/14/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$800	\$2914	\$3000	\$1200	\$0	\$0
State:	\$200	\$729	\$750	\$300	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,000	\$3,643	\$3,750	\$1,500	\$0	\$0
Total FFY 2027-2038 Cost	\$9,893					

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: AQ Conformity Does Not Apply

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$400	\$1000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$1,000	\$0
Total FFY 2027-2038 Cost	\$1,400					

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: 10/1/2035

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$400	\$0	\$1000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$0	\$1,000
Total FFY 2027-2038 Cost	\$1,400					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1000	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,000					

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: 7/15/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$1360	\$0	\$0
State:	\$0	\$0	\$0	\$340	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$1,700	\$0	\$0
Total FFY 2027-2038 Cost	\$1,700					

PennDOT Project Id: 69023

Project Administrator: PennDOT

Title: SR 2036 over Overflow Channel

Improvement Type: Bridge Replacement

State Route: 2036

Municipality: Gibson (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/15/2027

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.

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

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$952	\$688	\$702	\$2162	\$13414	\$10050
State:	\$400	\$666	\$312	\$466	\$5620	\$15241
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,352	\$1,354	\$1,014	\$2,628	\$19,034	\$25,291
Total FFY 2027-2038 Cost	\$50,673					

PennDOT Project Id: 85720

Project Administrator: PennDOT

Title: SR 1018 over Tributary Dubois Creek

Improvement Type: Bridge Replacement

State Route: 1018

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/22/2026

Location: Susquehanna County, Franklin Township, State Route 1018

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

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

PennDOT Project Id: 89698

Project Administrator: PennDOT

Title: SR 1018 over Snake Creek

Improvement Type: Bridge Replacement

State Route: 1018

Municipality: Franklin (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 3/25/2027

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1200	\$0	\$0	\$0	\$0	\$0
State:	\$300	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,500	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,500					

PennDOT Project Id: 89710

Project Administrator: PennDOT

Title: SR 11 over Tributary to Susquehanna River

Improvement Type: Replace/Rehab

State Route: 11

Municipality:

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$800	\$160	\$240	\$400	\$0	\$0
State:	\$200	\$40	\$60	\$100	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,000	\$200	\$300	\$500	\$0	\$0
Total FFY 2027-2038 Cost	\$2,000					

PennDOT Project Id: 89711

Project Administrator: PennDOT

Title: SR 2046 over West Branch Lackawanna River

Improvement Type: Replace/Rehab

State Route: 2046

Municipality: Ararat (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/24/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$350	\$0	\$0	\$1000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$350	\$0	\$0	\$1,000	\$0
Total FFY 2027-2038 Cost	\$1,350					

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: 10/1/2038

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$350	\$0	\$0	\$1000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$350	\$0	\$0	\$1,000	\$0
Total FFY 2027-2038 Cost	\$1,350					

PennDOT Project Id: 96728

Project Administrator: PennDOT

Title: SR 11 over Tannery Street

Improvement Type: Bridge Replacement

State Route: 11

Municipality: Harford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/14/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$320	\$0	\$0	\$1200	\$1200	\$0
State:	\$80	\$0	\$0	\$300	\$300	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$400	\$0	\$0	\$1,500	\$1,500	\$0
Total FFY 2027-2038 Cost	\$3,400					

PennDOT Project Id: 96732

Project Administrator: PennDOT

Title: SR 1018 over Norfolk Southern RR

Improvement Type: Replace/Rehab

State Route: 1018

Municipality: New Milford (TWP)

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/8/2027

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

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1200	\$2400	\$2400	\$2000	\$0	\$0
State:	\$300	\$600	\$600	\$500	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,500	\$3,000	\$3,000	\$2,500	\$0	\$0
Total FFY 2027-2038 Cost	\$10,000					

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: 3/25/2027

Location: Susquehanna County, Franklin Township, State Route 1049

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

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

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: 11/4/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$1750	\$1750	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$1,750	\$1,750	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,500					

PennDOT Project Id: 109879

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Auburn (TWP)

Title: SR 267 over Branch Little Meshoppen Creek

State Route: 267

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$400	\$0	\$1000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$0	\$1,000
Total FFY 2027-2038 Cost	\$1,400					

PennDOT Project Id: 112737

Project Administrator: PennDOT

Improvement Type: Intersection Improvement

Municipality: New Milford (BORO)

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

State Route: 11

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 Route 11(Main Street)
 State Route 492 (Jackson Street)
 State Route 848 (Harford Road)

Project Description: Intersection Improvements at the intersection on State Route 11 (Main Street) State Route 492 (Jackson Street) and State Route 848 (Harford Road) in New Milford Borough, Susquehanna County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$400	\$0	\$1000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$0	\$1,000
Total FFY 2027-2038 Cost	\$1,400					

PennDOT Project Id: 114026

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Great Bend (TWP)

Title: T-821 (Old Route 11) over DLW Railroad

State Route: 7212

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/21/2027

Location: Susquehanna County, Great Bend, Liberty Townships
 State Route 7212 (T-821-Old Route 11)

Project Description: Bridge replacement on SR 7212 (T-821-Old Route 11) over DLW Railroad, in Great Bend, Liberty Townships, Susquehanna County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1300	\$1900	\$2400	\$480	\$0	\$0
State:	\$244	\$356	\$450	\$90	\$0	\$0
Local/Other:	\$81	\$119	\$150	\$30	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,625	\$2,375	\$3,000	\$600	\$0	\$0
Total FFY 2027-2038 Cost	\$7,600					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$800
State:	\$0	\$0	\$0	\$400	\$0	\$200
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$0	\$1,000
Total FFY 2027-2038 Cost	\$1,400					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$320	\$0	\$0	\$0	\$0	\$0
State:	\$80	\$0	\$0	\$0	\$4000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$400	\$0	\$0	\$0	\$4,000	\$0
Total FFY 2027-2038 Cost	\$4,400					

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: 7/16/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$300	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$300	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$300					

PennDOT Project Id: 118218

Project Administrator: PennDOT

Improvement Type: RR Warning Devices

Municipality: Lanesboro (BORO)

Title: Susq County NYSW Corridor Crossing

State Route: 1017

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2026

Location: Lanesboro Borough
Susquehanna County

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$360	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$360	\$0	\$0
Total FFY 2027-2038 Cost	\$360					

PennDOT Project Id: 122246

Project Administrator: PennDOT

Improvement Type: Bridge Rehabilitation

Municipality:

Title: Creamery Hill Road over Elk Lake Stream - SCB 37

State Route: 7224

Air Quality Status: AQ Conformity Does Not Apply

Actual Construction Bid Date:

Estimated Construction Bid Date:

Location: Susquehanna County
Rush Township
Creamery Hill Road

Project Description: Bridge Rehabilitation on Creamery Hill Road over Elk Lake Stream in Rush Township, Susquehanna County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$4	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$1	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$5	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$5					

Tioga

PennDOT Project Id: 7290

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Rutland (TWP)

Title: T-894 ovr Bailey Crk

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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, Sullivan County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$80	\$560	\$480	\$0	\$0	\$0
State:	\$15	\$105	\$90	\$0	\$0	\$0
Local/Other:	\$5	\$35	\$30	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$100	\$700	\$600	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,400					

PennDOT Project Id: 7327

Project Administrator: PENNDOT

Title: SR 4002 ovr Charleston Rn

Improvement Type: Bridge Rehabilitation

State Route: 4002

Municipality: Wellsboro (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2029

Location: State Route 4002 (Charleston Street) over Charleston Run
Wellsboro Borough

Project Description: Bridge rehabilitation on SR 4002 (Charleston Street) over Charleston Run in Wellsboro Borough, Tioga County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$261	\$110	\$1750	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$261	\$110	\$1,750	\$0
Total FFY 2027-2038 Cost	\$2,121					

PennDOT Project Id: 7371

Project Administrator: PENNDOT

Title: SR 3007 ovr Tb Stoney Frk

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: 9/1/2029

Location: State Route 3007 (Dibble Hill Road) over Tributary to Stoney Fork Creek
DelmarTownship

Project Description: Bridge replacement on Dibble Hill Road (SR 3007) over Tributary to Stoney Fork Creek in Delmar Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$75	\$75	\$50	\$200	\$350	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$75	\$75	\$50	\$200	\$350	\$0
Total FFY 2027-2038 Cost	\$750					

PennDOT Project Id: 97678

Project Administrator: PennDOT

Title: SR 1005 over Mill Creek

Improvement Type: Bridge Rehabilitation

State Route: 1005

Municipality: Roseville (BORO)

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 Roseville Ave (SR 1005) over Mill Creek in Roseville Borough, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$125	\$125	\$125	\$1225	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$125	\$125	\$125	\$1,225	\$0
Total FFY 2027-2038 Cost	\$1,600					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$175	\$0	\$0	\$0	\$1500	\$0
State:	\$0	\$0	\$0	\$0	\$25	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$175	\$0	\$0	\$0	\$1,525	\$0
Total FFY 2027-2038 Cost	\$1,700					

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: 9/28/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$1500	\$0	\$0	\$0
State:	\$125	\$130	\$70	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$125	\$130	\$1,570	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,825					

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: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

Location: Township Road 385 over Stoney Fork Creek
 Delmar Township
 58720803850000

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$320	\$320	\$0	\$0	\$0
Local/Other:	\$0	\$80	\$80	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$400	\$400	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$800					

PennDOT Project Id: 98514

Project Administrator: PennDOT

Title: SR2027 ov Canoe Camp Crk

Improvement Type: Bridge Rehabilitation

State Route: 2027

Municipality: Richmond (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 12/10/2026

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$175	\$150	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$175	\$150	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$325					

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: 9/14/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$135	\$50	\$100	\$450	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$135	\$50	\$100	\$450	\$0	\$0
Total FFY 2027-2038 Cost	\$735					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$109	\$250	\$150	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$109	\$250	\$150	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$509					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$75	\$75	\$50	\$700	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$75	\$75	\$50	\$700	\$0
Total FFY 2027-2038 Cost	\$900					

PennDOT Project Id: 99412

Project Administrator: PennDOT

Title: SR3016ovTbZimmermanCrk

Improvement Type: Bridge Replacement

State Route: 3016

Municipality: Morris (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2031

Location: SR 3016 (Three Springs Run Rd) over a Tributary to Zimmerman Creek
Morris Township

Project Description: Bridge replacement on SR 3016 (Three Springs Run Rd) over a Tributary to Zimmerman Creek in Morris Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$75	\$75	\$600	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$75	\$75	\$600	\$0
Total FFY 2027-2038 Cost	\$750					

PennDOT Project Id: 101278

Project Administrator: PennDOT

Title: North of Scott Road

Improvement Type: Slides Correction

State Route: 349

Municipality: Clymer (TWP)

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$200					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$50	\$50	\$75	\$525	\$1500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$50	\$50	\$75	\$525	\$1,500	\$0
Total FFY 2027-2038 Cost	\$2,200					

PennDOT Project Id: 106236

Project Administrator: PennDOT

Title: SR 4021 over 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: 4/29/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1100	\$1400	\$0	\$0	\$0	\$0
State:	\$25	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,125	\$1,400	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,525					

PennDOT Project Id: 108985

Project Administrator: PennDOT

Title: SR 15 to SR 2027

Improvement Type: Safety Improvement

State Route: 2005

Municipality: Richmond (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date: 12/4/2025

Estimated Construction Bid Date: 12/4/2025

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1340	\$439	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,340	\$439	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,779					

PennDOT Project Id: 110269

Project Administrator: PennDOT

Title: SR 2021 over Tributary to South Creek

Improvement Type: Bridge Replacement

State Route: 2021

Municipality: Union (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2033

Location: SR 2021 over Tributary to South Creek
Union Township, Tioga County

Project Description: Bridge replacement on SR 2021 (Gleason Road) over Tributary to South Creek in Union Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$75	\$675	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$75	\$675	\$0
Total FFY 2027-2038 Cost	\$750					

PennDOT Project Id: 110299

Project Administrator: PennDOT

Title: SR 2025 over Marvin Creek

Improvement Type: Bridge Replacement

State Route: 2025

Municipality: Covington (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/1/2035

Location: SR 2025 over Marvin Creek
Covington Township, Tioga County
Bridge replacement

Project Description: Bridge replacement on SR 2025 (Canada Road) over Marvin Creek in Covington Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$75	\$125	\$350	\$350	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$75	\$125	\$350	\$350	\$0
Total FFY 2027-2038 Cost	\$900					

PennDOT Project Id: 110405

Project Administrator: PennDOT

Title: SR 2018 to SR 660

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: 1/1/2028

Location: SR 2018 (Cherry Flats Road) to SR 660
Charleston Township

Project Description: Mill and Resurface on SR 6 from Cherry Flats Road (SR 2018) to SR 660 in Charleston Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$565	\$2400	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$565	\$2,400	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,965					

PennDOT Project Id: 113896

Project Administrator: PennDOT

Title: North of Mack Road

Improvement Type: Slides Correction

State Route: 660

Municipality: Richmond (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: SR660 between Spencer Road and SR 2020 (Mack Road)
Richmond Township

Project Description: Slide correction on SR660 between Spencer Road and SR 2020 (Mack Road) in Richmond Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$1200	\$0
State:	\$250	\$0	\$125	\$475	\$8500	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$0	\$125	\$475	\$9,700	\$0
Total FFY 2027-2038 Cost	\$10,550					

PennDOT Project Id: 114014

Project Administrator: PennDOT

Title: SR 15 SB Mansfield to Tioga Twp

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: 1/1/2030

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$739	\$1433	\$0
State:	\$0	\$0	\$0	\$1549	\$1590	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$2,288	\$3,023	\$0
Total FFY 2027-2038 Cost	\$5,311					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1880	\$2354	\$746	\$0	\$0	\$0
State:	\$50	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,930	\$2,354	\$746	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$5,030					

PennDOT Project Id: 114023

Project Administrator: PennDOT

Title: SR 6 to South of SR 1038

Improvement Type: Surface Treatment Micro-surfacing

State Route: 15

Municipality: Mansfield (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$825	\$600	\$200	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$825	\$600	\$200	\$0
Total FFY 2027-2038 Cost	\$1,625					

PennDOT Project Id: 114025

Project Administrator: PennDOT

Title: Colton Road to Shippen Twp Line

Improvement Type: Resurface

State Route: 6

Municipality: Shippen (TWP)

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: Mill and Resurface on SR 6 from Colton Road to Shippen Township Line in Shippen and Delmar Townships, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$800	\$2200	\$0	\$0	\$0
State:	\$0	\$25	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$825	\$2,200	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,025					

PennDOT Project Id: 114052

Project Administrator: PennDOT

Title: SR6 over Tributary to North Elk Run

Improvement Type: Bridge Replacement

State Route: 6

Municipality: Charleston (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 9/30/2029

Location: SR6 over Tributary to North Elk Run
Charleston Township

Project Description: Bridge replacement on State Route 6 over a Tributary to North Elk Run in Charleston Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$235	\$100	\$100	\$1500	\$520	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$235	\$100	\$100	\$1,500	\$520	\$0
Total FFY 2027-2038 Cost	\$2,455					

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: 2/25/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$150	\$635	\$275	\$0	\$0	\$0
State:	\$29	\$119	\$52	\$0	\$0	\$0
Local/Other:	\$9	\$40	\$17	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$188	\$794	\$344	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,326					

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: 9/16/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$252	\$460	\$400	\$0	\$0	\$0
State:	\$48	\$86	\$75	\$0	\$0	\$0
Local/Other:	\$16	\$29	\$25	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$316	\$575	\$500	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,391					

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$275	\$250	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$275	\$250	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$525					

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: 9/16/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$102	\$400	\$250	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$102	\$400	\$250	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$752					

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: 1/1/2027

Location: Ramp I (SR 8007) to SR 2005 (Bloss Mountain Rd)
Liberty Twp

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1200	\$200	\$0	\$0	\$0	\$0
State:	\$15	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,215	\$200	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,415					

PennDOT Project Id: 117170

Project Administrator: PennDOT

Title: Bloss Mountain Rd (SR 2005) to Arnot Rd (SR 2016)

Improvement Type: Resurface

State Route: 15

Municipality: Liberty (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/23/2026

Location: Bloss Mountain Rd (SR 2005) to Arnot Rd (SR 2016)
Liberty & Bloss Twps

Project Description: Mill and Resurface on SR 15 from Bloss Mountain Rd (SR 2005) to Arnot Rd (SR 2016) in Liberty & Bloss Twps, Tioga Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$955	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$955	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$955					

PennDOT Project Id: 117173

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Liberty (TWP)

Title: Lycoming Co to Ramp I (SR 8007)

State Route: 15

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2029

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

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$954	\$2746	\$0	\$0
State:	\$0	\$0	\$1550	\$1350	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$2,504	\$4,096	\$0	\$0
Total FFY 2027-2038 Cost	\$6,600					

PennDOT Project Id: 117175

Project Administrator: PennDOT

Improvement Type: Surface Treatment Micro-surfacing

Municipality: Richmond (TWP)

Title: Tioga River to SR 6

State Route: 15

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2028

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$400	\$500	\$0	\$0	\$0
State:	\$15	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$15	\$400	\$500	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$915					

PennDOT Project Id: 117279

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Chatham (TWP)

Title: SR 249 over Crooked Creek

State Route: 249

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2034

Location: SR 249 over Crooked Creek
Chatham Township

Project Description: Bridge replacement on SR 249 over Crooked Creek in Chatham Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$150	\$100	\$275	\$600	\$925	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$100	\$275	\$600	\$925	\$0
Total FFY 2027-2038 Cost	\$2,050					

PennDOT Project Id: 117361

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Delmar (TWP)

Actual Construction Bid Date:

Location: T-387 over Stony Fork Creek
Delmar Township

Title: T-387 over Stony Fork Creek

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/1/2033

Project Description: Bridge replacement on South Lawton Rd (T-387) over Stony Fork Creek in Delmar Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$120	\$120	\$0	\$0	\$960	\$0
State:	\$23	\$23	\$0	\$0	\$181	\$0
Local/Other:	\$8	\$8	\$0	\$0	\$60	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$151	\$151	\$0	\$0	\$1,201	\$0
Total FFY 2027-2038 Cost	\$1,503					

PennDOT Project Id: 117507

Project Administrator: PennDOT

Improvement Type: Bridge Painting

Municipality: Putnam (TWP)

Actual Construction Bid Date:

Location: Various Routes located in Various Townships
Tioga County

Title: Tioga Bridge Painting

State Route: 2022

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/14/2027

Project Description: Bridge painting on

West Hill Road over Tioga River in Putnam Township
Leetonia Road over Kettle Creek in Elk Township
Leetonia Road over Cedar Run in Elk Township
Three Springs Run Road over Zimmerman Creek in Morris Township
within Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$630	\$262	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$630	\$262	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$892					

PennDOT Project Id: 117832

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Rutland (TWP)

Actual Construction Bid Date: 10/23/2025

Location: SR 1007 (N Elk Run Road) near Reynolds Road
Sullivan and Rutland Township

Title: SR 1007 near Reynolds Road

State Route: 1007

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/23/2025

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$619	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$619	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$619					

PennDOT Project Id: 118342

Project Administrator: PennDOT

Improvement Type: Slides Correction

Municipality: Shippen (TWP)

Title: Confluence of Marsh Cr & Pine Cr

State Route: 362

Air Quality Status: Exempt from Regional Conformity Analysis

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$2000	\$1000	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$2,000	\$1,000	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$3,200					

PennDOT Project Id: 120010

Project Administrator: PennDOT

Improvement Type: Bridge Replacement

Municipality: Tioga (TWP)

Title: Barber Hollow Road Over Shanty Creek

State Route: 0

Air Quality Status: Exempt from Regional Conformity Analysis

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$390	\$250	\$0	\$0	\$0	\$0
Local/Other:	\$98	\$63	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$488	\$313	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$801					

PennDOT Project Id: 120897

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Morris (TWP)

Title: SR 287 to SR 15 Resurface

State Route: 414

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 7/1/2029

Location: SR 287 to SR 15
Morris and Liberty Township

Project Description: Resurfacing on SR 414 from SR 287 to SR 15 in Morris and Liberty Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$670	\$600	\$330	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$670	\$600	\$330	\$0
Total FFY 2027-2038 Cost	\$1,600					

PennDOT Project Id: 122389

Project Administrator: PennDOT

Title: Brookfield Rd (SR 4005) to Cowanesque River

Improvement Type: Resurface

State Route: 49

Municipality: Westfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/29/2027

Location: Brookfield Rd (SR 4005) to Cowanesque River
Westfield Twp and Westfield Boro

Project Description: Mill and Resurface on SR 49 from Brookfield Rd (SR 4005) to Cowanesque River in Westfield Twp and Westfield Boro, Tioga Co

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$874	\$119	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$874	\$119	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$993					

PennDOT Project Id: 123494

Project Administrator: PennDOT

Title: SR 6 ov Dantz Rn

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality: Delmar (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: SR 6 over Dantz Run in Delmar Twp, Tioga County

Project Description: Bridge Rehabilitation Superstructure on SR 6 over Dantz Run in Delmar Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$250	\$0	\$175	\$520	\$405	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$0	\$175	\$520	\$405	\$0
Total FFY 2027-2038 Cost	\$1,350					

PennDOT Project Id: 123504

Project Administrator: PennDOT

Title: SR 6 ov Heise Rn

Improvement Type: Bridge Rehabilitation

State Route: 6

Municipality: Delmar (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2032

Location: SR 6 over Heise Run in Delmar Twp, Tioga County

Project Description: Bridge Rehabilitation Superstructure on SR 6 over Heise Run in Delmar Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$250	\$0	\$175	\$0	\$725	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$250	\$0	\$175	\$0	\$725	\$0
Total FFY 2027-2038 Cost	\$1,150					

PennDOT Project Id: 123536

Project Administrator: PennDOT

Title: NTIER Bridge Painting

Improvement Type: Bridge Painting

State Route: 414

Municipality: Morris (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2031

Location: SR 328 over Hammond Creek in Jackson Twp, Tioga County
 SR 414 over Babbs Creek in Morris Twp, Tioga County

Project Description: Bridge Painting on SR 328 over Hammond Creek in Jackson Township and SR 414 over Babbs Creek in Morris Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$500	\$500	\$0
State:	\$25	\$25	\$50	\$25	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$25	\$25	\$50	\$525	\$500	\$0
Total FFY 2027-2038 Cost	\$1,125					

PennDOT Project Id: 123549

Project Administrator: PennDOT

Title: SR 15 ov SR 6

Improvement Type: Bridge Rehabilitation

State Route: 15

Municipality: Mansfield (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/7/2027

Location: SR 15 over SR 6 in Mansfield Boro, Tioga County

Project Description: Bridge Rehabilitation on SR 15 over SR 6 in Mansfield Borough, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$150	\$720	\$770	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$150	\$720	\$770	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,640					

PennDOT Project Id: 123572

Project Administrator: PennDOT

Title: SR 249 ov Trib to Jemason Crk

Improvement Type: Bridge Replacement

State Route: 249

Municipality: Westfield (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 1/1/2034

Location: SR 249 over Tributary to Jemason Creek in Westfield Twp, Tioga County

Project Description: Bridge Replacement on SR 249 over Tributary to Jemason Creek in Westfield Township, Tioga County

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$66	\$1390	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$66	\$1,390	\$0
Total FFY 2027-2038 Cost	\$1,456					

PennDOT Project Id: 123880

Project Administrator: PennDOT

Improvement Type: Traffic System Management

Municipality: Blossburg (BORO)

Actual Construction Bid Date:

Location: Blossburg Exit on US 15, Tioga County

Project Description: Install CCTV on Blossburg Exit on US 15, Tioga County

Title: NTIER TSMO

State Route: 15

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/1/2028

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$311	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$311	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$311					

Wyoming

PennDOT Project Id: 10139

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Meshoppen (BORO)

Actual Construction Bid Date:

Location: Wyoming County, Meshoppen Borough, State Route 267 (Main Street)

Project Description: Bridge replacement on State Route 267 (Main Street) over Meshoppen Creek, in Meshoppen Borough, Wyoming County.

Title: SR 267 over Meshoppen Creek

State Route: 267

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 5/27/2027

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$8000
State:	\$350	\$0	\$0	\$0	\$0	\$2000
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$350	\$0	\$0	\$0	\$0	\$10,000
Total FFY 2027-2038 Cost	\$10,350					

PennDOT Project Id: 10222

Project Administrator: PENNDOT

Improvement Type: Bridge Replacement

Municipality: Clinton (TWP)

Actual Construction Bid Date:

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.

Title: SR 6 over Branch of Tunkhannock Creek

State Route: 6

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 10/1/2030

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$200	\$100	\$100	\$0	\$1000	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$200	\$100	\$100	\$0	\$1,000	\$0
Total FFY 2027-2038 Cost	\$1,400					

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: 1/14/2027

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$1000	\$1000	\$1000	\$500	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,000	\$1,000	\$1,000	\$500	\$0	\$0
Total FFY 2027-2038 Cost	\$3,500					

PennDOT Project Id: 10232

Project Administrator: PENNDOT

Title: SR 307 over Branch Osterhout Creek

Improvement Type: Replace/Rehab

State Route: 307

Municipality: Tunkhannock (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 4/8/2027

Location: Wyoming County, Tunkhannock Township, State Route 307 (Roosevelt Highway)

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$800	\$0	\$0	\$0	\$0	\$0
State:	\$200	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,000	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,000					

PennDOT Project Id: 68874

Project Administrator: PennDOT

Title: SR 3002 over Stone Run

Improvement Type: Bridge Replacement

State Route: 3002

Municipality: Noxen (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 8/12/2027

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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$1500	\$1000	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$1,500	\$1,000	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,500					

PennDOT Project Id: 85773

Project Administrator: PennDOT

Title: SR 87 over Little Mehoopany Creek

Improvement Type: Bridge Rehabilitation

State Route: 87

Municipality: Mehoopany (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2035

Location: Wyoming County, Mehoopany Township, State Route 87

Project Description: Bridge rehabilitation on State Route 87 over Little Mehoopany Creek, in Mehoopany Township, Wyoming County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$320	\$400	\$400
State:	\$0	\$0	\$0	\$80	\$100	\$100
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$500	\$500
Total FFY 2027-2038 Cost	\$1,400					

PennDOT Project Id: 96747

Project Administrator: PennDOT

Title: SR 4006 over Little Tuscarora Creek

Improvement Type: Bridge Replacement

State Route: 4006

Municipality: Laceyville (BORO)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 11/5/2026

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.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$1500	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$1,500	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$1,500					

PennDOT Project Id: 101146

Project Administrator: PennDOT

Title: SR 3001 over Kasson Brook

Improvement Type: Bridge Rehabilitation

State Route: 3001

Municipality: Forkston (TWP)

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$320	\$0	\$1600
State:	\$0	\$0	\$0	\$80	\$0	\$400
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$0	\$2,000
Total FFY 2027-2038 Cost	\$2,400					

PennDOT Project Id: 111778

Project Administrator: PennDOT

Title: SR 29 and Keelersburg Road

Improvement Type: Safety Improvement

State Route: 29

Municipality: Eaton (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 2/11/2027

Location: Wyoming County, Eaton Township, State Route 29 (Joseph W Hunter Highway)

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$500	\$500	\$500	\$0	\$0	\$0
State:	\$333	\$333	\$333	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$833	\$833	\$833	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$2,499					

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: Exempt from Regional Conformity Analysis

Actual Construction Bid Date:

Estimated Construction Bid Date: 10/1/2033

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$400	\$1000	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$1,000	\$0
Total FFY 2027-2038 Cost	\$1,400					

PennDOT Project Id: 116724

Project Administrator: PennDOT

Title: SR 4027 over West Branch of Meshoppen Creek

Improvement Type: Replace/Rehab

State Route: 4027

Municipality: Meshoppen (TWP)

Air Quality Status: Exempt from Regional Conformity Analysis

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	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$320	\$0	\$2400
State:	\$0	\$0	\$0	\$80	\$0	\$600
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$0	\$0	\$0	\$400	\$0	\$3,000
Total FFY 2027-2038 Cost	\$3,400					

**2027 - 2030 Northern Tier
Transportation Improvement
Program Spreadsheets**

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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			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			123672	2028 NTIER RPM Contract	C	HRST									581	85,000		85,000			581	10,000		10,000									
Bradford			123673	2030 NTIER RPM Contract	C	HRST																					581	95,000		95,000	1/31/2030 E		
Bradford		000	68018	NTIER TIP reserve D3	C	BRDG													BRIP	10,000				10,000									
Bradford		000	68018	NTIER TIP reserve D3	C	HRST	CRP	739,000				739,000	CRP	676,800				676,800	CRP	739,000				739,000	CRP	739,000				739,000			
Bradford		LBR	5166	T-821 over Beckwith Creek	F	BRDG	BOF	60,000	183	11,250	3,750.00	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	40,000	183	7,500	2,500.00	50,000																					
Bradford		LBR	5166	T-821 over Beckwith Creek	C	BRDG													BOF	400,000	183	75,000	25,000	500,000	BOF	400,000	183	75,000	25,000	500,000	10/19/2028 E		
Bradford		LBR	5223	Prospect Street over Fall Brook	+U	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	114098	T-377 over Sugar Run	C	BRDG	BOF	320,000	183	60,000	20,000.00	400,000	BOF	320,000	183	60,000	20,000	400,000														10/19/2028 E	
Bradford		LBR	116504	Mill Street over Sugar Creek	+F	BRDG	BOF	9,000				9,000																					
Bradford		LBR	116504	Mill Street over Sugar Creek	+U	BRDG	BOF	30,000				30,000																					
Bradford		LBR	116504	Mill Street over Sugar Creek	+C	BRDG	BOF	197,000				197,000	BOF	193,000				193,000													1/1/2027 E		
Bradford		LBR	116524	T-799 over Gaylord Creek	+F	BRDG	BOF	39,000				39,000																					
Bradford		LBR	116524	T-799 over Gaylord Creek	+C	BRDG	BOF	300,000				300,000	BOF	300,000				300,000													1/1/2027 E		
Bradford		LBR	121034	T-109 (Moore Rd) ov Satterlee Creek	P	BRDG	BOF	50,000				50,000																					
Bradford		LBR	121034	T-109 (Moore Rd) ov Satterlee Creek	F	BRDG							BOF	75,000				75,000	BOF	75,000				75,000									
Bradford		LBR	121034	T-109 (Moore Rd) ov Satterlee Creek	U	BRDG													BOF	25,000				25,000									
Bradford		LBR	121034	T-109 (Moore Rd) ov Satterlee Creek	R	BRDG							BOF	25,000				25,000															
Bradford		LBR	121034	T-109 (Moore Rd) ov Satterlee Creek	C	BRDG													BOF	250,000				250,000	BOF	750,000				750,000	1/1/2029 E		
Bradford		LBR	122372	T-876 (Miller Road) over Satterlee Creek	F	BRDG							BOF	75,000				75,000	BOF	75,000				75,000									
Bradford		LBR	122372	T-876 (Miller Road) over Satterlee Creek	U	BRDG													BOF	25,000				25,000									
Bradford		LBR	122372	T-876 (Miller Road) over Satterlee Creek	R	BRDG							BOF	25,000				25,000															
Bradford		LBR	122372	T-876 (Miller Road) over Satterlee Creek	C	BRDG													BOF	250,000				250,000	BOF	750,000				750,000	1/1/2029 E		
Bradford		LBR	123376	T-341 (Schrader Crk Rd) ov Long Valley Rn	P	BRDG	BOF	150,000				150,000	BOF	150,000				150,000															
Bradford		LBR	123376	T-341 (Schrader Crk Rd) ov Long Valley Rn	F	BRDG													BOF	75,000				75,000	BOF	75,000				75,000			
Bradford		LBR	123377	T-341 (Schrader Crk Rd) ov Falls Creek	P	BRDG	BOF	150,000				150,000	BOF	150,000				150,000															
Bradford		LBR	123377	T-341 (Schrader Crk Rd) ov Falls Creek	F	BRDG													BOF	75,000				75,000	BOF	75,000				75,000			
Bradford		LBR	123378	T-361 (Tube Drive) ov N Br Towanda Crk	P	BRDG	BOF	160,000	183	30,000	10,000.00	200,000	BOF	160,000	183	30,000	10,000	200,000															
Bradford	6	131	101100	SR6 & SR 187 Intersection	+C	HRST	STP	151,000				151,000																				9/3/2026 E	
Bradford	6	131	101100	SR6 & SR 187 Intersection	+C	HRST	NHPP	3,261,000				3,261,000	NHPP	159,000				159,000														9/3/2026 E	
Bradford	6	145	110394	State Street to Susquehanna River	+P	HCON																			STP	250,000				250,000			
Bradford	6	145	110394	State Street to Susquehanna River	+P	HCON																			NHPP	100,000				100,000			
Bradford	6	147	110406	SR6 from Tracey Rd to Rummerfield Rd	F	HRST																					581	5,000		5,000			
Bradford	6	147	110406	SR6 from Tracey Rd to Rummerfield Rd	+C	HRST																			STP	550,000				550,000	1/1/2030 E		
Bradford	6	159	114016	West of SR 3011 to Wonder View Lane	P	HRST									581	25,000		25,000														11/1/2028 E	
Bradford	6	159	114016	West of SR 3011 to Wonder View Lane	F	HRST															581	25,000		25,000									
Bradford	6	159	114016	West of SR 3011 to Wonder View Lane	+C	HRST													STP	500,000				500,000	STP	2,500,000				2,500,000	1/1/2029 E		
Bradford	6	160	114017	Burlington to East of SR 3011	C	HRST			581	3,500,000		3,500,000			581	385,000		385,000														3/11/2027 E	
Bradford	6	161	114018	Wyalusing Boro Line to Mile Post 290	P	HRST			581	25,000		25,000																					
Bradford	6	161	114018	Wyalusing Boro Line to Mile Post 290	C	HRST				</																							

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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	6	196	118371	SR6 East of Wyalusing	+C	SPFED	PRTCT	1,500,000				1,500,000																			9/17/2026 E
Bradford	6	206	117194	Little Wysox Cr to SR 187	P	HRST			581	75,000		75,000																			
Bradford	6	206	117194	Little Wysox Cr to SR 187	F	HRST									581	50,000		50,000													
Bradford	6	206	117194	Little Wysox Cr to SR 187	C	HRST							STP	900,000				900,000	STP	200,000				200,000							1/1/2028 E
Bradford	6	216	122395	Farmers Valley Rd (SR 3033) to Longs Pond Rd	F	HRST									581	25,000		25,000													
Bradford	6	216	122395	Farmers Valley Rd (SR 3033) to Longs Pond Rd	C	HRST							NHPP	500,000				500,000													1/1/2028 E
Bradford	6	217	122472	Northern Tier Lane Departure Safety Improvement Pr	+P	SAMI	HSIP	200,000				200,000	HSIP	326,000				326,000													
Bradford	6	217	122472	Northern Tier Lane Departure Safety Improvement Pr	+F	SAMI							HSIP	74,641				74,641	HSIP	451,000				451,000							
Bradford	6	217	122472	Northern Tier Lane Departure Safety Improvement Pr	+C	SAMI													HSIP	389,000				389,000	HSIP	840,000			840,000		
Bradford	6	218	123200	Lampman Dr (T-550) to Carman Rd (T-885)	S	HRST			581	190,000		190,000			581	60,000		60,000													
Bradford	6	219	123205	SR 6 over Susquehanna & Local Bridges Preservation	P	BRDG			185	50,000		50,000																			1/28/2026 A
Bradford	6	219	123205	SR 6 over Susquehanna & Local Bridges Preservation	C	BRDG	NHPP	500,000				500,000	NHPP	300,000				300,000													5/7/2026 E
Bradford	6	219	123205	SR 6 over Susquehanna & Local Bridges Preservation	C	BRDG	BRIP	200,000				200,000	BRIP	250,000				250,000													5/7/2026 E
Bradford	6	219	123205	SR 6 over Susquehanna & Local Bridges Preservation	C	BRDG	BOF	200,000				200,000	BOF	250,000				250,000	BRIP	2,300,000				2,300,000							5/7/2026 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	875,000				875,000													12/10/2026 E
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	746,000				746,000	STP	1,491,000				1,491,000													7/30/2026 E
Bradford	14	117	97598	PA 14 over South Creek	+C	BRDG	BRIP	1,775,000				1,775,000	BRIP	1,450,000				1,450,000													7/30/2026 E
Bradford	14	128	117191	Old Kennedy Rd to South Creek Trib	C	HRST			581	475,000		475,000																			4/23/2026 E
Bradford	14	129	117195	Tioga Co to Sullivan St	C	HRST																						581	650,000	650,000	7/1/2030 E
Bradford	14	141	123453	TR Towanda Creek to Canton Twp Line	F	HRST															581	25,000		25,000							
Bradford	14	141	123453	TR Towanda Creek to Canton Twp Line	C	HRST															581	1,325,000		1,325,000							1/1/2029 E
Bradford	154	072	103156	Grover Rd to South Ave	C	HRST															581	500,000		500,000			581	50,000	50,000	1/1/2029 E	
Bradford	154	090	114178	SR154 over Beech Flats Creek	U	BRDG															185	25,000		25,000							
Bradford	154	090	114178	SR154 over Beech Flats Creek	R	BRDG			185	15,000		15,000																			
Bradford	154	090	114178	SR154 over Beech Flats Creek	C	BRDG															185	1,834,787		1,834,787			185	1,000,000	1,000,000	9/12/2028 E	
Bradford	187	074	99278	SR187 over Wysox Creek	U	BRDG	BRIP	20,000				20,000																			
Bradford	187	074	99278	SR187 over Wysox Creek	+C	BRDG	BRIP	1,525,000				1,525,000	BRIP	1,300,000				1,300,000	BRIP	575,000				575,000							12/10/2026 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	+U	BRDG													STP	20,000				20,000							
Bradford	187	075	97628	SR 187 over Parks Creek	R	BRDG	BRIP	25,000				25,000																			
Bradford	187	075	97628	SR 187 over Parks Creek	+C	BRDG							BRIP	870,000				870,000	STP	1,746,000				1,746,000	STP	383,000			383,000	9/1/2028 E	
Bradford	187	076	97621	SR 187 ov Tr Wysox Cr	F	BRDG			185	165,000		165,000																			
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	C	BRDG			185	957,000		957,000			185	575,000		575,000													12/10/2026 E
Bradford	187	102	98937	SR187ovTbNBrSusquehanna	P	BRDG																					185	150,000	150,000		
Bradford	187	112	122597	SR 1029 to SR 1022	C	HRST			581	150,000		150,000																			7/1/2025 E
Bradford	187	113	123466	SR 187 ov Dry Rn Crk	P	BRDG	STP	250,000				250,000																			
Bradford	187	113	123466	SR 187 ov Dry Rn Crk	F	BRDG													STP	150,000				150,000							
Bradford	187	113	123466	SR 187 ov Dry Rn Crk	U	BRDG																				BRIP	25,000			25,000	
Bradford	187																														

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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	220	264	121543	Embankment north of New Albany	F	HRST													STP	200,000				200,000								
Bradford	220	264	121543	Embankment north of New Albany	+U	HRST																			STP	100,000				100,000		
Bradford	220	264	121543	Embankment north of New Albany	C	HRST																					581	1,300,000		1,300,000	1/1/2031 E	
Bradford	220	267	99158	SR220 Major Guide Signs	C	HRST			581	100,000		100,000			581	75,000		75,000													4/8/2027 E	
Bradford	409	011	120937	SR 6 to SR 706	C	HRST			581	1,510,000		1,510,000																				
Bradford	414	066	99350	McFadden Rd to Towanda Cr	C	HRST																					581	700,000		700,000	7/1/2029 E	
Bradford	414	080	98967	SR414ovTbTowandaCreek	P	BRDG	STP	300,000				300,000																				
Bradford	414	080	98967	SR414ovTbTowandaCreek	F	BRDG															185	50,000		50,000			185	100,000		100,000		
Bradford	414	080	98967	SR414ovTbTowandaCreek	R	BRDG																					185	25,000		25,000		
Bradford	414	081	98970	SR414 ov Gulf Brook	P	BRDG													BRIP	150,000				150,000	BRIP	150,000				150,000		
Bradford	414	090	121026	SR 414 over Trib Towanda Creek	+P	BRDG							STP	300,000				300,000														
Bradford	414	096	123454	SR 14 to Canton Twp Line	C	HRST															581	340,000		340,000			581	300,000		300,000	1/1/2029 E	
Bradford	414	097	123468	SR 414 ov Trib to Towanda Crk	P	BRDG									185	100,000		100,000			185	100,000		100,000			185	100,000		100,000		
Bradford	467	027	117374	SR 467 over Rockwell Creek	P	BRDG																					185	150,000		150,000		
Bradford	1012	009	110238	SR 1012 over Trib to Cold Creek	C	BRDG			185	250,000		250,000																			1/8/2026 A	
Bradford	1021	004	98534	SR1021 ov Rummerfield Crk	+U	BRDG	BOF	25,000				25,000																				
Bradford	1021	004	98534	SR1021 ov Rummerfield Crk	+C	BRDG	BOF	1,000,000				1,000,000	BOF	832,000				832,000	BRIP	200,000				200,000							1/14/2027 E	
Bradford	1029	008	110161	SR 1029 over Pond Hill Run	+C	BRDG	BOF	750,000				750,000																			10/23/2025 A	
Bradford	1029	009	110241	SR 1029 over Bullards Creek	P	BRDG			185	125,000		125,000			185	25,000		25,000														
Bradford	1029	009	110241	SR 1029 over Bullards Creek	F	BRDG															185	50,000		50,000								
Bradford	1029	009	110241	SR 1029 over Bullards Creek	U	BRDG																					185	20,000		20,000		
Bradford	1029	009	110241	SR 1029 over Bullards Creek	R	BRDG															185	25,000		25,000								
Bradford	1029	009	110241	SR 1029 over Bullards Creek	C	BRDG																					185	250,000		250,000	9/1/2029 E	
Bradford	1033	006	115282	Bradford SR 1033 Slide Repair	U	HRST			581	50,000		50,000																				
Bradford	1033	006	115282	Bradford SR 1033 Slide Repair	C	HRST									581	1,977,000		1,977,000			581	534,000		534,000			581	662,000		662,000	1/1/2027 E	
Bradford	1040	008	114192	SR1040 over Branch Prince Hollow Run	P	BRDG			185	25,000		25,000																			9/9/2027 E	
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	U	BRDG															185	25,000		25,000								
Bradford	1040	008	114192	SR1040 over Branch Prince Hollow Run	R	BRDG									185	25,000		25,000														
Bradford	1040	008	114192	SR1040 over Branch Prince Hollow Run	C	BRDG															185	250,000		250,000			185	250,000		250,000	9/1/2028 E	
Bradford	1040	014	99358	SR1040ovPrinceHollowRun	C	BRDG			185	58,000		58,000																				
Bradford	1043	018	99142	SR1043ovSpauldingsCreek	F	BRDG			185	25,000		25,000																				
Bradford	1043	018	99142	SR1043ovSpauldingsCreek	C	BRDG									185	40,000		40,000			185	40,000		40,000							10/1/2028 E	
Bradford	1043	019	99018	Potter Rd to NY Line	P	HRST															581	75,000		75,000								
Bradford	1043	019	99018	Potter Rd to NY Line	F	HRST																					581	50,000		50,000		
Bradford	1049	023	99063	SR 1049 over Russel Run	P	BRDG			185	75,000		75,000			185	75,000		75,000														
Bradford	1049	023	99063	SR 1049 over Russel Run	F	BRDG															185	50,000		50,000			185	50,000		50,000		
Bradford	1049	023	99063	SR 1049 over Russel Run	U	BRDG																					185	25,000		25,000		
Bradford	1049	023	99063	SR 1049 over Russel Run	R	BRDG															185	25,000		25,000								
Bradford	1049	023	99063	SR 1049 over Russel Run	C	BRDG																					185	175,000		175,000	10/1/2031 E	
Bradford	1049	024	78772	SR1049ovPrinceHollowRun	+P	BRDG	BRIP	250,000				250,000																				
Bradford	1049	024	787																													

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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	1058	008	98910	SR1058ovTbSatterleeCrk	P	BRDG															185	75,000		75,000			185	75,000		75,000			
Bradford	1058	008	98910	SR1058ovTbSatterleeCrk	F	BRDG																					185	50,000		50,000			
Bradford	1058	008	98910	SR1058ovTbSatterleeCrk	R	BRDG																					185	25,000		25,000			
Bradford	1067	002	97640	SR 1067 over Tributary to Satterlee Creek	P	BRDG							BRIP	200,000				200,000	BRIP	100,000				100,000									
Bradford	1067	002	97640	SR 1067 over Tributary to Satterlee Creek	+F	BRDG																			BRIP	100,000				100,000			
Bradford	1067	002	97640	SR 1067 over Tributary to Satterlee Creek	+R	BRDG																			BRIP	25,000				25,000			
Bradford	1069	014	120685	SR 0199 to SR 1070	P	HRST															581	75,000		75,000			581	75,000		75,000			
Bradford	1069	014	120685	SR 0199 to SR 1070	F	HRST																					581	50,000		50,000			
Bradford	2007	021	78776	SR2007 ov Sugar Run	C	BRDG			185	15,000		15,000																					
Bradford	2010	027	123485	SR 2010 ov Susq Riv	P	BRDG													BRIP	150,000				150,000	BRIP	150,000				150,000			
Bradford	2032	014	120936	Shiner Rd to SR 6	P	HRST			581	100,000		100,000																					
Bradford	2032	014	120936	Shiner Rd to SR 6	F	HRST			581	75,000		75,000			581	75,000		75,000															
Bradford	2032	014	120936	Shiner Rd to SR 6	C	HRST									581	350,000		350,000			581	350,000		350,000							1/1/2028 E		
Bradford	3001	017	78786	SR3001ovTowandaCreek	F	BRDG			185	25,000		25,000			185	15,000		15,000															
Bradford	3001	017	78786	SR3001ovTowandaCreek	U	BRDG																185	25,000		25,000								
Bradford	3001	017	78786	SR3001ovTowandaCreek	C	BRDG									185	75,000		75,000			185	75,000		75,000							10/8/2027 E		
Bradford	3002	016	74024	SR3002 over Ladds Creek	C	BRDG			185	580,000		580,000																				2/12/2026 A	
Bradford	3008	016	114183	SR3008 over Tributary to Towanda Creek	F	BRDG			185	15,000		15,000			185	50,000		50,000			185	50,000		50,000									
Bradford	3008	016	114183	SR3008 over Tributary to Towanda Creek	U	BRDG																					185	25,000		25,000			
Bradford	3008	016	114183	SR3008 over Tributary to Towanda Creek	C	BRDG															185	200,000		200,000			185	300,000		300,000	8/24/2028 E		
Bradford	3008	017	114190	SR 3008 over Trib Towanda Creek 2	F	BRDG			185	25,000		25,000																					
Bradford	3008	017	114190	SR 3008 over Trib Towanda Creek 2	U	BRDG									185	25,000		25,000															
Bradford	3008	017	114190	SR 3008 over Trib Towanda Creek 2	R	BRDG			185	25,000		25,000																					
Bradford	3008	017	114190	SR 3008 over Trib Towanda Creek 2	C	BRDG									185	250,000		250,000			185	250,000		250,000							9/16/2027 E		
Bradford	3008	018	5191	SR 3008 over Tributary to Towanda Creek	P	BRDG																					185	125,000		125,000			
Bradford	3008	019	117443	SR 3008 over Trib Towanda Creek	U	BRDG			185	25,000		25,000																					
Bradford	3008	019	117443	SR 3008 over Trib Towanda Creek	C	BRDG			185	400,000		400,000			185	100,000		100,000														9/17/2026 E	
Bradford	3015	014	115287	Bradford SR 3015 Slide Repair	F	HRST			581	75,000		75,000			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	50,000		50,000			581	50,000		50,000															
Bradford	3015	014	115287	Bradford SR 3015 Slide Repair	C	HRST									581	835,000		835,000			581	365,000		365,000			581	1,400,000		1,400,000	1/1/2028 E		
Bradford	3019	006	117446	SR 3019 over Tributary North Branch Towanda Creek	F	BRDG			185	150,000		150,000																					
Bradford	3019	006	117446	SR 3019 over Tributary North Branch Towanda Creek	U	BRDG									185	25,000		25,000															
Bradford	3019	006	117446	SR 3019 over Tributary North Branch Towanda Creek	C	BRDG									185	227,000		227,000														9/16/2027 E	
Bradford	3027	011	118051	SR 3027 over UNT Alba Creek	C	BRDG			185	25,000		25,000																				10/23/2025 A	
Bradford	3030	001	117458	SR 3030 over Tributary to Alba Creek	F	BRDG									185	50,000		50,000			185	100,000		100,000			185	100,000		100,000			
Bradford	3030	001	117458	SR 3030 over Tributary to Alba Creek	C	BRDG																					185	365,000		365,000	9/1/2029 E		
Bradford	3034	001	117462	SR 3034 over South Fork Sugar Creek	+P	BRDG																				BOF	172,000				172,000		
Bradford	4001	045	5192	SR 4001 over Tributary to Browns Creek	P	BRDG													BRIP	150,000				150,000	BRIP	150,000				150,000			
Bradford	4010	014	114104	SR 4010 over Sugar Creek	+P	BRDG																				BRIP	150,000				150,000		
Bradford	4014	025	110254	SR4014 over West Branch Tomjack Creek	P	BRDG																						185	75,000		75,00		

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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	4027	008	97644	SR4027 ov Bucks Cr	P	BRDG			185	25,000		25,000																			11/21/2026 E	
Bradford	4027	008	97644	SR4027 ov Bucks Cr	F	BRDG									185	75,000		75,000			185	75,000		75,000								
Bradford	4027	008	97644	SR4027 ov Bucks Cr	U	BRDG															185	25,000		25,000								
Bradford	4027	008	97644	SR4027 ov Bucks Cr	R	BRDG									185	25,000		25,000														
Bradford	4027	008	97644	SR4027 ov Bucks Cr	+C	BRDG													BOF	650,000				650,000	BOF	600,000			600,000	8/24/2028 E		
Bradford	4027	009	5137	SR 4027 over South Creek	P	BRDG			185	125,000		125,000																			11/21/2026 E	
Bradford	4027	009	5137	SR 4027 over South Creek	F	BRDG									185	75,000		75,000			185	79,900		79,900								
Bradford	4027	009	5137	SR 4027 over South Creek	U	BRDG															185	25,000		25,000								
Bradford	4027	009	5137	SR 4027 over South Creek	R	BRDG									185	25,000		25,000														
Bradford	4027	009	5137	SR 4027 over South Creek	+C	BRDG													BOF	521,000				521,000	BOF	500,000			500,000	8/24/2028 E		
Totals for: Bradford								17,493,000		10,817,750	36,250	28,347,000		15,609,441		6,647,837	33,750	22,291,028		14,852,000		7,536,687	26,000	22,414,687		12,635,000		9,282,000	25,000	21,942,000	94,994,715	
Sullivan		LBR	6936	T-416 over Porter Creek	F	BRDG							BOF	60,000	183	11,250	3,750	75,000	BOF	60,000	183	11,250	3,750	75,000								
Sullivan		LBR	6936	T-416 over Porter Creek	U	BRDG													BOF	20,000	183	3,750	1,250	25,000								
Sullivan		LBR	6936	T-416 over Porter Creek	R	BRDG							BOF	20,000	183	3,750	1,250	25,000														
Sullivan		LBR	6936	T-416 over Porter Creek	C	BRDG													BOF	480,000	183	90,000	30,000	600,000	BOF	480,000	183	90,000	30,000	600,000	9/1/2028 E	
Sullivan		LBR	6954	T-460 ov Lick Creek	P	BRDG	BOF	100,000	183	18,750	6,250.00	125,000	BOF	100,000	183	18,750	6,250	125,000														
Sullivan		LBR	6954	T-460 ov Lick Creek	F	BRDG													BOF	60,000	183	11,250	3,750	75,000	BOF	60,000	183	11,250	3,750	75,000		
Sullivan		LBR	6954	T-460 ov Lick Creek	U	BRDG																			BOF	20,000	183	3,750	1,250	25,000		
Sullivan		LBR	6954	T-460 ov Lick Creek	R	BRDG													BOF	20,000	183	3,750	1,250	25,000								
Sullivan		LBR	6954	T-460 ov Lick Creek	C	BRDG																			BOF	480,000	183	90,000	30,000	600,000	9/1/2030 E	
Sullivan		LBR	6994	T-328 ovr Muncy Creek	P	BRDG													BOF	100,000	183	18,750	6,250	125,000	BOF	100,000	183	18,750	6,250	125,000		
Sullivan		LBR	110435	T-410 over N Branch of Mehoopany Creek	F	BRDG							BOF	60,000	183	11,250	3,750	75,000	BOF	60,000	183	11,250	3,750	75,000								
Sullivan		LBR	110435	T-410 over N Branch of Mehoopany Creek	U	BRDG													BOF	20,000	183	3,750	1,250	25,000								
Sullivan		LBR	110435	T-410 over N Branch of Mehoopany Creek	R	BRDG							BOF	20,000	183	3,750	1,250	25,000														
Sullivan		LBR	110435	T-410 over N Branch of Mehoopany Creek	C	BRDG													BOF	400,000	183	75,000	25,000	500,000	BOF	400,000	183	75,000	25,000	500,000	9/1/2028 E	
Sullivan		RBR	7025	T-325 over Trout Run Bridge	C	BRDG			183	125,000	31,250.00	156,250			183	275,000	68,750	343,750													1/1/2027 E	
Sullivan		RBR	67746	T-420 over Elk Creek	C	BRDG			183	121,400	30,350.00	151,750			183	358,600	89,650	448,250													9/1/2024 E	
Sullivan	42	095	99422	SR220 to Muncy Valley Road	C	HRST	STP	200,000				200,000																			4/23/2026 E	
Sullivan	42	120	115995	Edkin Hill Rd to Allegheny Ave	C	HRST			581	320,000		320,000																			7/1/2031 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	500,000		500,000			581	500,000		500,000							7/1/2031 E	
Sullivan	42	137	122595	SR 3002 to Lake Ave	C	HRST			581	50,000		50,000																				7/1/2026 E
Sullivan	87	110	99166	Chesock Rd to SR220	C	HRST															581	200,000		200,000			581	900,000		900,000	1/1/2031 E	
Sullivan	87	111	99159	LycoCotoLoyalsockCrk	C	HRST			581	700,000		700,000			581	249,000		249,000														
Sullivan	87	123	99376	Lambert Hill to L.Loyalsock	C	HRST															581	50,000		50,000			581	450,000		450,000		
Sullivan	87	129	110166	SR 87 over Little Loyalsock Creek	+U	BRDG	BRIP	25,000				25,000																				
Sullivan																																

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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	154	089	114055	SR 154 over Elk Creek	+P	BRDG			185	200,000		200,000			185	20,000		20,000													11/27/2026 E	
Sullivan	154	089	114055	SR 154 over Elk Creek	+F	BRDG													STP	50,000				50,000								
Sullivan	154	089	114055	SR 154 over Elk Creek	+F	BRDG							BRIP	75,000				75,000	BRIP	25,000				25,000								
Sullivan	154	089	114055	SR 154 over Elk Creek	U	BRDG																					185	25,000		25,000		
Sullivan	154	089	114055	SR 154 over Elk Creek	R	BRDG									185	25,000		25,000														
Sullivan	154	089	114055	SR 154 over Elk Creek	+C	BRDG																			STP	300,000				300,000	9/1/2029 E	
Sullivan	220	190	102938	SR 42 to Loyalsock Cr	C	HRST																					581	700,000		700,000	1/1/2030 E	
Sullivan	220	197	7030	Lycoming Co to Sonestown	C	HRST															581	250,000		250,000			581	550,000		550,000	1/1/2029 E	
Sullivan	220	206	99114	SR 87 to Marsh Crk	C	HRST							STP	500,000	581	400,000		900,000														
Sullivan	220	207	99117	Maple Leaf to Bradford Co	C	HRST															581	300,000		300,000			581	300,000		300,000		
Sullivan	220	214	99275	SR220 over Marsh Creek	+P	BRDG							BRIP	125,000				125,000	STP	125,000				125,000								
Sullivan	220	214	99275	SR220 over Marsh Creek	+F	BRDG																			BRIP	75,000				75,000		
Sullivan	220	214	99275	SR220 over Marsh Creek	+R	BRDG																			BRIP	25,000				25,000		
Sullivan	220	235	99102	US220 ov Mill Creek	+P	BRDG	STP	300,000				300,000																				
Sullivan	220	235	99102	US220 ov Mill Creek	+F	BRDG													STP	200,000				200,000								
Sullivan	220	235	99102	US220 ov Mill Creek	+U	BRDG																			BRIP	25,000				25,000		
Sullivan	220	235	99102	US220 ov Mill Creek	+R	BRDG													STP	25,000				25,000								
Sullivan	220	235	99102	US220 ov Mill Creek	+C	BRDG																			STP	583,000				583,000	9/1/2029 E	
Sullivan	220	245	115987	SR 87 to Marsh Crk	F	HRST									581	15,000		15,000														
Sullivan	220	245	115987	SR 87 to Marsh Crk	C	HRST									581	600,000		600,000													1/1/2028 E	
Sullivan	220	277	123455	Main Street to Sonestown	C	HRST			581	300,000		300,000			581	600,000		600,000														7/1/2028 E
Sullivan	487	135	122398	Lake Jean	P	HRST			581	50,000		50,000																				
Sullivan	487	135	122398	Lake Jean	F	HRST									581	50,000		50,000														
Sullivan	487	135	122398	Lake Jean	R	HRST									581	25,000		25,000														
Sullivan	487	135	122398	Lake Jean	C	HRST									581	100,000		100,000			581	300,000		300,000							1/1/2028 E	
Sullivan	1001	023	110267	SR 1001 over Loyalsock Creek	P	BRDG			185	83,000		83,000			185	50,000		50,000			185	50,000		50,000							8/1/2028 E	
Sullivan	1001	023	110267	SR 1001 over Loyalsock Creek	F	BRDG															185	25,000		25,000			185	25,000		25,000		
Sullivan	1001	023	110267	SR 1001 over Loyalsock Creek	U	BRDG																					185	25,000		25,000		
Sullivan	1001	023	110267	SR 1001 over Loyalsock Creek	R	BRDG																					185	25,000		25,000		
Sullivan	1001	023	110267	SR 1001 over Loyalsock Creek	C	BRDG																					185	250,000		250,000	9/1/2029 E	
Sullivan	1002	020	110259	SR1002 over Branch of Little Loyalsock Creek	F	BRDG			185	25,000		25,000			185	25,000		25,000														
Sullivan	1002	020	110259	SR1002 over Branch of Little Loyalsock Creek	U	BRDG									185	25,000		25,000														
Sullivan	1002	020	110259	SR1002 over Branch of Little Loyalsock Creek	R	BRDG			185	25,000		25,000																				
Sullivan	1002	020	110259	SR1002 over Branch of Little Loyalsock Creek	C	BRDG									185	350,000		350,000			185	250,000		250,000							9/16/2027 E	
Sullivan	1002	021	110275	SR 1002 over Trib to Pigeon Creek	P	BRDG									185	75,000		75,000			185	75,000		75,000								
Sullivan	1002	021	110275	SR 1002 over Trib to Pigeon Creek	F	BRDG																					185	25,000		25,000		
Sullivan	1002	021	110275	SR 1002 over Trib to Pigeon Creek	R	BRDG																					185	25,000		25,000		
Sullivan	1006	036	110243	SR1006 over Trib to Birch Creek	F	BRDG			185	25,000		25,000			185	25,000		25,000														
Sullivan	1006	036	110243	SR1006 over Trib to Birch Creek	U	BRDG															185	25,000		25,000								
Sullivan	1006	036	110243	SR1006 over Trib to Birch Creek	R	BRDG			185	25,000		25,000																				

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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			73298	NTier D4 Hwy Reserve	C	BRDG	BRIP	33,000				33,000	BRIP	33,000				33,000	BRIP	33,000				33,000	BRIP	33,000				33,000		
Susquehanna			73298	NTier D4 Hwy Reserve	C	HRST													STP	34,000				34,000								
Susquehanna			73298	NTier D4 Hwy Reserve	C	SAMI							HSIP	60,000				60,000							HSIP	560,000				560,000		
Susquehanna			73298	NTier D4 Hwy Reserve	C	HRST	STP	41,000				41,000							NHPP	45,000				45,000	STP	154,000				154,000		
Susquehanna			73298	NTier D4 Hwy Reserve	C	HRST	NHPP	68,000	581	289,250		357,250	NHPP	45,000	581	378,250		423,250	HSIP	60,000				60,000	NHPP	645,000	581	77,000		722,000		
Susquehanna			73298	NTier D4 Hwy Reserve	C	SAMI	HSIP	60,000				60,000	CRP	483,000				483,000	CRP	483,000				483,000	CRP	483,000				483,000		
Susquehanna			73298	NTier D4 Hwy Reserve	C	IMOD	CRP	483,000				483,000																				
Susquehanna			73298	NTier D4 Hwy Reserve	C	BRDG	BOF	267,000	185	111,000		378,000	BOF	67,000	185	288,000		355,000	BOF	47,000	185	312,000		359,000	BOF	287,000	185	389,000		676,000		
Susquehanna	11	551	9699	SR 11 over East Branch Martins Creek	C	BRDG															581	764,000		764,000			581	1,236,000		1,236,000	1/14/2027 E	
Susquehanna	11	551	9699	SR 11 over East Branch Martins Creek	C	HRST									581	1,500,000		1,500,000													1/14/2027 E	
Susquehanna	11	552	116705	SR 11 over Branch of Martins Creek	P	BRDG																					581	400,000		400,000		
Susquehanna	11	555	67550	SR 11 over Tributary Salt Lick Creek	P	BRDG																					185	400,000		400,000		
Susquehanna	11	D51	96728	SR 11 over Tannery Street	F	BRDG	STP	320,000	185	80,000		400,000																				
Susquehanna	11	D51	96728	SR 11 over Tannery Street	C	BRDG																			STP	1,200,000	185	300,000		1,500,000	1/14/2027 E	
Susquehanna	11	IMP	112737	SR 11, SR 492, SR 848 Intersection Improvement	P	HRST																					581	400,000		400,000		
Susquehanna	11	P10	116707	SR 11 over Norfolk Southern Railroad	P	BRDG	STP	320,000	185	80,000		400,000																				
Susquehanna	11	P11	89710	SR 11 over Tributary to Susquehanna River	C	BRDG	STP	800,000	581	200,000		1,000,000	STP	160,000	581	40,000		200,000	STP	240,000	581	60,000		300,000	STP	400,000	581	100,000		500,000	2/18/2027 E	
Susquehanna	29	552	9698	SR 29 over Branch of Wyalusing Creek	P	BRDG																					185	400,000		400,000		
Susquehanna	29	D50	9701	SR 29 over Tributary Snake Creek	C	BRDG	STP	200,000	581	50,000		250,000	STP	200,000	581	50,000		250,000													10/1/2026 E	
Susquehanna	171	502	47034	SR 171 over Canawacta Creek	C	BRDG															581	2,500,000		2,500,000			581	3,000,000		3,000,000	2/11/2027 E	
Susquehanna	171	D52	101043	SR 171 over High Bridge Creek	C	BRDG									185	1,750,000		1,750,000			185	1,750,000		1,750,000							11/4/2027 E	
Susquehanna	267	554	109879	SR 267 over Branch Little Meshoppen Creek	P	BRDG																					185	400,000		400,000		
Susquehanna	374	553	118120	SR 374 over Outlet of Lowe Lake	C	BRDG															581	300,000		300,000							7/16/2026 E	
Susquehanna	706	554	67525	SR 706 over East Branch Wyalusing Creek	C	BRDG	STP	800,000	581	200,000		1,000,000	STP	2,914,000	581	728,500		3,642,500	STP	3,000,000	581	750,000		3,750,000	STP	1,200,000	581	300,000		1,500,000	1/14/2027 E	
Susquehanna	1017	RRX	118218	Susq County NYSW Corridor Crossing	C	SAMI																			RRX	360,000				360,000	7/1/2026 E	
Susquehanna	1018	550	85720	SR 1018 over Tributary Dubois Creek	C	BRDG			581	800,000		800,000																			10/22/2026 E	
Susquehanna	1018	551	89698	SR 1018 over Snake Creek	C	BRDG	BRIP	1,200,000	185	300,000		1,500,000																			3/25/2027 E	
Susquehanna	1018	D50	96732	SR 1018 over Norfolk Southern RR	C	BRDG	BRIP	1,200,000	581	300,000		1,500,000	BRIP	2,400,000	581	600,000		3,000,000	BRIP	2,400,000	581	600,000		3,000,000	BRIP	2,000,000	581	500,000		2,500,000	4/8/2027 E	
Susquehanna	1022	552	67565	SR 1022 over Tributary Dubois Creek	C	BRDG			581	1,000,000		1,000,000																				10/1/2026 E
Susquehanna	1049	D50	100596	SR 1049 over Branch of Snake Creek	C	BRDG			581	1,000,000		1,000,000																				3/25/2027 E
Susquehanna	2017	570	69020	SR 2017 over Norfolk Southern RR	C	BRDG																			BOF	1,360,000	581	340,000		1,700,000	7/15/2027 E	
Susquehanna	2036	570	9643	SR 2036 over Rock Hill Creek	C	BRDG			185	750,000		750,000																				4/29/2027 E
Susquehanna	2036	D50	69023	SR 2036 over Overflow Channel	C	BRDG			185	500,000		500,000																				7/15/2027 E
Susquehanna	2046	D50	89711	SR 2046 over West Branch Lackawanna River	F	BRDG									581	350,000		350,000														
Susquehanna	2067	555	96207	SR 2067 over Bell Creek	F	BRDG									581	350,000		350,000														
Susquehanna	2096	550	9654	SR 2096 over Horton Creek	P	BRDG																				BRIP	400,000				400,000	
Susquehanna	4014	550	67546	SR 4014 over Branch of Apolacora Creek	P																											

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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		LBR	114094	T-526 over Wilson Creek	C	BRDG							BOF	525,000	183	98,438	32,812	656,250	BOF	275,000	183	51,563	17,187	343,750							2/25/2027 E		
Tioga		LBR	114100	T-533 over Tributary to Marsh Creek	P	BRDG	BOF	152,000	183	28,500	9,500.00	190,000																			9/17/2026 E		
Tioga		LBR	114100	T-533 over Tributary to Marsh Creek	F	BRDG	BOF	60,000	183	11,250	3,750.00	75,000	BOF	60,000	183	11,250	3,750	75,000															
Tioga		LBR	114100	T-533 over Tributary to Marsh Creek	U	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																					
Tioga		LBR	114100	T-533 over Tributary to Marsh Creek	R	BRDG	BOF	20,000	183	3,750	1,250.00	25,000																					
Tioga		LBR	114100	T-533 over Tributary to Marsh Creek	C	BRDG							BOF	400,000	183	75,000	25,000	500,000	BOF	400,000	183	75,000	25,000	500,000							9/16/2027 E		
Tioga		LBR	117361	T-387 over Stony Fork Creek	P	BRDG	BOF	120,000	183	22,500	7,500.00	150,000	BOF	120,000	183	22,500	7,500	150,000															
Tioga		RBR	97689	T-385 ov Stoney Fork Cr	C	BRDG									185	320,000	80,000	400,000			185	320,000	80,000	400,000							1/1/2028 E		
Tioga		RBR	120010	Barber Hollow Road Over Shanty Creek	C	BRDG			183	390,000	97,500.00	487,500			183	250,000	62,500	312,500														1/1/2027 E	
Tioga	6	146	110405	SR 2018 to SR 660	P	HRST									581	15,000		15,000														11/1/2026 E	
Tioga	6	146	110405	SR 2018 to SR 660	C	HRST									581	550,000		550,000			581	2,400,000		2,400,000								1/1/2028 E	
Tioga	6	163	114020	E of Mainesburg to Bradford Co Line	P	HRST			581	25,000		25,000																				11/1/2028 E	
Tioga	6	163	114020	E of Mainesburg to Bradford Co Line	F	HRST			581	25,000		25,000																					
Tioga	6	163	114020	E of Mainesburg to Bradford Co Line	+C	HRST	STP	1,480,000				1,480,000	STP	150,000				150,000	STP	200,000				200,000								1/1/2029 E	
Tioga	6	163	114020	E of Mainesburg to Bradford Co Line	+C	HRST	NHPP	400,000				400,000	NHPP	2,204,000				2,204,000	NHPP	546,000				546,000								1/1/2029 E	
Tioga	6	166	114025	Colton Road to Shippen Twp Line	P	HRST									581	25,000		25,000														11/1/2027 E	
Tioga	6	166	114025	Colton Road to Shippen Twp Line	+C	HRST							STP	800,000				800,000	NHPP	2,200,000				2,200,000								1/1/2028 E	
Tioga	6	168	114052	SR6 over Tributary to North Elk Run	+P	BRDG	NHPP	235,000				235,000	NHPP	100,000				100,000															
Tioga	6	168	114052	SR6 over Tributary to North Elk Run	+F	BRDG													NHPP	75,000				75,000	NHPP	75,000				75,000			
Tioga	6	168	114052	SR6 over Tributary to North Elk Run	+U	BRDG																			NHPP	25,000				25,000			
Tioga	6	168	114052	SR6 over Tributary to North Elk Run	+R	BRDG													NHPP	25,000				25,000									
Tioga	6	168	114052	SR6 over Tributary to North Elk Run	+C	BRDG																			NHPP	1,400,000				1,400,000		9/30/2029 E	
Tioga	6	226	123494	SR 6 ov Dantz Rn	+P	BRDG	NHPP	250,000				250,000																					
Tioga	6	226	123494	SR 6 ov Dantz Rn	+F	BRDG													NHPP	150,000				150,000									
Tioga	6	226	123494	SR 6 ov Dantz Rn	+U	BRDG																			NHPP	25,000				25,000			
Tioga	6	226	123494	SR 6 ov Dantz Rn	+R	BRDG													NHPP	25,000				25,000									
Tioga	6	226	123494	SR 6 ov Dantz Rn	+C	BRDG																			NHPP	495,000				495,000		1/1/2031 E	
Tioga	6	227	123504	SR 6 ov Heise Rn	+P	BRDG	NHPP	250,000				250,000																					
Tioga	6	227	123504	SR 6 ov Heise Rn	+F	BRDG													NHPP	150,000				150,000									
Tioga	6	227	123504	SR 6 ov Heise Rn	+R	BRDG													NHPP	25,000				25,000									
Tioga	15	218	114014	SR 15 SB Mansfield to Tioga Twp	P	HRST																						581	25,000		25,000		
Tioga	15	218	114014	SR 15 SB Mansfield to Tioga Twp	C	HRST																			STP	39,000				39,000		1/1/2030 E	
Tioga	15	218	114014	SR 15 SB Mansfield to Tioga Twp	C	HRST																			NHPP	700,000	581	1,524,000		2,224,000		1/1/2030 E	
Tioga	15	219	114023	SR 6 to South of SR 1038	P	HRST															581	25,000		25,000								11/1/2028 E	
Tioga	15	219	114023	SR 6 to South of SR 1038	C	HRST															581	800,000		800,000			581	600,000		600,000		1/1/2029 E	
Tioga	15	246	117166	Ramp I (SR8007) to SR 2005	F	HRST			581	15,000		15,000																					
Tioga	15	246	117166	Ramp I (SR8007) to SR 2005	+C	HRST	STP	150,000				150,000																					1/1/2027 E
Tioga	15	246	117166	Ramp I (SR8007) to SR 2005	+C	HRST	NHPP	1,050,000				1,050,000	NHPP	200,000				200,000															1/1/2027 E
Tioga	15	247	117170	Bloss Mountain Rd (SR 2005) to Arnot Rd (SR 2016)	C	HRST	NHPP	955,000				955,000																					

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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	249	032	117279	SR 249 over Crooked Creek	+P	BRDG	BRIP	150,000				150,000	BRIP	100,000				100,000	BRIP	50,000				50,000									
Tioga	249	032	117279	SR 249 over Crooked Creek	+F	BRDG													STP	200,000				200,000									
Tioga	249	032	117279	SR 249 over Crooked Creek	+U	BRDG																			BRIP	25,000				25,000			
Tioga	249	032	117279	SR 249 over Crooked Creek	+R	BRDG													STP	25,000				25,000									
Tioga	249	032	117279	SR 249 over Crooked Creek	+C	BRDG																			STP	500,000				500,000	1/1/2034 E		
Tioga	249	032	117279	SR 249 over Crooked Creek	+C	BRDG																			BRIP	75,000				75,000	1/1/2034 E		
Tioga	249	046	123572	SR 249 ov Trib to Jemason Crk	P	BRDG																					185	66,250		66,250			
Tioga	349	009	101278	North of Scott Road	C	HCON			581	200,000		200,000																			1/1/2027 E		
Tioga	362	001	118342	Confluence of Marsh Cr & Pine Cr	F	HRST			581	150,000		150,000																					
Tioga	362	001	118342	Confluence of Marsh Cr & Pine Cr	R	HRST			581	50,000		50,000																					
Tioga	362	001	118342	Confluence of Marsh Cr & Pine Cr	+C	HRST									581	2,000,000		2,000,000			581	1,000,000		1,000,000							1/1/2028 E		
Tioga	414	064	106235	SR414 ov W Mill Creek	F	BRDG			185	50,000		50,000			185	50,000		50,000			185	50,000		50,000									
Tioga	414	064	106235	SR414 ov W Mill Creek	U	BRDG																					185	25,000		25,000			
Tioga	414	064	106235	SR414 ov W Mill Creek	R	BRDG																											
Tioga	414	064	106235	SR414 ov W Mill Creek	C	BRDG																					185	500,000		500,000	9/1/2029 E		
Tioga	414	091	120897	SR 287 to SR 15 Resurface	C	HRST															581	670,000		670,000				581	600,000		600,000	7/1/2029 E	
Tioga	414	098	123536	NTIER Bridge Painting	P	BRDG			185	25,000		25,000			185	25,000		25,000															
Tioga	414	098	123536	NTIER Bridge Painting	F	BRDG																185	25,000		25,000								
Tioga	414	098	123536	NTIER Bridge Painting	U	BRDG																					185	25,000		25,000			
Tioga	414	098	123536	NTIER Bridge Painting	R	BRDG																185	25,000		25,000								
Tioga	414	098	123536	NTIER Bridge Painting	C	BRDG																				BRIP	500,000			500,000	1/1/2031 E		
Tioga	660	015	113896	North of Mack Road	S	HRST			581	250,000		250,000																					
Tioga	660	015	113896	North of Mack Road	P	HRST																581	125,000		125,000				581	125,000		125,000	
Tioga	660	015	113896	North of Mack Road	F	HRST																											
Tioga	660	015	113896	North of Mack Road	R	HRST																						581	250,000		250,000		
Tioga	660	015	113896	North of Mack Road	R	HRST																						581	100,000		100,000		
Tioga	1005	033	97678	SR 1005 over Mill Creek	+P	BRDG							BRIP	125,000				125,000	BRIP	125,000				125,000									
Tioga	1005	033	97678	SR 1005 over Mill Creek	+F	BRDG																				BRIP	100,000			100,000			
Tioga	1005	033	97678	SR 1005 over Mill Creek	+R	BRDG																				BRIP	25,000			25,000			
Tioga	1007	029	117832	SR 1007 near Reynolds Road	C	HRST			581	619,000		619,000																				10/23/2025 A	
Tioga	2005	020	108985	SR 15 to SR 2027	C	SAMI	STP	700,000				700,000																				12/4/2025 A	
Tioga	2005	020	108985	SR 15 to SR 2027	C	SAMI	HSIP	640,000				640,000	HSIP	439,359				439,359														12/4/2025 A	
Tioga	2011	002	99368	SR2011 ov Blockhouse Crk	P	BRDG			185	135,000		135,000																				9/9/2027 E	
Tioga	2011	002	99368	SR2011 ov Blockhouse Crk	F	BRDG									185	25,000		25,000			185	25,000		25,000									
Tioga	2011	002	99368	SR2011 ov Blockhouse Crk	U	BRDG																											
Tioga	2011	002	99368	SR2011 ov Blockhouse Crk	R	BRDG									185	25,000		25,000															
Tioga	2011	002	99368	SR2011 ov Blockhouse Crk	C	BRDG																185	50,000		50,000				185	450,000		450,000	9/14/2028 E
Tioga	2017	016	97680	SR2017 ov Tioga River	+F	BRDG	BRIP	150,000				150,000																					
Tioga	2017	016	97680	SR2017 ov Tioga River	+R	BRDG	BRIP	25,000				25,000																					
Tioga	2019	007	114191	SR 2019 over Tributary to Towanda Creek	P	BRDG			185	52,000		52,000																				9/17/2026 E	

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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	014	98514	SR2027 ov Canoe Camp Crk	U	BRDG			185	25,000		25,000																				
Tioga	2027	014	98514	SR2027 ov Canoe Camp Crk	C	BRDG			185	150,000		150,000			185	150,000		150,000													12/10/2026 E	
Tioga	3007	017	99370	SR3007ovWBrStoneyFork	P	BRDG									185	75,000		75,000			185	75,000		75,000								
Tioga	3007	017	99370	SR3007ovWBrStoneyFork	F	BRDG																					185	25,000		25,000		
Tioga	3007	017	99370	SR3007ovWBrStoneyFork	R	BRDG																					185	25,000		25,000		
Tioga	3007	018	7371	SR 3007 ovr Tb Stoney Frk	P	BRDG			185	75,000		75,000			185	75,000		75,000														
Tioga	3007	018	7371	SR 3007 ovr Tb Stoney Frk	F	BRDG															185	25,000		25,000			185	25,000		25,000		
Tioga	3007	018	7371	SR 3007 ovr Tb Stoney Frk	U	BRDG																					185	25,000		25,000		
Tioga	3007	018	7371	SR 3007 ovr Tb Stoney Frk	R	BRDG															185	25,000		25,000								
Tioga	3007	018	7371	SR 3007 ovr Tb Stoney Frk	C	BRDG																					185	150,000		150,000	9/1/2029 E	
Tioga	3016	009	99412	SR3016ovTbZimmermanCrk	P	BRDG															185	75,000		75,000			185	75,000		75,000		
Tioga	4002	012	7327	SR 4002 ovr Charleston Rn	+P	BRDG													BRIP	261,000				261,000	BRIP	110,000				110,000		
Tioga	4002	016	114170	SR4002 over Trib Catlin Hollow Crk	U	BRDG			185	25,000		25,000																				
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																			9/30/2027 E	
Tioga	4007	007	97684	SR4007 ov N Brook	F	BRDG									185	105,000		105,000			185	45,000		45,000								
Tioga	4007	007	97684	SR4007 ov N Brook	U	BRDG															185	25,000		25,000								
Tioga	4007	007	97684	SR4007 ov N Brook	R	BRDG									185	25,000		25,000														
Tioga	4007	007	97684	SR4007 ov N Brook	+C	BRDG													BRIP	1,500,000				1,500,000							9/28/2028 E	
Tioga	4021	007	106236	SR 4021 over Cowanesque River	U	BRDG			185	25,000		25,000																				
Tioga	4021	007	106236	SR 4021 over Cowanesque River	+C	BRDG	BRIP	400,000				400,000	BRIP	1,150,000				1,150,000													4/29/2027 E	
Tioga	4021	007	106236	SR 4021 over Cowanesque River	+C	BRDG	BOF	700,000				700,000	BOF	250,000				250,000													4/29/2027 E	
Totals for: Tioga								8,917,000		3,821,875	135,125	12,874,000		8,986,359		5,141,813	253,437	14,381,609		8,936,000		8,126,563	152,187	62,052,437		6,840,000		6,390,250		13,230,250	57,700,609	
Wyoming	6	751	10222	SR 6 over Branch of Tunkhannock Creek	+P	BRDG	NHPP	200,000				200,000	NHPP	100,000				100,000	NHPP	100,000				100,000								
Wyoming	6	776	10223	SR 6 over South Branch of Tunkhannock Creek	C	BRDG	NHPP	1,000,000				1,000,000	NHPP	1,000,000				1,000,000	NHPP	1,000,000				1,000,000	NHPP	500,000			500,000	1/14/2027 E		
Wyoming	29	792	111778	SR 29 and Keelersburg Road	+C	HRST			581	333,000		333,000			581	333,000		333,000			581	333,000		333,000							2/11/2027 E	
Wyoming	29	792	111778	SR 29 and Keelersburg Road	+C	SAMI	HSIP	500,000				500,000	HSIP	500,000				500,000	HSIP	500,000				500,000							2/11/2027 E	
Wyoming	87	D51	85773	SR 87 over Little Mehoopany Creek	P	BRDG																			STP	320,000	185	80,000		400,000		
Wyoming	267	770	10139	SR 267 over Meshoppen Creek	F	BRDG			581	350,000		350,000																				
Wyoming	307	750	10232	SR 307 over Branch Osterhout Creek	+C	BRDG	STP	800,000	185	200,000		1,000,000																			4/8/2027 E	
Wyoming	2008	750	116722	SR 2008 over Outlet from American Asphalt	P	BRDG																					581	400,000		400,000		
Wyoming	3001	D50	101146	SR 3001 over Kasson Brook	P	BRDG															BOF	320,000	185	80,000		400,000						
Wyoming	3002	770	68874	SR 3002 over Stone Run	C	BRDG									581	1,500,000		1,500,000			581	1,000,000		1,000,000							8/12/2027 E	
Wyoming	4006	771	96747	SR 4006 over Little Tuscarora Creek	C	BRDG			581	1,500,000		1,500,000																				11/5/2026 E
Wyoming	4027	751	116724	SR 4027 over West Branch of Meshoppen Creek	P	BRDG																			BOF	320,000	185	80,000		400,000		
Totals for: Wyoming								2,500,000		2,383,000		4,883,000		1,600,000		1,833,000		3,433,000		1,600,000		1,333,000		64,985,437		1,460,000		640,000		2,100,000	13,349,000	
Overall Totals:								39,252,000		26,804,000	397,475	66,453,475		37,138,800		26,345,000	630,587	64,114,387		36,890,000		27,671,000	424,437	64,985,437		37,250,000		29,033,000	151,250	66,434,250	261,987,549	

**2027 - 2030 Transportation
Improvement Program BeST Transit
Public Narratives**

Endless Mountains Transportation Authority	

PennDOT Project Id: 65790

Title: Bus Shelters Replacement

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Replace Bus Shelters

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$30	\$0	\$0	\$0	\$0	\$0
Period Totals	\$30	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$30					

PennDOT Project Id: 65792

Title: Transit Software

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Purchase transit software

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$60	\$0	\$0	\$0	\$0	\$0
Period Totals	\$60	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$60					

PennDOT Project Id: 89366

Title: Computer Equipmt/Software

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Computer/Laptop equipment

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$10	\$10	\$15	\$15	\$0	\$0
Period Totals	\$10	\$10	\$15	\$15	\$0	\$0
Total FY 2027-2038 Cost	\$50					

PennDOT Project Id: 95522

Title: Support Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Purchase Support Vehicles

Narrative:

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$80	\$0	\$0
Period Totals	\$0	\$0	\$0	\$80	\$0	\$0
Total FY 2027-2038 Cost	\$80					

PennDOT Project Id: 95525

Title: Purchase Mini Buses

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Purchase Mini Buses (18 Passanger)

Narrative:

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$450	\$300	\$750	\$450	\$0	\$0
Period Totals	\$450	\$300	\$750	\$450	\$0	\$0
Total FY 2027-2038 Cost	\$1,950					

PennDOT Project Id: 106426

Title: Garage & Office Fac Impvt

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Garage & Office Fac Impvts Athens and Mansfield

Narrative:

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

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$150	\$0	\$0	\$0	\$0	\$0
Period Totals	\$150	\$0	\$0	\$0	\$0	\$0
Total FY 2027-2038 Cost	\$150					

PennDOT Project Id: 121466

Title: Preventive Maintenance

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Preventative Maintenance of capital assets

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$75	\$75	\$75	\$100	\$0	\$0
Period Totals	\$75	\$75	\$75	\$100	\$0	\$0
Total FY 2027-2038 Cost	\$325					

PennDOT Project Id: 121475

Title: Purchase MVan and MBus

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Purchase replacement of existing Minivans and minibus for paratransit services

Narrative:

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$0	\$0	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$720	\$600	\$720	\$720	\$0	\$0
Period Totals	\$720	\$600	\$720	\$720	\$0	\$0
Total FY 2027-2038 Cost	\$2,760					

PennDOT Project Id: 121476

Title: Mansfield Fac Purchase

Air Quality Status: Exempt from Regional Conformity Analysis

County: Tioga

Purchase new facility for to replace the current Mansfield facility

Narrative:

Project Costs(In Thousands)							
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038	
Federal:	\$0	\$0	\$0	\$0	\$0	\$0	
State:	\$0	\$0	\$0	\$0	\$0	\$0	
Local/Other:	\$2516	\$0	\$0	\$0	\$0	\$0	
Period Totals	\$2,516	\$0	\$0	\$0	\$0	\$0	
Total FY 2027-2038 Cost	\$2,516						

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	Turnpike
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

Project Information			FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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
65790	Bus Shelters Replacement	ENDLES					30,000	30,000																			30,000
65792	Transit Software	ENDLES					60,000	60,000																			60,000
89366	Computer Equipmt/Software	ENDLES					10,000	10,000					10,000	10,000					15,000	15,000					15,000	15,000	50,000
95522	Support Vehicles	ENDLES																							80,000	80,000	80,000
95525	Purchase Mini Buses	ENDLES					450,000	450,000					300,000	300,000					750,000	750,000					450,000	450,000	1,950,000
106426	Garage & Office Fac Impvt	ENDLES					150,000	150,000																			150,000
121466	Preventive Maintenance	ENDLES					75,000	75,000					75,000	75,000					75,000	75,000					100,000	100,000	325,000
121475	Purchase MVan and MBus	ENDLES					720,000	720,000					600,000	600,000					720,000	720,000					720,000	720,000	2,760,000
121476	Mansfield Fac Purchase	ENDLES					2,516,125	2,516,125																			2,516,125
Totals for: Endless Mountains Transportation Authority							4,011,125	4,011,125					985,000	985,000					1,560,000	1,560,000					1,365,000	1,365,000	7,921,125
Overall Totals:							4,011,125	4,011,125					985,000	985,000					1,560,000	1,560,000					1,365,000	1,365,000	7,921,125

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:



Revised: 9/12/2025

For: State FY 2025-26

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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)	Michele Barnes
Area Transportation Authority of NC PA (ATA)	Mark Head
Beaver County Transit Authority (BCTA)	Mary Jo Morandini
Borough of Mt. Carmel (LATS)	Jack Spade
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)	Tracey Eisenbury
Erie Metropolitan Transit Authority (EMTA)	Jeremy Peterson
Fayette County (FACT)	Rudy Dutko
Hazleton Public Transit (HPT)	Ralph Sharp
Indiana County Transit Authority (IndiGO)	Brenda Hill
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)	Stephanie Lee
Monroe County Transit Authority (MCTA)	Walter Quadarella
New Castle Area Transit Authority (NCATA)	John Misiuda
River Valley Transit Authority (RVTA)	Todd Wright
Schuylkill County (STS)	Gary Martinaitis
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	Pat Bokovitz
Clarion County	Sandra Ion
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	Anne Garrison
STEP, Inc.	Daniel Merk
Suburban Transit Network	Maria Church
Susquehanna County	Judith Herschel
Wayne County	Pamela Wilson

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%202017.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	12	57,056	3	4	33%
BR-Over-the-road Bus	36	260,097	10	0	0%
BU-Bus	554	218,669	8	22	4%
CU-Cutaway	1,147	101,093	5	273	24%
MV-Minivan	164	92,191	7	60	37%
VN-Van	391	65,875	5	89	23%
SV - Sports Utility Vehicle	5	111,267	4	3	60%
Grand Total	2,309	124,979	6	451	20%

Equipment (Non-Revenue Vehicles)					
Asset Class	Number	Average Mileage	Average Age	Number met or exceeding ESL	% met or exceeding ESL
Automobiles	92	43,466	7	10	11%
Trucks and other Rubber Tire Vehicles	109	35,556	7	10	9%
Grand Total	201	39,176	7	27	13%

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	46	3	3	7%
Passenger / Parking Facilities	35	3	1	3%
Grand Total	81	3	4	5%

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 2024-25 Target	Current Performance	FY 2025-26 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	21%	6%	6%
	BR-Over-the-road Bus	37%	48%	48%
	BU-Bus	28%	30%	30%
	CU-Cutaway	59%	59%	59%
	MV-Minivan	75%	68%	68%
	VN-Van	59%	54%	54%
	SV - Sports Utility Vehicle	71%	83%	83%
Equipment (Non-Revenue Vehicles)				
Age - % of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	46%	43%	43%
	Trucks and other Rubber Tire Vehicles	17%	16%	16%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	3%	4%	4%
	Passenger / Parking Facilities	6%	6%	6%

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

Agency	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)
ACTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E450	108	10/16/2015	143735	1.75	6
ACTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Ford Challenger	109	5/31/2016	122010	2	6
ACTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Ford Challenger	110	5/31/2016	121215	2	6
ACTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Ford Challenger	111	5/31/2016	126295	2	6
ACTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Ford Challenger	112	5/31/2016	122718	2	6
ACTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	113	12/1/2016	124629	2	5
ACTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	114	12/1/2016	153378	1.75	5
ACTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	115	12/19/2016	134908	2	5
ACTS	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	E450	117	5/24/2018	86142	3.25	4
ACTS	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	E450	116	5/24/2018	79689	3.25	4
ACTS	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	E450	118	5/24/2018	76741	3.25	4
ACTS	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	E450	121	6/8/2018	76481	3.25	4
ACTS	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	E450	122	6/11/2018	105651	3	4
ACTS	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	E450	123	6/22/2018	81148	3.25	4
ACTS	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	E450	119	7/9/2018	90110	3.25	4
ACTS	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	E450	120	8/14/2018	60266	3.5	4
ACTS	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	E450	124	8/15/2018	98288	3.25	4
ACTS	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	E-450 Low Floor	125	10/15/2018	25389	4	4
ACTS	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	Challenger	126	7/31/2020	42650	4	2
ACTS	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	Challenger	127	8/4/2020	43340	4	2
ACTS	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	Challenger	128	8/10/2020	58431	4	2
ACTS	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	E-450	129	3/15/2022	4628	5	0
ACTS	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	E-450	130	3/31/2022	3830	5	0
ACTS	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	E-450	131	3/1/2022	4750	5	0
ACTS	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	E-450	132	6/21/2022	1760	5	0
ACTS	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	E-450	133	6/21/2022	1325	5	0
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	900	9/10/2012	256534	2	10
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	901	9/10/2012	235328	2	10
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	902	9/10/2012	258383	2	10
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1000	6/28/2018	94377	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1001	6/19/2018	96843	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1002	6/19/2018	105332	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1003	6/19/2018	113895	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1004	6/19/2018	106835	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1005	6/19/2018	108504	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1006	9/10/2018	102714	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1007	9/11/2018	117620	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1008	9/12/2018	115942	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1009	9/13/2018	116807	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1010	9/14/2018	117930	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1011	9/17/2018	103802	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1012	9/18/2018	114392	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1013	9/19/2018	110170	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1014	9/20/2018	103300	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1015	9/26/2018	112428	4	4
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1016	8/10/2021	17663	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1017	8/10/2021	19192	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1018	8/10/2021	17905	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1019	8/10/2021	13127	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1020	8/10/2021	18027	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1021	8/10/2021	17001	5	1
AMTRAN	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1022	8/10/2021	16900	5	1
AMTRAN	Revenue Vehicles	VN-Van	RHR - Rohr Corporation	Transit	FT1	11/3/2021	127	5	1
ATA	Revenue Vehicles	BU-Bus	Gillig 29\LF		706	4/1/2005	210355	2.5	17
ATA	Revenue Vehicles	BU-Bus	Gillig 29\LF		707	4/1/2005	224564	2.5	17
ATA	Revenue Vehicles	BU-Bus	Gillig 29\LF		708	4/1/2005	238697	2.5	17
ATA	Revenue Vehicles	BU-Bus	Gillig 29\LF		709	4/1/2005	302088	2.5	17
ATA	Revenue Vehicles	BU-Bus	Gillig 29\LF		710	4/1/2005	185836	2.5	17
ATA	Revenue Vehicles	BU-Bus	Gillig 29\LF		711	4/1/2005	221086	2.5	17
ATA	Revenue Vehicles	BU-Bus	Gillig 29\\\LF		712	6/5/2008	169023	2.5	14
ATA	Revenue Vehicles	BU-Bus	Gillig 29\\\\LF		713	6/5/2008	177064	2.5	14
ATA	Revenue Vehicles	BU-Bus	Gillig 29\\\\LF		714	6/5/2008	287720	2.5	14
ATA	Revenue Vehicles	BU-Bus	Gillig 29\\\\LF		715	6/5/2008	188918	2.5	14
ATA	Revenue Vehicles	BU-Bus	Gillig 29\LF		716	6/18/2008	207441	2.5	14
ATA	Revenue Vehicles	BU-Bus	Gillig 29\\\LF		717	6/18/2008	150409	2.5	14
ATA	Revenue Vehicles	BU-Bus	Gillig 29\LF		718	6/18/2008	218324	2.5	14
ATA	Revenue Vehicles	BU-Bus	Gillig 29\\\\LF		719	6/18/2008	136094	2.5	14

ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	720	1/20/2009	236482	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	721	1/20/2009	241709	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	722	1/20/2009	168307	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	723	1/20/2009	238042	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	724	2/2/2009	268065	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	725	2/2/2009	238572	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	726	2/2/2009	209720	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	727	2/2/2009	237775	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	728	2/2/2009	124123	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	729	2/2/2009	273895	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	730	2/2/2009	104357	2.5	13
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 35'	754	2/2/2009	174988	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 35'	755	2/2/2009	260598	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 35'	756	5/15/2010	162339	2.5	12
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	900	6/18/2008	242474	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	901	6/17/2008	267619	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\LF	902	6/17/2008	284210	2.5	14
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29\\LF	903	11/2/2015	114136	3	7
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	731	7/19/2017	107285	4	5
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	732	7/19/2017	101854	4	5
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	733	7/19/2017	97757	4	5
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E450 BOC	534	4/15/2015	78206	2.5	7
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E450 BOC	535	4/15/2015	102571	2.5	7
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E450 BOC	536	5/15/2015	93713	2.5	7
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E450 BOC	537	5/15/2015	72260	2.5	7
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E450 BOC	538	5/15/2015	81247	2.5	7
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E450 BOC	539	5/15/2015	83912	2.5	7
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CH230FPE-450	540	7/1/2016	92848	2.5	6
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CH230FPE-450	541	7/1/2016	74976	2.5	6
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CH230FPE-450	543	7/1/2016	64904	2.5	6
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CH230FPE-450	544	7/1/2016	87022	2.5	6
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CH230FPE-450	545	7/1/2016	102442	2.5	6
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CH230FPE-450	546	7/1/2016	53713	2.5	6
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CH230FPE-450	547	7/1/2016	40643	2.5	6
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CH230FPE-450	548	7/1/2016	74244	2.5	6
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CH230FP-450	549	9/15/2017	48857	3	5
ATA	Revenue Vehicles	TB-Trolleybus	CCI - Chance Bus Inc. (formerly Chance Manufacturing Company/CHI)	Trolley	70	9/1/2000	31540	3	22
ATA	Revenue Vehicles	VN-Van	FRC - Freightliner Corporation	Sprinter	1002	4/27/2010	61522	2	12
ATA	Revenue Vehicles	VN-Van	FRC - Freightliner Corporation	Sprinter	1010	4/27/2010	66704	2	12
ATA	Revenue Vehicles	VN-Van	FRC - Freightliner Corporation	Sprinter	1011	4/27/2010	46034	2	12
ATA	Revenue Vehicles	VN-Van	FRC - Freightliner Corporation	Sprinter	1012	4/27/2010	62147	2	12
ATA	Revenue Vehicles	VN-Van	FRC - Freightliner Corporation	Sprinter	1013	4/27/2010	62565	2	12
ATA	Revenue Vehicles	VN-Van	FRC - Freightliner Corporation	Sprinter	1014	4/27/2010	57073	2	12
ATA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		550	1/31/2019	27505	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		551	1/24/2019	35861	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		552	3/29/2019	25026	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		553	6/7/2019	27147	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		554	4/30/2019	30121	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		555	5/18/2019	37128	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC		600	4/3/2019	58208	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC		601	3/5/2019	61856	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC		602	3/15/2019	48503	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC		603	5/3/2019	45280	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC		604	3/15/2019	39193	3.5	4
ATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC		605	6/17/2019	41618	3.5	4
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		200	1/31/2019	58658	3	4
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		201	2/11/2019	42827	3	4
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		202	2/7/2019	73168	3	4
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		203	5/16/2019	41435	3	4
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		204	5/31/2019	61879	3	4
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		205	5/16/2019	46089	3	4
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		206	6/10/2019	81724	3	4
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	2007	4/11/2007	224239	2	15
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	2107	4/11/2007	256769	2	15
ATA	Revenue Vehicles	VN-Van	MBZ - Mercedes Benz	Daimler	2816	2/6/2017	133764	1.5	6
ATA	Revenue Vehicles	VN-Van	RHR - Rohr Corporation	Mercedes	436	2/13/2018	148345	2	5
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		207	7/31/2019	33729	3	4
ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	734	1/1/2021	24966	5	2

ATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Gillig 29LF	735	1/1/2021	31338	5	2
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	217	7/1/2021	9899	5	1
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E450 BOC	556	7/30/2021	3264	5	1
ATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E450 BOC	557	7/30/2021	857	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	212	7/30/2021	10068	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	219	7/30/2021	12367	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	215	8/17/2021	6532	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	218	8/17/2021	8522	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	208	9/2/2021	9241	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	209	9/2/2021	8906	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	211	9/2/2021	11167	5	1
ATA	Revenue Vehicles	VN-Van	MBZ - Mercedes Benz	Sprinter	437	9/2/2021	9731	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	210	10/1/2021	9001	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	213	10/1/2021	6572	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	214	10/1/2021	3935	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	216	10/22/2021	1306	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	225	10/22/2021	7000	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	220	11/15/2021	1419	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	224	11/15/2021	6613	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	221	12/13/2021	198	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	223	12/13/2021	2664	5	1
ATA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	222	1/20/2022	437	5	1
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Crusader	186	12/16/2012	156477	1	10
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Crusader	189	12/16/2012	132692	1	10
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Crusader	190	2/4/2013	146370	1	10
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Crusader	191	2/4/2013	164118	1	10
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Crusader	192	8/23/2013	143798	1	9
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Crusader	193	9/5/2013	168785	1	9
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Crusader	201	9/24/2013	166989	1	9
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	202	3/3/2016	125121	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	203	8/27/2015	94562	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	205	8/27/2015	190610	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	206	8/18/2015	183006	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	209	8/18/2015	168901	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	210	8/27/2015	137156	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	211	8/18/2015	119598	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	212	8/27/2015	155831	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	213	8/27/2015	173361	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	214	9/15/2015	149190	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	215	8/27/2015	167473	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	216	8/18/2015	184077	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	218	8/18/2015	130515	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	220	8/27/2015	185343	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	221	9/15/2015	167857	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	207	8/18/2015	162111	1	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CRUSADER	232	11/2/2016	111970	1.75	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CRUSADER	231	11/2/2016	139473	1.75	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CRUSADER	230	11/2/2016	126760	1.75	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CRUSADER	229	11/2/2016	113188	1.75	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	223	11/2/2016	122819	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	224	11/2/2016	107946	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	225	11/2/2016	65299	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	226	11/2/2016	114042	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	227	11/2/2016	132515	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	228	11/2/2016	124524	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	222	11/2/2016	124203	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	233	11/2/2016	110976	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	234	11/2/2016	156369	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	235	11/2/2016	130954	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	236	11/2/2016	118323	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	237	4/20/2017	156047	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	238	4/20/2017	110622	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	239	4/20/2017	97885	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	240	4/20/2017	80577	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	241	4/20/2017	121069	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	242	4/20/2017	53885	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	243	4/20/2017	77544	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	244	4/20/2017	61637	1.75	5

BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	245	4/20/2017	118337	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	246	4/20/2017	145871	1.75	5
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	247	4/20/2017	129690	1.75	5
BCT	Revenue Vehicles	VN-Van	CMD - Chevrolet Motor Division - GMC	MALIBU	552	5/28/2015	131640	1	11
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	748	7/13/2017	66045	2.25	5
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	749	7/13/2017	55461	2.75	5
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	750	7/13/2017	66711	2.75	5
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	751	7/13/2017	78552	2.25	5
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	752	7/13/2017	77173	2.25	5
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	753	7/13/2017	34030	2.25	5
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN	760	9/25/2017	99990	2.25	6
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN	761	9/25/2017	100953	2.25	6
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN	762	9/25/2017	80583	2.25	6
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN	763	9/25/2017	110542	2.25	6
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN	764	9/25/2017	100231	2.25	6
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	754	9/1/2018	17717	3.25	4
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	755	9/1/2018	62416	3.25	4
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	756	9/1/2018	74427	3.25	4
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	757	9/1/2018	40264	3.25	4
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN SXT	758	9/1/2018	42714	3.25	4
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN	759	1/1/2018	79342	2.25	6
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN	765	1/1/2018	84529	2.25	6
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DODGE GRAND CARAVAN	766	1/1/2018	101817	2.25	6
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	STARTRANS SENATOR 25	248	3/1/2019	56378	3.5	4
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	STARTRANS SENATOR 22	249	3/1/2019	62369	3.5	4
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	STARTRANS SENATOR 25	250	3/1/2019	51747	3.5	4
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	STARTRANS SENATOR 22	251	3/1/2019	64398	3.5	4
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	STARTRANS SENATOR 22	252	3/1/2019	61962	3.5	4
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	STARTRANS SENATOR 22	253	3/1/2019	57998	3.5	4
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	STARTRANS SENATOR 25	254	3/1/2019	20838	3.5	4
BCT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	STARTRANS SENATOR 22	255	3/1/2019	69523	3.5	4
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	767	7/31/2019	40012	3.5	3
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	768	7/31/2019	74860	3.5	3
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	769	7/31/2019	44599	3.5	3
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	770	7/31/2019	9951	3.5	3
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	771	7/31/2019	56769	3.5	3
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	772	7/31/2019	38176	3.5	3
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	773	7/31/2019	43848	3.5	3
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	774	7/31/2019	53988	3.5	3
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	775	7/31/2019	27097	3.5	3
BCT	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	776	7/31/2019	42361	3.5	3
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	777	5/1/2020	10669	4.5	2
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	778	5/1/2020	15407	4.5	2
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	779	5/1/2020	7058	4.5	2
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	780	5/1/2020	4116	4.5	2
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	781	5/1/2020	8041	4.5	2
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	782	5/1/2020	451	4.5	2
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	783	5/1/2020	3544	4.5	2
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	784	5/1/2020	10111	4.5	2
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	785	5/1/2020	257	4.5	2
BCT	Revenue Vehicles	VN-Van	CHR - New Chrysler	Pacifica Touring L	786	5/1/2020	362	4.5	2
BCT	Revenue Vehicles	CU-Cutaway	Creative Bus Sales INC	StarTrans Senator II 22	256	5/1/2020	38861	4.5	2
BCT	Revenue Vehicles	CU-Cutaway	Creative Bus Sales INC	StarTrans Senator II 22	257	5/1/2020	36277	4.5	2
BCT	Revenue Vehicles	CU-Cutaway	Creative Bus Sales INC	StarTrans Senator II 22	258	5/1/2020	19729	4.5	2
BCT	Revenue Vehicles	CU-Cutaway	Creative Bus Sales INC	StarTrans Senator II 22	259	5/1/2020	10961	4.5	2
BCT	Revenue Vehicles	CU-Cutaway	Creative Bus Sales INC	StarTrans Senator II 22	260	5/1/2020	38294	4.5	2
BCT	Revenue Vehicles	CU-Cutaway	Creative Bus Sales INC	StarTrans Senator II 22	261	5/1/2020	17675	4.5	2
BCT	Revenue Vehicles	CU-Cutaway	Creative Bus Sales INC	StarTrans Senator II 22	262	5/1/2020	29489	4.5	2
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	263	4/1/2022	406	5	0
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	264	4/1/2022	388	5	0
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	265	4/1/2022	394	5	0
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	266	4/1/2022	368	5	0
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	267	4/1/2022	362	5	0
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	268	4/1/2022	383	5	0
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	269	4/1/2022	382	5	0
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	270	4/1/2022	312	5	0
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	271	4/1/2022	397	5	0
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	272	4/1/2022	358	5	0

BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	273	4/1/2022	381	5	0	
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	274	4/1/2022	375	5	0	
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	275	4/1/2022	365	5	0	
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	276	4/1/2022	390	5	0	
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	277	4/1/2022	387	5	0	
BCT	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E450	278	4/1/2022	362	5	0	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5182-400	1/16/2014	351121	3	8	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5183-401	1/16/2014	333971	3	8	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5184-402	1/16/2014	332985	3	8	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5185-403	1/16/2014	326692	3	8	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5186-404	1/16/2014	328944	3	8	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5187-405	1/16/2014	320820	3	8	
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	5203-501	10/24/2017	181786	4	5	
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	5202-500	10/24/2017	176917	4	5	
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	5204-502	10/24/2017	177978	4	5	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5205-600	6/30/2018	118674	4	4	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5206-601	6/30/2018	117086	4	4	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5207-602	6/30/2018	118645	4	4	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5208-603	6/30/2018	116372	4	4	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5209-604	6/30/2018	117013	4	4	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5210-605	6/30/2018	109609	4	4	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5211-606	6/30/2018	114746	4	4	
BCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	5212-607	6/30/2018	103356	4	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	G4500 ARBOC	5201-92	11/30/2016	129201	1	6	
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	5214-503	9/19/2018	134015	4	4	
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	5215-504	12/13/2018	127969	4	4	
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	5216-505	9/21/2018	122615	4	4	
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	5217-506	9/24/2018	117888	4	4	
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	5218-507	9/24/2018	126375	4	4	
BCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG	5219-508	10/3/2018	127228	4	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5220-140	7/30/2018	91806	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5221-141	8/27/2018	92446	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5222-142	8/2/2018	94073	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5223-143	7/27/2018	95089	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5224-144	8/8/2018	96988	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5225-145	8/1/2018	97673	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5226-146	7/27/2018	85120	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5227-147	8/9/2018	94667	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5228-148	9/12/2018	71676	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5229-149	8/30/2018	85651	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5230-150	7/27/2018	91185	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Champion	5231-151	8/8/2018	71693	3	4	
BCTA	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E-450	5240-152	5/31/2021	16076	5	1	
BCTA	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E-450	5241-153	5/31/2021	17287	5	1	
BCTA	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E-450	5242-154	5/31/2021	15184	5	1	
BCTA	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E-450	5243-155	5/31/2021	12356	5	1	
BCTA	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E-450	5244-156	5/31/2021	13489	5	1	
BCTA	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E-450	5245-157	5/31/2021	10446	5	1	
BCTA	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E-450	5246-158	5/31/2021	14358	5	1	
BCTA	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	E-450	5247-159	5/31/2021	14894	5	1	
BMC	Revenue Vehicles	BU-Bus	GMC - General Motors Corporation		1130	405	3/4/2015	111323	2.5	8
BMC	Revenue Vehicles	BU-Bus	GMC - General Motors Corporation		1130	406	3/4/2015	71870	2.5	8
BMC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger		407	3/15/2018	121262	2.5	4
BMC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger		408	3/15/2018	87311	2.5	4
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	30	12/28/2012	153717	1	9	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450 Super Duty	31	12/28/2012	133201	1	9	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	36	1/18/2013	150221	1	9	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	37	1/18/2013	150041	1	9	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	50	1/29/2015	145269	1	7	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	51	1/29/2015	146739	1	7	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	52	1/30/2015	151833	1	7	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	53	1/29/2015	147253	1	7	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	22	6/1/2016	98375	3	6	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	42	6/1/2016	104760	2.75	6	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	44	6/1/2016	110081	2.75	6	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	45	6/1/2016	101523	3	6	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	46	6/1/2016	97769	3	6	
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	24	7/1/2016	113911	2.75	6	

BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	47	7/1/2016	100634	3	6
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	48	7/1/2016	102189	3	6
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	54	7/1/2016	132779	3	6
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	55	7/1/2016	105050	3	6
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	56	7/1/2016	108143	3	6
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E350 Super Duty	41	3/20/2017	94096	2.75	5
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350 Super Duty	43	3/17/2017	107523	3	5
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450 Super Duty	33	3/21/2017	129569	2.75	5
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450 Super Duty	34	3/7/2017	117615	2.75	5
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Transit	38	10/6/2017	83119	3	5
BSS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Transit	39	10/5/2017	87881	3	5
BSS	Revenue Vehicles	CU-Cutaway	STR - Starcraft		32	10/8/2018	63846	3.75	4
BSS	Revenue Vehicles	CU-Cutaway	STR - Starcraft		35	10/8/2018	79903	3	4
BSS	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)	Senator II	23	2/25/2020	26302	4	3
BSS	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)	Senator II	26	2/6/2020	32045	3.5	3
BSS	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)	Senator II	28	2/6/2020	35264	4	3
BSS	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)	Senator II	49	2/6/2020	20273	4.5	3
BSS	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)		40	2/6/2020	30333	3.75	3
BSS	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		21	12/1/2021	657	5	1
BSS	Revenue Vehicles	CU-Cutaway	SBI - SuperBus Inc.		25	12/1/2021	1468	5	1
BSS	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		27	12/1/2021	1585	5	1
BSS	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		29	12/1/2021	289	5	1
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	7	5/7/2007	350895	1	15
BTA	Revenue Vehicles	BU-Bus	ZZZ - Other (Describe)	Trolley Conversion for Bus #841	13	7/7/2008	350895	1	14
BTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	92	12/18/2017	113384	3.75	5
BTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	93	12/18/2017	112184	3.75	5
BTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	94	1/9/2018	141300	3.75	5
BTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	95	1/9/2018	135040	3.75	5
BTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	96	3/20/2018	62913	3.75	5
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	97	11/15/2017	133791	3.75	5
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	98	11/15/2017	130769	3.75	5
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	99	11/15/2017	130641	3.75	5
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	114	4/11/2019	79203	4.25	3
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	115	4/11/2019	66519	4.25	3
BTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31E Low Floor	116	4/11/2019	78029	4.25	3
BUTLER	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	006640-1	6/3/2015	63395	3	7
BUTLER	Revenue Vehicles	VRD - Van	FRD - Ford Motor Corporation		24	2/1/2019	35828	4	4
BUTLER	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		25	2/1/2019	31861	4	4
BUTLER	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation		26	2/1/2019	43645	4	4
BUTLER	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		2018-20	2/1/2019	83728	4	4
BUTLER	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		2018-21	2/1/2019	81499	4	4
BUTLER	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		2018-22	2/1/2019	68449	4	4
BUTLER	Revenue Vehicles	VN-Van	Creative Bus	Ford Transit	2019-16	11/1/2019	5035	5	3
BUTLER	Revenue Vehicles	VN-Van	Creative Bus	Ford Transit	2019-13	11/1/2019	4087	5	3
BUTLER	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	Chevy Challenger	2019-6	10/1/2019	35120	4	3
BUTLER	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	Chevy Challenger	2019-2	10/1/2019	40096	4	3
BUTLER	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	Chevy Challenger	2019-9	10/1/2019	35963	4	3
BUTLER	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	Chevy Challenger	2019-5	10/1/2019	53490	4	3
BUTLER	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Ford Ecoline	2021-3	6/17/2021	1490	5	1
BUTLER	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Ford Ecoline	2021-4	6/17/2021	824	5	1
BUTLER	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Ford Ecoline	2021-18	6/17/2021	388	5	1
BUTLER	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Ford Ecoline	2021-19	6/17/2021	371	5	1
BUTLER	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Ecoline	026284-10	12/10/2021 null	null		1
BUTLER	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Ecoline	026285-11	12/10/2021 null	null		1
BUTLER	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Ecoline	026286-12	12/10/2021 null	null		1
BUTLER	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Ecoline	026287-14	12/10/2021 null	null		1
CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Crusader	OB3	11/23/2015	156639	2	6
CARS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD	OB19	9/30/2016	121026	3	6
CARS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD	OB20	9/30/2016	134728	2	6
CARS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD	OB9-2	10/17/2016	143778	2.75	5
CARS	Revenue Vehicles	VN-Van	GMC - General Motors Corporation	DODGE	WC1	4/1/2011	67577	1.75	12
CARS	Revenue Vehicles	VN-Van	GMC - General Motors Corporation	DODGE	WC2	4/1/2011	51244	1.75	12
CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	StarTrans Candidate	OB21	1/29/2020	35536	4	2
CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	StarTrans Candidate	OB22	1/30/2020	44844	3.95	2
CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	StarTrans Candidate	OB23	1/30/2020	41557	3.95	2
CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	StarTrans Candidate	OB24	1/30/2020	26515	4	2
CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	PHOENIX	25	6/1/2021	27173	4.5	1
CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	PHOENIX	26	6/1/2021	17511	5	1

CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	PHOENIX	27	6/1/2021	15719	5	1
CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	PHOENIX	28	6/1/2021	17852	5	1
CARS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	PHOENIX	29	6/1/2021	12835	5	1
CHESSR	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	1	4/1/2015	116895	3.5	8
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	13	8/1/2015	155126	2	7
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1750	2/1/2017	164524	3	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1751	2/1/2017	196547	1	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1753	2/1/2017	197804	3	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1754	2/1/2017	161525	3	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1755	2/1/2017	160734	2.8	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1756	2/1/2017	176519	3	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1757	2/1/2017	167519	2.8	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1758	2/1/2017	205775	2.8	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1759	2/1/2017	163229	2.8	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1760	2/1/2017	192209	2.8	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1761	3/15/2017	192049	2.9	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1762	3/15/2017	184542	2.8	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1763	3/15/2017	181333	3	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1764	3/15/2017	151378	3.2	5
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1850	6/10/2018	131375	3.8	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1851	6/10/2018	109871	3.8	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1852	6/10/2018	116894	3.8	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1853	6/10/2018	148435	3.7	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1854	6/10/2018	126808	3.8	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1855	6/10/2018	143002	3.7	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1856	6/10/2018	126808	3.8	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1857	6/10/2018	106563	3.9	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1858	6/10/2018	135091	3.9	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1859	6/10/2018	138838	3.9	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1860	6/10/2018	123162	3.9	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1861	6/10/2018	113989	3.9	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	1862	6/10/2018	90038	3.9	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1864	12/3/2018	53612	4.2	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1867	12/3/2018	38581	4.2	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1866	12/10/2018	47633	4.2	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1865	12/10/2018	69748	4	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Crusader	1863	12/10/2018	66013	4.2	4
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2050	10/1/2020	63860	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2051	10/1/2020	56079	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2052	10/1/2020	58044	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2053	10/1/2020	59033	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2054	10/1/2020	57391	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2055	10/1/2020	39623	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2056	10/1/2020	55102	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2057	10/1/2020	51471	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2058	10/1/2020	49351	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2059	10/1/2020	43265	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2061	10/14/2020	46381	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2060	10/14/2020	49225	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2063	11/9/2020	51263	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	2062	11/9/2020	46240	4.8	2
CHESSR	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	Phoenix DRW	2150	12/27/2021	1955	5	1
CHESSR	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	Phoenix DRW	2151	12/27/2021	10904	5	1
CHESSR	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	Phoenix DRW	2152	12/27/2021	9425	5	1
CHESSR	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	Phoenix DRW	2153	12/27/2021	8454	5	1
CHESSR	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	Phoenix DRW	2154	12/27/2021	6099	5	1
CHESSR	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	Phoenix DRW	2155	12/27/2021	5054	5	1
CHESSR	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	Phoenix DRW	2156	12/27/2021	7116	5	1
CHESSR	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	Phoenix DRW	2157	12/27/2021	5937	5	1
CHESSR	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	Phoenix DRW	2158	12/27/2021	2938	5	1
CLARCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	419A	1/2/2017	68989	3	5
CLARCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	501	4/8/2020	34360	4	3
CLARCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	502	4/8/2020	41680	4	3
CLARCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	503	4/8/2020	24450	4	3
CLARCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	504	4/8/2020	24564	4	3
CLARCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	505	4/8/2020	26974	4	3
CLARCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation		507	4/9/2021	1303	1	3
CLARCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation		508	4/9/2021	18349	4	3

CLARCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation		509	4/9/2021	21366	4	3
CLARCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation		510	4/9/2021	3366	4	3
CLARCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation		511	4/9/2021	13569	1	3
CLARCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation		512	5/24/2021	13342	4	3
CLARCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Ford Challenger	518	8/23/2021	3949	5	1
CLARCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Ford Challenger	519	8/23/2021	1975	5	1
CLARCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Ford Challenger	520	8/23/2021	848	5	1
CLARCO	Revenue Vehicles	VN-Van	BRA - Braun	2021 350 HD HR PASS XLT AWD TRANSIT VAN	513	12/3/2021	250	5	1
CLARCO	Revenue Vehicles	VN-Van	BRA - Braun	2021 350 HD HR PASS XLT AWD TRANSIT VAN	514	12/3/2021	201	5	1
CLARCO	Revenue Vehicles	VN-Van	BRA - Braun	2021 350 HD HR PASS XLT AWD TRANSIT VAN	515	12/3/2021	201	5	1
CLARCO	Revenue Vehicles	VN-Van	BRA - Braun	2021 350 HD HR PASS XLT AWD TRANSIT VAN	516	12/16/2021	201	5	1
CLARCO	Revenue Vehicles	VN-Van	BRA - Braun	2021 350 HD HR PASS XLT AWD TRANSIT VAN	517	12/16/2021	201	5	1
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450	158	5/31/2016	137282	3	6
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450	161	11/21/2016	138838	2	6
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450	56	12/1/2016	114232	3	5
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450	58	12/1/2016	152996	3	5
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	e-350	71B	5/17/2017	98735	3	5
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	e-350	72	6/1/2017	127303	3	5
CNTRCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	61	3/1/2014	19267	4	8
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.		75B	2/4/2019	94079	4	3
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.		77B	2/4/2019	86484	4	3
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.		78B	2/4/2019	92616	4	3
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.		79B	2/4/2019	79304	4	3
CNTRCO	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	e-450	73B	11/1/2021	6861	5	0
CNTRCO	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	e-450	74B	11/1/2021	1557	5	0
CNTRCO	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	e-450	81B	3/29/2021	30397	5	1
CNTRCO	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	e-450	82B	3/29/2021	38738	5	1
CNTRCO	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	e-450	83B	3/29/2021	20838	5	1
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Transit	84B	4/12/2021	28281	5	1
CNTRCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Transit	85B	4/12/2021	20658	5	1
CNTRCO	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	e-450	86B	11/1/2021	10318	5	0
CNTRCO	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company	e-450	87B	11/1/2021	9979	5	0
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	406	5/11/2009	387034	1	13
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	407	5/11/2009	352321	1	13
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	408	9/2/2010	369847	2	12
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	409	10/1/2010	363132	2	12
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	600	11/30/2010	335954	2	12
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	601	5/3/2012	348777	2	10
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	602	5/3/2012	321149	2	10
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	603	5/3/2012	293050	2	10
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	500	10/1/2010	374565	2	12
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	501	10/1/2010	390163	2	12
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	E-450	75	5/5/2014	170559	1	8
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	E-450	76	5/5/2014	171110	1	8
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	E-450	77	5/5/2014	168960	1	8
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	E-450	78	12/7/2015	150827	2	6
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	E-450	79	12/7/2015	141057	2	6
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	E-450	80	12/7/2015	154687	2	6
COLEBT	Revenue Vehicles	VN-Van	MER - Ford or individual makes	Ford Challenger	81	2/15/2016	151897	2	6
COLEBT	Revenue Vehicles	VN-Van	MER - Ford or individual makes	Ford Challenger	82	2/15/2016	136293	2	6
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	FORD CHALLENGER	83	3/16/2017	103119	3	5
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	FORD CHALLENGER	84	3/16/2017	83152	3	5
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	FORD CHALLENGER	85	3/16/2017	102081	3	5
COLEBT	Revenue Vehicles	VN-Van	CMC - Champion Motor Coach Inc.	FORD CHALLENGER	86	3/16/2017	85989	3	5
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		701	12/10/2018	64595	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		702	12/10/2018	63953	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	703	2/7/2019	65498	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	704	2/7/2019	49806	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	705	2/7/2019	49329	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	706	3/1/2019	61313	4	4
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	801	8/7/2019	71291	4	3
COLEBT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	802	9/3/2019	73559	4	3
COLEBT	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	VAN 87	6/30/2021	1350	5	1
COLEBT	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	VAN 88	6/30/2021	330	5	1
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	301	6/1/2009	426217	1.79	13
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	302	6/1/2009	434546	1.79	13
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	303	3/14/2011	383936	1.79	11
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	304	3/14/2011	378289	2.54	11

COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	305	3/14/2011	382845	2.54	11
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	306	3/14/2011	383552	2.54	11
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	309	8/7/2012	306755	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	310	8/8/2012	326891	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	311	8/8/2012	330254	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	312	8/15/2012	328172	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	313	8/16/2012	327867	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	314	8/21/2012	328910	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	315	8/22/2012	327616	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	316	8/27/2012	319704	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR HYBRID	317	8/27/2012	304909	2.54	10
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	318	1/12/2015	238283	3.54	7
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	319	1/13/2015	247670	3.58	7
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	320	1/13/2015	246591	3.54	7
COLTS	Revenue Vehicles	TB-Trolleybus	NAB - North American Bus Industries Inc. (form. Ikarus USA Inc./IKU)	AMERICAN HERITAGE	100	5/15/2005	80810	1	17
COLTS	Revenue Vehicles	TB-Trolleybus	NAB - North American Bus Industries Inc. (form. Ikarus USA Inc./IKU)	AMERICAN HERITAGE	101	5/15/2005	98511	1	17
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	321	12/3/2015	212137	3.54	7
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	322	12/4/2015	211849	3.54	7
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	323	1/24/2018	118395	3.58	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	324	1/24/2018	116370	3.58	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	325	1/24/2018	117318	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	326	7/9/2018	94023	3.54	4
COLTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	T-11	2/17/2011	212780	1	11
COLTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	T-32	3/1/2013	191064	1	9
COLTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	T-35	3/1/2013	122232	1	13
COLTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	T-93	10/23/2013	213126	1.75	9
COLTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	T-94	10/23/2013	206195	2.5	9
COLTS	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	T-95	10/23/2013	197208	1	9
COLTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	T-96	1/5/2016	149706	1.75	6
COLTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	T-97	1/5/2016	158631	1.75	6
COLTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	T-98	1/5/2016	143881	1.75	6
COLTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	T-20	6/8/2016	159467	1.75	6
COLTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	T-21	6/8/2016	145813	1	6
COLTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	T-22	6/8/2016	145401	2.25	6
COLTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	F550	T-1	5/10/2018	73350	1	4
COLTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	F550	T-2	5/10/2018	68309	4.5	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	327	7/31/2018	98992	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	328	7/31/2018	91605	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	329	7/31/2018	92513	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	330	7/31/2018	99072	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	331	7/31/2018	94203	3.54	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	332	7/31/2018	98218	3.58	4
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	F550	T-3	10/31/2018	74479	4.25	4
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	F550	T-4	10/31/2018	70236	4.75	4
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	333	5/1/2019	84414	4.58	3
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	334	5/1/2019	84620	4.58	3
COLTS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35' LOW FLOOR CNG BRT	335	5/1/2019	77845	4.54	3
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	F550	T-5	2/28/2019	45004	4.4	3
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	F550	T-6	2/28/2019	52959	4.4	3
COLTS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	STARTRANS SENATOR	T-40	9/2/2019	53699	4.75	3
COLTS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	STARTRANS SENATOR	T-41	9/2/2019	49574	4.75	3
COLTS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	STARTRANS SENATOR	T-42	9/2/2019	47351	4.75	3
COLTS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	STARTRANS SENATOR	T-43	9/2/2019	39737	4.75	3
COLTS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	STARTRANS SENATOR	T-44	9/2/2019	52210	4.75	3
COLTS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	STARTRANS SENATOR	T-45	9/2/2019	52949	4.75	3
COLTS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	STARTRANS SENATOR	T-46	9/2/2019	58214	4.75	3
COLTS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	STARTRANS SENATOR	T-48	12/21/2019	39318	4.65	3
COLTS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	STARTRANS SENATOR	T-49	12/21/2019	40984	4.75	3
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	T-52	4/26/2021	18786	4.5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	T-53	4/26/2021	16203	4.5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	T-54	4/26/2021	19004	4.5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	T-50	4/26/2021	22837	4.5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	T-51	4/26/2021	15785	4.5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	T-55	1/31/2022	391	5	1
COLTS	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	T-56	1/31/2022	340	5	1
COLTS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TransitWorks	T-47	12/10/2019	36076	4	3
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CHAMPION	1248	3/2/2012	134021	2	10
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CHAMPION CH250	1560	8/12/2015	104875	3	7

CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E-450 CHAMPION	1561	8/12/2015	163792	3	7
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E-450 CHAMPION	1662	4/20/2016	141159	4	6
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E-450 CHAMPION	1663	4/20/2016	118774	4	6
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E-450 CHAMPION	1664	4/20/2016	132398	4	6
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1677	1/30/2017	119124	4	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1678	1/30/2017	120030	4	5
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1782	1/15/2018	165885	4	5
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1783	1/15/2018	115155	4	5
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1784	1/15/2018	130280	4	5
CRATA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1558	6/11/2015	69326	3	7
CRATA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1559	6/11/2015	72459	4	7
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CREATIVE	V1885	9/27/2018	100062	3	4
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CREATIVE	V1886	9/27/2018	120855	3	4
CRATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	4500 EXPRESS CREATIVE	V1887	3/1/2019	67200	3	4
CRATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	4500 EXPRESS CREATIVE	V1888	3/1/2019	109222	3	4
CRATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	4500 EXPRESS CREATIVE	V1889	3/1/2019	78493	3	4
CRATA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	4500 EXPRESS CREATIVE	V1890	3/1/2019	76251	3	4
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1991	6/10/2019	68785	4.5	3
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1992	9/20/2019	104935	4.5	3
CRATA	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	4500 CHAMPION	2095	12/20/2019	48497	5	2
CRATA	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	4500 CHAMPION	2096	12/20/2019	56180	5	2
CRATA	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	4500 CHAMPION	2097	12/20/2019	34010	5	2
CRATA	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	4500 CHAMPION	2098	12/20/2019	41391	5	2
CRATA	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	4500 CHAMPION	2099	12/20/2019	54876	5	2
CRATA	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	4500 CHAMPION	2000	12/20/2019	82869	5	2
CRATA	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	4500 CHAMPION	2001	12/20/2019	53287	5	2
CRATA	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	4500 CHAMPION	2002	12/20/2019	55160	4.5	3
CRATA	Revenue Vehicles	CU-Cutaway	CREATIVE	FORD F550	1994	2/4/2020	34523	5	3
CRATA	Revenue Vehicles	CU-Cutaway	CREATIVE	FORD F550	1993	2/24/2020	86919	4	3
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD E-350	1665	6/6/2016	191752	2	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1667	3/6/2017	141240	3	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1668	1/30/2017	150737	4	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1669	2/13/2017	166941	3	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1670	1/30/2017	169404	3	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1671	1/30/2017	171736	3	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1672	3/6/2017	1443809	3	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1673	1/30/2017	202980	3	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1674	1/30/2017	171578	4	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1675	1/30/2017	169337	3	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1676	1/30/2017	179740	3	5
CRATA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	AMERIVAN	1680	4/24/2017	84881	4	5
CRATA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	AMERIVAN	1681	4/24/2017	93514	4	5
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2106	2/15/2021	19381	5	2
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2107	2/15/2021	17299	5	2
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2108	2/15/2021	26335	5	2
CRATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	2005	2/22/2021	45764	5	2
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2109	5/20/2021	18379	5	1
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2110	5/20/2021	15050	5	1
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2111	12/3/2022 null		5	1
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2112	12/3/2021 null		5	1
CRATA	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation		2113	12/3/2021 null		5	0
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2114	12/3/2021 null		5	1
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2115	12/3/2021 null		5	1
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2116	3/2/2022 null		5	1
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2117	3/2/2022 null		5	1
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2118	3/2/2022 null		5	1
CRATA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2119	3/2/2022 null		5	1
CTDC	Revenue Vehicles	AO-Automobile	FRD - Ford Motor Corporation	Fusion	220	9/5/2016	126006	2	5
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350	303	10/1/2007	286928	1	16
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	401	6/12/2013	228867	2	9
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	402	6/12/2013	195072	2	9
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	404	6/12/2013	186006	2	9
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	406	3/17/2015	171100	2	7
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	407	3/17/2015	182784	2	7
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350/Champion Crusader	308	5/25/2016	146409	2	6
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350/Champion Crusader	309	5/25/2016	137467	3	6
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Champion/Crusader	310	5/25/2016	141152	2	6
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Champion/Crusader	311	5/25/2016	127747	3	6

CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Champion/Crusader	312	5/25/2016	115130	3	6
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Champion/Crusader	313	5/25/2016	112820	2	6
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	410	10/19/2016	135069	2	5
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	411	10/19/2016	145451	3	5
CTDC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	412	10/19/2016	140680	2	5
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	191	2/15/2019	93759	3.5	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	192	1/29/2019	82124	3.5	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	193	1/29/2019	92566	3.5	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	194	1/29/2019	91603	3.5	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	195	1/29/2019	95294	3.5	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	202	12/23/2019	60986	4	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	201	12/23/2019	61324	4	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	203	12/23/2019	63889	4	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	204	12/23/2019	65281	4	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	205	12/23/2019	62243	4	3
CTDC	Revenue Vehicles	CU-Cutaway	STR - Starcraft	FRD E-450	206	12/23/2019	51589	4	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V1	3/23/2021	5856	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V2	3/23/2021	3148	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V3	3/23/2021	8218	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V4	3/23/2021	8113	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V5	3/23/2021	7045	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V6	3/23/2021	11209	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V7	3/23/2021	6243	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V8	3/23/2021	5050	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V9	3/23/2021	9724	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V10	3/23/2021	5628	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V11	3/23/2021	10163	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V12	3/23/2021	9889	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V13	3/23/2021	6815	5	3
CTDC	Revenue Vehicles	VN-Van	BRA - Braun		V14	3/23/2021	7570	5	3
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	C35LF	86	1/22/2001	351026	1	22
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	101	10/5/2001	561927	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	106	10/5/2001	560736	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	107	10/8/2001	603430	1	21
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	108	10/3/2001	556429	1	21
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	716	10/3/2007	534705	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	717	10/3/2007	529582	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	718	10/4/2007	560067	1	17
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	920	1/20/2009	582724	1	13
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	921	1/21/2009	602145	1	13
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	922	1/23/2009	541002	2	13
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	923	1/23/2009	598489	2	13
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	1024	10/19/2010	443335	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	1025	10/19/2010	514415	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	1026	10/19/2010	473873	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	1027	10/19/2010	491569	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	1028	10/19/2010	480961	2	12
EMTA	Revenue Vehicles	BU-Bus	OBI - Orion Bus Industries Ltd. (formerly Ontario Bus Industries)	740D	1029	10/19/2010	446122	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R4	1030	7/20/2010	506280	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R4	1031	7/20/2010	484672	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R4	1032	7/20/2010	541824	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R4	1033	7/20/2010	431007	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R2	1034	7/20/2010	355265	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102R2	1035	7/20/2010	396347	2	12
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N2	1336 GILLIG	8/26/2013	243165	2	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N2	1337 GILLIG	8/26/2013	303329	3	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1338 40 FT	8/26/2013	321241	3	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1339 40 FT	8/26/2013	353179	2	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1340 40FT	8/26/2013	296369	2	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1341	8/26/2013	339529	2	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1342	8/26/2013	280977	3	9
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1343	1/7/2014	315224	2	8
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1344	1/8/2014	303035	3	8
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1345	1/9/2014	292415	3	8
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1347	1/13/2014	258341	2	8
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	9966	10/7/1999	433123	1	23
EMTA	Revenue Vehicles	BU-Bus	NFA - New Flyer of America	D35LF	9973	8/10/1999	455197	1	23
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29' Low Floor	511	11/7/2005	318321	1	17

EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	40\ \' Gillig Bus	2402	7/21/2017	488429	2	18
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	40\ \' Gillig Bus	2404	7/21/2017	479234	2	18
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Freightliner	1001	3/1/2010	156023	2	12
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Freightliner	1002	3/1/2010	148466	2	12
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Freightliner	1203	10/18/2012	50210	1	10
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Freightliner	1204	10/26/2012	58124	2	10
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Freightliner	1205	10/18/2012	80209	2	10
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1207	11/9/2012	185491	2	10
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1213	11/21/2012	189646	2	10
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1334	10/8/2013	195384	2	9
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1335	10/8/2013	177915	2	9
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1336	10/8/2013	175287	2	9
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1337	10/8/2013	178537	2	9
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1338	10/8/2013	193510	2	9
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1339	10/8/2013	181774	2	9
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1340	10/8/2013	198199	2	9
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1441	12/2/2014	200370	2	8
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1442	12/2/2014	203393	2	8
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1443	12/2/2014	185733	2	8
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1444	12/2/2014	205590	2	8
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1445	12/2/2014	176678	2	8
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1446	12/2/2014	120257	2	8
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1648	11/4/2016	115960	2	6
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1649	11/4/2016	143883	2	6
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1650	11/4/2016	149887	2	6
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1651	11/4/2016	117365	2	6
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1652	11/4/2016	146466	2	6
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1653	11/4/2016	143214	2	6
EMTA	Revenue Vehicles	CU-Cutaway	GIL - Gillig Corporation	G27E102N2	829	7/20/2017	422145	2	14
EMTA	Revenue Vehicles	CU-Cutaway	GIL - Gillig Corporation	Low Floor CNG Transit Bus	1748	7/21/2017	198724	3	5
EMTA	Revenue Vehicles	CU-Cutaway	GIL - Gillig Corporation	Low Floor CNG Transit Bus	1749	7/21/2017	174928	3	5
EMTA	Revenue Vehicles	CU-Cutaway	GIL - Gillig Corporation	Low Floor CNG Transit Bus	1750	7/21/2017	153812	3	5
EMTA	Revenue Vehicles	CU-Cutaway	GIL - Gillig Corporation	Low Floor CNG Transit Bus	1751	7/21/2017	130995	3	5
EMTA	Revenue Vehicles	CU-Cutaway	GIL - Gillig Corporation	Low Floor CNG Transit Bus	1752	7/21/2017	160528	3	5
EMTA	Revenue Vehicles	CU-Cutaway	FRC - Freightliner Corporation	Defender	1647	3/1/2017	68701	3	5
EMTA	Revenue Vehicles	TB-Trolleybus	GIL - Gillig Corporation	G29B102N4	1	3/20/2006	288869	2	16
EMTA	Revenue Vehicles	TB-Trolleybus	GIL - Gillig Corporation	G29B102N4	2	3/27/2006	309834	2	16
EMTA	Revenue Vehicles	TB-Trolleybus	GIL - Gillig Corporation	G29B102N4	3	4/27/2006	295365	2	16
EMTA	Revenue Vehicles	TB-Trolleybus	GIL - Gillig Corporation	G29B102N4	4	4/12/2006	309622	2	16
EMTA	Revenue Vehicles	TB-Trolleybus	GIL - Gillig Corporation	G29B102N4	5	4/14/2006	289299	2	16
EMTA	Revenue Vehicles	TB-Trolleybus	GIL - Gillig Corporation	G29B102N4	6	11/2/2007	276857	2	16
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35\' Low Floor	827	10/1/2019	400467	2	14
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35\' Low Floor	1953	11/4/2019	124349	5	3
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35\' Low Floor	19540	11/4/2019	91396	5	3
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	35\' Low Floor	19550	11/4/2019	58770	5	3
EMTA	Revenue Vehicles	TB-Trolleybus	GIL - Gillig Corporation	Low floor	17	1/1/2008	304379	2	14
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	Trolley 7	1/1/2012	295889	2.5	10
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29\' Bus	828	9/2/2020	437226	2.5	14
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Phoenix	2154	9/9/2021	7533	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Phoenix	2155	9/9/2021	8223	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Phoenix	2156	9/9/2021	8550	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Phoenix	2157	9/9/2021	8160	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Phoenix	2158	9/9/2021	9688	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Phoenix	2159	9/9/2021	9659	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Phoenix	2160	9/9/2021	9256	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 Phoenix	2161	9/9/2021	3537	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 Phoenix	2162	9/9/2021	3476	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 Phoenix	2163	9/9/2021	2808	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 Phoenix	2164	9/9/2021	7042	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 Phoenix	2165	9/9/2021	9956	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 Phoenix	2166	9/9/2021	4586	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 Phoenix	2167	9/9/2021	5756	5	1
EMTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 Phoenix	2168	9/9/2021	6712	5	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35\' CNG	2056	4/1/2021 null	null		1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35\' CNG	2057	4/1/2021 null	null		1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35\' CNG	2058	4/1/2021 null	null		1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35\' CNG	2059	4/1/2021 null	null		1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35\' CNG	2060	4/1/2021 null	null		1

EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	2061	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	2062	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	2063	4/1/2021	null	null	1
EMTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR 35' CNG	2064	4/1/2021	null	null	1
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD	378	9/23/2009		245486	1 13
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 MINI BUS	734	1/29/2013		226808	1 9
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 MINI BUS	736	1/29/2013		233342	1 9
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 MINI BUS	737	9/2/2015		360903	1 9
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 MINI BUS	379	9/2/2015		274289	1 9
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 MINI BUS	739	1/16/2014		348145	1 8
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 MINI BUS	743	12/15/2015		226688	1 6
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 MINI BUS	745	12/15/2015		241990	1 6
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 MINI BUS	746	12/15/2015		288051	1 6
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		747	10/17/2016		204444	1 5
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		749	10/17/2016		228662	2 5
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		750	10/17/2016		177186	3 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD012	512	10/6/2016		216231	2 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD007	511	10/6/2016		162065	2 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD012	513	10/6/2016		192921	2 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD012	514	10/6/2016		192921	2 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD012	515	10/6/2016		212151	2 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD012	516	10/6/2016		189348	2 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD007	517	10/6/2016		180143	1 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD014	518	10/6/2016		161269	2 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD010	519	10/6/2016		173617	1 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	7GD015	520	10/6/2016		181354	2 5
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN	611	11/22/2016		141848	2 6
ENDMTN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN	613	11/22/2016		87706	3 6
ENDMTN	Revenue Vehicles	CU-Cutaway	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	614	5/23/2018		100158	2 4
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	755	12/19/2018		106139	3 9
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	754	12/19/2018		149294	2 9
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	751	7/25/2018		171887	2 4
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	F-550	112	1/20/2019		118308	3 4
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	F-550	113	1/20/2019		47843	3 4
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	F-550	114	1/20/2019		98328	3 4
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	F-550	115	1/20/2019		101224	2 4
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	F-550	116	1/20/2019		151412	2 4
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	756	5/8/2019		94633	3 3
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	757	5/8/2019		103296	3 3
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	758	5/8/2019		112961	3 3
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTRANS	FORD E350	397	1/25/2020		69243	4 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTRANS	FORD E350	398	1/25/2020		55605	5 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTRANS	FORD E350	396	1/25/2020		78242	4 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTRANS	FORD E350	395	1/25/2020		110582	4 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTRANS	FORD E350	394	1/25/2020		78242	4 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTRANS	FORD E350	393	1/25/2020		110582	3 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTRANS	FORD E350	392	1/25/2020		74871	4 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTRANS	FORD E350	391	1/25/2020		185396	3 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTANS	FORD E350	761	1/25/2020		84098	3 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTANS	FORD E350	760	1/25/2020		93844	3 2
ENDMTN	Revenue Vehicles	CU-Cutaway	STARTANS	FORD E350	759	1/25/2020		79186	4 2
ENDMTN	Revenue Vehicles	VN-Van	CHR - New Chrysler	VOYAGER LX	525	8/19/2020		147395	1 2
ENDMTN	Revenue Vehicles	VN-Van	CHR - New Chrysler	VOYAGER LX	524	8/19/2020		180143	2 2
ENDMTN	Revenue Vehicles	VN-Van	CHR - New Chrysler	VOYAGER LX	523	8/19/2020		189348	2 2
ENDMTN	Revenue Vehicles	VN-Van	CHR - New Chrysler	VOYAGER LX	522	8/19/2020		146723	2 2
ENDMTN	Revenue Vehicles	VN-Van	CHR - New Chrysler	VOYAGER LX	521	8/19/2020		192921	2 2
ENDMTN	Revenue Vehicles	VN-Van	CHYSLER	VOYAGER LX	615	1/8/2021		10096	5 2
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	764	5/5/2021		29777	5 1
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	766	5/5/2021		25914	5 1
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	767	5/5/2021		23130	5 1
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	765	5/5/2021		32859	5 1
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	763	5/5/2021		27695	5 1
ENDMTN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	362	5/5/2021		245486	1 1
FACT	Revenue Vehicles	CU-Cutaway	FRC - Freightliner Corporation	Defender	185	12/15/2013		376626	1 9
FACT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	153	5/8/2008		479460	1 14
FACT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	154	5/8/2008		388313	1 14
FACT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	157	5/8/2008		649021	1 14
FACT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	158	5/8/2008		638780	1 14

FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	1102	7/1/2014	281848	2	8
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	1104	8/14/2015	185449	3	7
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	1105	8/14/2015	188399	3	7
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	1108	8/14/2015	220091	3	7
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	1110	8/14/2015	253930	3	7
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Defender	1111	2/1/2016	288359	3	6
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Defender	1112	2/1/2016	271962	3	6
FACT	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Ford Challenger	1116	11/2/2016	188311	3	5
FACT	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Ford Challenger	1117	11/2/2016	187517	3	5
FACT	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Ford Challenger	1118	11/2/2016	178792	3	5
FACT	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	1115	10/4/2016	96583	1	6
FACT	Revenue Vehicles	VN-Van	CMD - Chevrolet Motor Division - GMC	Uplander	152	10/7/2007	129297	1	15
FACT	Revenue Vehicles	VN-Van	CMD - Chevrolet Motor Division - GMC	Uplander	160	5/9/2009	177849	1	13
FACT	Revenue Vehicles	VN-Van	CMD - Chevrolet Motor Division - GMC	Suburban	171	7/7/2011	98011	1	14
FACT	Revenue Vehicles	VN-Van	CMD - Chevrolet Motor Division - GMC	Suburban	172	7/7/2011	55959	1	14
FACT	Revenue Vehicles	VN-Van	CMD - Chevrolet Motor Division - GMC	Suburban	173	7/7/2011	136235	1	14
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD E450	1120	10/30/2018	133994	4	4
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD E450	1121	10/30/2018	121440	4	4
FACT	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)	Senator II	1123	8/1/2019	88204	5	3
FACT	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)	Senator II	1124	8/1/2019	104111	5	3
FACT	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)	Senator II	1125	8/1/2019	86384	5	3
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHEVY CHALLENGER	1127	1/6/2020	82165	5	3
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHEVY CHALLENGER	1128	1/6/2020	85973	5	3
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHEVY CHALLENGER	1129	1/6/2020	65366	5	3
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHEVY CHALLENGER	1130	1/6/2020	54183	5	3
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHEVY CHALLENGER	1131	1/6/2020	41343	5	3
FACT	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHEVY CHALLENGER	1132	1/6/2020	49064	5	3
FACT	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)	Senator II	1122	2/11/2020	90191	5	2
FACT	Revenue Vehicles	CU-Cutaway	SPC - Starttrans (Supreme Corporation)	Senator II	1126	2/12/2020	81251	5	2
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1137	6/1/2021	null	5	2
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1138	6/1/2021	null	5	2
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1139	6/1/2021	null	5	2
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1140	6/1/2021	null	5	2
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1141	6/1/2021	null	5	2
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1143	6/1/2022	405	5	1
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1144	6/1/2022	405	5	1
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1145	6/1/2022	374	5	1
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1146	6/1/2022	374	5	1
FACT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1147	6/1/2022	442	5	1
FOREST	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E350 Ford Crusader	51	12/19/2015	73078	2	6
FOREST	Revenue Vehicles	VN-Van	ZZZ - Other (Describe)	MV1	50	10/29/2015	176170	1.5	7
FOREST	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Connect	2	2/19/2018	137294	1.5	4
FOREST	Revenue Vehicles	VN-Van	ZZZ - Other (Describe)	MV1	53	9/7/2016	132602	1.5	7
FOREST	Revenue Vehicles	VN-Van	ZZZ - Other (Describe)	MV1	54	9/7/2016	150948	1.5	7
FOREST	Revenue Vehicles	SV-Sports Utility Vehicle	FRD - Ford Motor Corporation	Traverse	3	11/5/2018	115412	2	4
FOREST	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	4	9/18/2018	114725	2	3
FOREST	Revenue Vehicles	SV-Sports Utility Vehicle	CMD - Chevrolet Motor Division - GMC	Traverse	5	4/18/2019	116547	2.5	3
FOREST	Revenue Vehicles	SV-Sports Utility Vehicle	CMD - Chevrolet Motor Division - GMC	Traverse	6	4/18/2019	92280	3	3
FOREST	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	7	11/22/2019	42596	4.5	3
FOREST	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	8	11/22/2019	38234	4.5	3
FOREST	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	9	11/4/2019	55015	3.5	3
FOREST	Revenue Vehicles	SV-Sports Utility Vehicle	CMD - Chevrolet Motor Division - GMC	Traverse	10	1/29/2020	68594	3.5	2
FOREST	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	11	12/23/2020	25536	4.5	3
FOREST	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	12	12/10/2020	47283	3.75	3
FOREST	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	14	2/15/2021	33593	4.5	3
FOREST	Revenue Vehicles	SV-Sports Utility Vehicle	CMD - Chevrolet Motor Division - GMC	Traverse	15	1/11/2021	42517	4	1
FOREST	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	16	2/8/2021	29932	4.5	3
FOREST	Revenue Vehicles	VN-Van	CHR - New Chrysler	Voyager	17	7/13/2022	null		0
FOREST	Revenue Vehicles	VN-Van	CHR - New Chrysler	Voyager	18	7/13/2022	null		0
FOREST	Revenue Vehicles	VN-Van	CHR - New Chrysler	Voyager	19	7/20/2022	3844	5	0
FOREST	Revenue Vehicles	VN-Van	CHR - New Chrysler	Voyager	20	7/20/2022	null		0
FOREST	Revenue Vehicles	VN-Van	CHR - New Chrysler	Voyager	21	8/19/2022	null		0
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	46-2015	1/1/2016	143906	2.25	6
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	48-2015	1/1/2016	107861	2.5	6
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	49-2015	1/1/2016	146798	2.25	6
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	50-2015	1/1/2016	109685	2.5	6
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	51-2015	1/1/2016	89347	2.5	6
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Challenger	52-2016	1/21/2016	113532	2.5	6

GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Challenger	53-2016	1/21/2016	84997	3.5	6
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Challenger	54-2016	1/21/2016	84038	3.5	6
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Challenger	55-2016	1/21/2016	102766	3.5	6
GREENE	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	SXT	56-2017	5/1/2017	36196	3.75	5
GREENE	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	SXT	57-2017	5/1/2017	17119	3.75	5
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		58	3/16/2021	21940	4.75	1
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		59	3/16/2021	21458	4.75	1
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		60	3/16/2021	35556	4.75	1
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		61	3/16/2021	27101	4.75	1
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		62	3/16/2021	31214	4.75	1
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		63	3/16/2021	32584	4.75	1
GREENE	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		64	3/16/2021	28675	4.75	1
GREENE	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation		GC65	3/1/2022 null	null		0
GREENE	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	E-450	GC66	3/1/2022 null	null		0
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Super Duty	28	2/20/2015	118907	3	7
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Super Duty	30	2/20/2015	184112	2	7
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Super Duty	31	2/20/2015	153652	2	7
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Super Duty	32	2/20/2015	205519	2	7
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	163	10/14/2016	113797	3	5
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	164	10/14/2016	90436	3	5
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	165	10/14/2016	167280	2	5
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	166	10/14/2016	129221	2	5
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	167	10/14/2016	128624	3	5
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	168	10/14/2016	76330	4	5
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	169	10/14/2016	189619	2	5
HBFCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	171	10/14/2016	130513	3	5
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	154	1/14/2016	245139	2	6
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	155	1/22/2016	227055	2	6
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	151	2/25/2016	192625	2	6
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	152	2/25/2016	203636	2	6
HBFCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	21	2/1/2013	112026	2	8
HBFCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	23	2/1/2013	149935	2	8
HBFCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	157	10/12/2016	180088	2	6
HBFCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	158	10/12/2016	71057	3	6
HBFCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	159	10/12/2016	86623	3	6
HBFCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	160	10/12/2016	176693	2	6
HBFCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	162	10/12/2016	87377	3	6
HBFCO	Revenue Vehicles	VN-Van	GMC - General Motors Corporation	Savana	17	2/1/2013	49081	2	9
HBFCO	Revenue Vehicles	VN-Van	GMC - General Motors Corporation	Savana	18	2/1/2013	44666	2	9
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	175	7/2/2020	49089	4	3
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	176	7/2/2020	38230	4	3
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	177	7/2/2020	38681	4	3
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	178	7/2/2020	30747	4	3
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	179	7/2/2020	48097	4	3
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	180	7/2/2020	49398	4	3
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	172	7/22/2019	70617	4	3
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	173	7/22/2019	77875	3	3
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	174	7/22/2019	85581	3	3
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	181	1/19/2022	131	5	1
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	182	1/19/2022	227	5	1
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	183	1/19/2022	133	5	1
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	184	1/19/2022	133	5	1
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	185	1/19/2022	178	5	1
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	186	1/19/2022	135	5	1
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	187	1/19/2022	157	5	1
HBFCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit Van	188	1/19/2022	145	5	1
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1502	8/25/2015	286483	3.25	7
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Lowfloor	1503	8/24/2015	266896	3.25	7
HPT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Champion Bus	216	10/16/2015	126370	3.5	6
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1801	12/12/2018	137481	3.75	4
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG	1802	12/12/2018	149964	3.75	4
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low floor	1901	12/18/2019	72885	4	3
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1902	12/18/2019	70768	4	3
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low floor	1903	12/18/2019	89520	4	3
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low Floor	2101	6/10/2021	46848	5	1
HPT	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	2102	8/30/2021	27169	5	1
HPT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	2103	10/7/2021	15712	5	1
HPT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	221	10/5/2021	5589	5	0

HPT	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	220	10/1/2021	3729	5	0
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29 SSLF	284	4/1/2013	339765	3	9
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	SSLF	285	4/1/2013	265829	3	9
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	SSLF	648	4/7/2014	294844	3	8
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	SSLF	649	4/4/2014	320091	3	8
ICTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	Defender	816	5/28/2015	139606	3	7
ICTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	Defender	817	5/28/2015	135494	3	7
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29LFCNG	7	10/1/2015	265443	3	7
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29LFCNG	8	10/1/2015	276473	3	7
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	29LFCNG	9	10/1/2015	295901	3	7
ICTA	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	challenger	237	10/5/2018	94931	3	4
ICTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Mini Van	24	4/10/2018	106955	2	4
ICTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Mini van	25	4/10/2018	107697	2	4
ICTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	senator II	859	3/18/2019	57951	4	3
ICTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	senator II	860	3/18/2019	37620	4	3
ICTA	Revenue Vehicles	STR-Cutaway	STR - Starcraft	senator II	861	3/18/2019	61193	4	3
ICTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	senator II	862	3/18/2019	57666	4	3
ICTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		930	7/1/2019	111190	4	3
ICTA	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.		541	2/3/2020	74993	4	2
ICTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation		44	5/11/2020	63419	4	3
ICTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	FORD/MOBILITY TRANS	43	3/31/2021	23160	4	1
ICTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	FORD/MOBILITY TRANS	41	3/31/2021	20635	4	1
ICTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	FORD/MOBILITY TRANS	37	3/31/2021	24337	5	1
ICTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	FORD/MOBILITY TRANS	36	3/31/2021	23377	5	1
ICTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	FORD/MOBILITY TRANS	38	3/31/2021	19780	5	1
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1081	6/1/2010	520435	1	12
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1284	1/1/2013	407022	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1285	1/1/2013	403503	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1286	1/1/2013	408025	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1287	1/1/2013	399131	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1288	1/1/2013	399136	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1404	1/1/2014	382555	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1405	1/1/2014	360521	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1406	1/1/2014	341577	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1407	1/1/2014	365226	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1408	1/1/2014	372855	1	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1082	6/1/2010	451178	1	12
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1083	6/1/2010	470318	1	12
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1289	1/1/2013	395564	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1290	1/1/2013	386106	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1291	1/1/2013	382367	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1292	1/1/2013	386902	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1293	1/1/2013	381071	1	9
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1400	1/1/2014	297842	2	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1401	1/1/2014	326470	2	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1402	1/1/2014	347362	2	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	HYBRID	1403	1/1/2014	334829	2	8
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1609	3/3/2016	298936	2	6
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1610	3/3/2016	286702	2	6
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Hybrid	1611	3/3/2016	285111	2	6
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1718	9/1/2017	213708	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1719	8/31/2017	216093	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1720	8/29/2017	214134	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1721	8/28/2017	202395	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1722	8/23/2017	203472	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1723	8/31/2017	206576	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1724	9/11/2017	195300	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1725	9/13/2017	215984	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1726	9/8/2017	220766	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1727	9/12/2017	210434	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1712	8/23/2017	211210	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1713	8/23/2017	214207	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1714	8/23/2017	210393	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1715	8/30/2017	202747	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1716	9/12/2017	206087	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1717	9/6/2017	214992	3	5
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1828	5/23/2018	182164	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1829	5/23/2018	175218	3	4

LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1830	5/23/2018	172653	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1831	5/22/2018	173877	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1832	5/22/2018	182792	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1833	5/25/2018	181776	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1834	5/24/2018	187631	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1835	5/24/2018	186184	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHEV/CHAMPION	3600	3/17/2016	158915	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3603	3/24/2016	168759	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3604	3/24/2016	172192	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3605	4/16/2016	184040	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3607	3/24/2016	159467	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHEV/CHAMPION	3608	3/17/2016	180377	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3614	3/24/2016	181090	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3616	3/24/2016	172431	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3617	3/24/2016	170535	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3618	4/11/2016	169509	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3619	4/11/2016	171645	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3621	4/11/2016	189734	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3622	4/11/2016	174467	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3623	4/11/2016	178857	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3624	4/16/2016	151767	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3625	4/16/2016	171274	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3626	4/16/2016	176769	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3627	4/16/2016	168949	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Chevrolet	3629	4/16/2016	156552	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHEVY CHALLENGE	3631	9/6/2016	174239	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHEVY CHALLENGE	3632	9/6/2016	201714	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHEVY CHALLENGE	3633	9/6/2016	192006	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHEVY CHALLENGE	3630	9/6/2016	169441	2	6
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3801	2/9/2018	138482	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3806	2/9/2018	152587	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3802	2/16/2018	113344	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3804	2/16/2018	148214	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3805	2/16/2018	153069	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3807	2/16/2018	145850	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3808	2/16/2018	150009	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3809	2/16/2018	146569	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3810	2/16/2018	143982	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3800	2/9/2018	138967	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3803	2/9/2018	97474	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3811	9/11/2018	111006	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3812	9/26/2018	100214	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3813	9/18/2018	88580	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3814	9/14/2018	105349	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3815	9/26/2018	76534	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3817	9/16/2018	98220	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3816	9/18/2018	115117	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3818	9/19/2018	110554	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3819	9/18/2018	118442	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3820	9/17/2018	110448	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3821	9/26/2018	118921	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3822	9/18/2018	121075	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3823	9/14/2018	145714	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3824	9/26/2018	119412	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3825	9/14/2018	108746	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3826	9/11/2018	116804	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3827	9/11/2018	67227	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3828	9/14/2018	94406	3	4
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3829	9/11/2018	109290	3	4
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1937	1/24/2019	142711	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1939	1/25/2019	105195	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1940	1/23/2019	146577	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1941	1/25/2019	150740	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1942	1/25/2019	148270	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1943	1/25/2019	150233	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1944	1/23/2019	156628	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1945	1/24/2019	153292	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1936	1/28/2019	152727	3	3

LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1938	1/28/2019	151795	3	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2046	9/16/2019	92041	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2047	9/16/2019	120176	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2048	9/16/2019	120430	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2049	9/16/2019	121890	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2050	9/17/2019	122847	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2051	9/20/2019	115699	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2052	9/19/2019	111572	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2053	9/19/2019	114916	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2054	9/20/2019	109119	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low-Floor CNG	2055	9/18/2019	112793	4	3
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3900	1/16/2020	97296	4	3
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3901	1/16/2020	85861	4	3
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3902	1/16/2020	95449	4	3
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3903	1/16/2020	80855	4	3
LANTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHALLENGER	3904	1/16/2020	94555	4	3
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2156	8/27/2020	68856	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2157	8/25/2020	59150	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2158	8/26/2020	47109	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2159	9/3/2020	69409	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2160	9/3/2020	68119	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2161	8/25/2020	78662	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2162	9/3/2020	76827	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2163	8/27/2020	74944	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2164	9/3/2020	72964	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2165	9/3/2020	76694	5	2
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2166	3/10/2021	43068	5	1
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2167	3/10/2021	47062	5	1
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2168	3/12/2021	52093	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3100	5/4/2021	31531	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3101	5/4/2021	24869	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3102	5/4/2021	34186	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3103	5/4/2021	26274	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3104	5/4/2021	31455	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3105	5/4/2021	32896	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3106	5/4/2021	22489	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3107	5/4/2021	32862	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3108	5/4/2021	23939	5	1
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3109	5/4/2021	29995	5	1
LANTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	1702	1/1/2022	157086	3	5
LANTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	1703	1/1/2022	104664	3	5
LANTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	1704	1/1/2022	154265	3	5
LANTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	1705	1/1/2022	119329	3	5
LANTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	1706	1/1/2022	79052	3	5
LANTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FORD CHALLENGER	1707	1/1/2022	104482	3	5
LANTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	Starcraft	1800	1/1/2022	73852	4	4
LANTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	Starcraft	1801	1/1/2022	90714	4	4
LANTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	Starcraft	1802	1/1/2022	89973	4	4
LANTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	Starcraft	1803	1/1/2022	62620	4	4
LANTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	Starcraft	1804	1/1/2022	93624	4	4
LANTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	Starcraft	1805	1/1/2022	71833	4	4
LANTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	Starcraft	1806	1/1/2022	89123	4	4
LANTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft	Starcraft	1807	1/1/2022	89485	4	4
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3220	1/12/2022	2548	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3221	1/12/2022	1032	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3222	1/12/2022	2318	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3223	1/12/2022	4486	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3224	1/12/2022	2982	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3225	1/12/2022	2024	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3226	1/12/2022	4014	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3227	1/12/2022	3155	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3228	1/12/2022	2794	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3229	1/12/2022	1776	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3230	1/12/2022	1922	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3231	1/12/2022	1124	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3232	1/12/2022	897	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3233	1/12/2022	919	5	0
LANTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.		3234	1/12/2022	1124	5	0

LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2269	4/8/2022	3014	5	0
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2270	4/8/2022	3043	5	0
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2271	4/8/2022	3106	5	0
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2272	4/12/2022	3020	5	0
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2273	4/8/2022	3004	5	0
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2274	4/8/2022	3069	5	0
LANTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2275	4/8/2022	3035	5	0
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-45	10/25/2010	270695	2	12
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-46	10/13/2010	359050	2	12
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-47	10/12/2010	405763	2	12
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-48	10/21/2010	333814	2	12
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-49	10/12/2012	304697	2	9
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-50	10/12/2012	335279	2	9
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-51	10/12/2012	308886	2	9
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-52	10/13/2012	291408	2	9
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-53	12/17/2012	320305	2	9
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-54	12/20/2012	322756	2	9
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	B-55	12/21/2012	338963	2	9
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-56	9/6/2018	129502	4	4
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-57	9/6/2018	123493	4	4
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	506	1/12/2016	177803	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	507	1/12/2016	138206	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	600	6/3/2016	159297	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	S601	6/3/2016	174368	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	S602	6/3/2016	166401	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	S603	6/3/2016	164978	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	700	1/31/2017	147420	1	5
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	701	1/31/2017	148048	1	5
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	702	1/31/2017	154322	1	5
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	703	3/6/2017	144204	1	5
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	704	3/6/2017	144828	1	5
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	705	3/6/2017	134007	1	5
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	500	9/15/2015	172375	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	501	9/15/2015	191915	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	502	9/15/2015	172182	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	503	10/2/2015	190121	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	504	10/2/2015	179198	1	6
LCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	505	10/2/2015	185128	1	6
LCTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft		801	11/19/2018	93716	2	4
LCTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft		802	11/19/2018	97913	2	4
LCTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft		803	11/19/2018	99563	2	4
LCTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft		804	11/19/2018	89749	2	4
LCTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft		805	11/19/2018	88293	2	4
LCTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft		806	11/19/2018	91095	2	4
LCTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft		807	12/1/2018	87555	3	4
LCTA	Revenue Vehicles	CU-Cutaway	STR - Starcraft		808	11/19/2018	87082	3	4
LCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		S900	10/28/2019	61226	3	3
LCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		S901	10/23/2019	62034	3	3
LCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		S902	10/23/2019	61216	3	3
LCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		S903	10/23/2019	64046	3	3
LCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		S906	10/23/2019	50420	3	3
LCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		S907	10/23/2019	58756	3	3
LCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		S908	10/23/2019	58756	3	3
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-59	11/20/2019	97800	4	3
LCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		S904	11/13/2019	56530	3	3
LCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)		S905	11/13/2019	61185	3	3
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-58	11/26/2019	105206	4	3
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-60	12/6/2019	92623	4	3
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-61	12/12/2019	103905	4	3
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-62	12/17/2019	101850	4	3
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-63	10/29/2020	74495	5	2
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	ONE HUNDRED SIX	3/13/2021 null	null		1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-64	3/13/2021	66439	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-65	3/18/2021	62737	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-66	3/24/2021	50349	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-68	4/6/2021	58433	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-67	3/25/2021	64956	5	1
LCTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD E-450	Van 210	3/29/2021	23766	4	1

LCTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD E-450	Van 211	3/29/2021	21976	5	1
LCTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD E-450	Van 212	3/29/2021	15523	5	1
LCTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD E-450	Van 213	3/29/2021	23015	5	1
LCTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD E-450	Van 214	3/29/2021	23663	4	1
LCTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD E-450	Van 215	3/29/2021	22240	5	1
LCTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD E-450	Van 216	3/29/2021	17202	5	1
LCTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD E-450	Van 217	3/29/2021	28288	4	1
LCTA	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD E-450	Van 218	3/29/2021	20651	5	1
LCTA	Revenue Vehicles	VN-Van	RHR - Rohr Corporation	Ford Transit	Van 201	4/16/2021	8294	5	1
LCTA	Revenue Vehicles	VN-Van	RHR - Rohr Corporation	Ford Transit	Van 202	4/16/2021	7011	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-69	4/27/2021	56519	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-70	5/3/2021	36003	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-71	4/21/2021	65196	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-72	5/20/2021	58884	5	1
LCTA	Revenue Vehicles	VN-Van	RHR - Rohr Corporation	Ford Transit	Van 203	5/24/2021	2932	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-73	6/14/2021	60267	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-74	6/29/2021	55279	5	1
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-75	3/22/2022	21545	5	0
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-76	3/29/2022	22525	5	0
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-77	4/2/2022	20527	5	0
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	B-78	4/19/2022	15048	5	0
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-79	8/12/2022	5351	5	0
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-80	8/16/2022	4626	5	0
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-81	8/22/2022	3938	5	0
LCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	CNG LOW FLOOR	B-82	8/23/2022	3636 null		0
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low-floor	401-13	7/1/2013	260034	2	9
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low-floor	402-12	7/1/2012	287907	2	10
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low-floor	403-15	7/1/2015	234523	3	7
MCRCOG	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	challenger	655	11/11/2015	181549	2	6
MCRCOG	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	challenger	660	3/31/2016	180496	2	6
MCRCOG	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	challenger	665	3/31/2016	169555	2	6
MCRCOG	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	challenger	670	3/31/2016	236214	2	6
MCRCOG	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	challenger	675	3/2/2017	156427	3	5
MCRCOG	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	challenger	680	3/2/2017	142639	3	5
MCRCOG	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	challenger	685	3/2/2017	169354	3	5
MCRCOG	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	CHAMPION	690	5/15/2017	134510	3	5
MCRCOG	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	700-18	8/7/2018	97412	4	4
MCRCOG	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	challenger	695-18	8/7/2018	100559	4	4
MCRCOG	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	challenger	705-18	8/7/2018	85220	4	4
MCRCOG	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	challenger	710-18	8/7/2018	93555	4	4
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low floor	404-18	10/3/2018	137754	4	4
MCRCOG	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	S2C	406-19	5/1/2019	61977	4	3
MCRCOG	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	715-19	10/1/2019	63975	4	3
MCRCOG	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	720-19	10/1/2019	66437	4	3
MCRCOG	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	725-19	10/1/2019	59182	4	3
MCRCOG	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	730-19	10/1/2019	55074	4	3
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	low floor	405-19	7/27/2020	47695	4	3
MCRCOG	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company		740-21	3/4/2021	20758	4	1
MCRCOG	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company		745-21	3/4/2021	13721	4	1
MCRCOG	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company		750-21	3/4/2021	23811	4	1
MCRCOG	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company		755-21	3/4/2021	24604	4	1
MCRCOG	Revenue Vehicles	CU-Cutaway	CEQ - Coach and Equipment Manufacturing Company		735-21	3/4/2021	22863	4	1
MCRCOG	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		408-21	10/1/2021	7458	5	1
MCRCOG	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Phoenix	775-21	1/11/2022	2681	5	1
MCRCOG	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Phoenix	770-21	1/10/2022	1378	5	1
MCRCOG	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Phoenix	765-21	1/10/2022	3423	5	1
MCRCOG	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Phoenix	760-21	1/13/2022	2371	5	1
MCRCOG	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Phoenix	407-21	2/28/2022 null	null		1
MCRCOG	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	Phoenix	409-21	2/28/2022 null	null		1
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1301	12/23/2013	386616	3	9
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1302	12/23/2013	421861	3	9
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1303	12/23/2013	368253	3	9
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1304	12/23/2013	406818	3	9
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1305	12/23/2013	451916	3	9
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1306	12/23/2013	449248	3	9
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1307	12/23/2013	441361	3	9
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	1308	12/23/2013	442325	3	9
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	108	6/22/2015	278223	2	7

MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	109	6/22/2015	285080	2	7
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	110	6/22/2015	225088	2	7
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	111	4/11/2016	155521	2	6
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	112	4/11/2016	176343	2	6
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	113	4/11/2016	130775	2	6
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	114	4/13/2016	169380	2	6
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	115	4/13/2016	160110	2	6
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	116	4/15/2016	152803	2	6
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	117	9/26/2016	162713	3	5
MCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	118	9/26/2016	192685	3	5
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	172	6/5/2018	156527	3	4
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	174	4/30/2018	143926	3	4
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	175	4/30/2018	143249	3	4
MCTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	82	9/1/2009	148540	2	13
MCTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	83	9/1/2009	139414	2	13
MCTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	119	7/12/2017	25425	4	5
MCTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	120	7/12/2017	35493	4	5
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	179	8/21/2019	85911	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	180	8/27/2019	98340	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	181	8/23/2019	107414	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	182	8/26/2019	72446	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	185	12/5/2019	56117	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	186	12/6/2019	76408	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	187	11/11/2019	67401	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	188	11/26/2019	73957	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	189	11/11/2019	63262	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	183	11/11/2019	68457	4	3
MCTA	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	EXPRESS 4500	184	11/26/2019	96367	4	3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	1901	9/21/2020	75971	5	3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	1902	9/22/2020	67867	5	3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	1903	9/21/2020	74747	5	3
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	2101	12/15/2021	4693	5	1
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	2102	12/15/2021	4816	5	1
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	2103	12/15/2021	4454	5	1
MCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR	2104	12/15/2021	5775	5	1
MCTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT-350	201	2/7/2022	17865	5	1
MCTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT-350	202	8/1/2022	691	5	1
MCTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT-350	203	8/1/2022	325	5	1
MCTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT-350	204	8/1/2022	258	5	1
MCTA	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT-350	205	8/1/2022	258	5	1
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	57	6/18/2015	64636	2.75	7
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	60	5/28/2015	141299	2	7
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	61	6/18/2015	135442	2	7
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	64	6/23/2016	35441	3	6
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	65	6/23/2016	38782	3	6
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	113	11/10/2016	92053	3.5	5
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	114	11/10/2016	92880	3.5	5
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	115	11/10/2016	95047	3.5	5
MIDCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	62	8/12/2016	64767	2.75	6
MIDCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	63	8/16/2016	69072	2.75	6
MIDCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	66	12/8/2016	66132	2.75	5
MIDCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	67	12/8/2016	55102	2.75	5
MIDCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	68	12/8/2016	62492	2.75	5
MIDCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	69	12/8/2016	59405	2.75	5
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	LF Transport	116	5/29/2019	41738	4	4
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	LF Transport	117	4/1/2019	38821	4.25	4
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	StarTrans Senator II	70	6/28/2019	31976	4.25	4
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	StarTrans Senator II	71	9/19/2019	27519	4.25	4
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	StarTrans Senator II	72	10/9/2019	19853	4.25	4
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	StarTrans Senator II	73	12/11/2019	16456	4.25	4
MIDCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Transport Low Floor	118	1/28/2020	26479	4.5	3
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	477	4/7/2009	514969	1.75	13
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	479	4/7/2009	497356	1.75	13
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	480	4/7/2009	468700	1.75	13
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	481	4/7/2009	489069	1.75	13
MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	483	8/13/2014	240770	1.75	13
MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	484	8/13/2014	196342	1.75	13
MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	485	8/13/2014	238180	1.75	13

MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	486	8/13/2014	249226	1.75	13
MMVTA	Revenue Vehicles	BU-Bus	CMC - Champion Motor Coach Inc.	3035RE	488	8/13/2014	226750	1.75	13
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	489	2/9/2016	230806	3.5	7
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	490	2/9/2016	257663	3.5	7
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	491	2/9/2016	228818	3.5	7
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4 - Low Floor	492	2/9/2016	250755	3.5	7
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4 - Low Floor	493	2/9/2016	228623	3.5	7
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4 - Low Floor	494	2/9/2016	239981	3.5	7
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4 - Low Floor	495	2/9/2016	255189	3.5	7
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4 - Low Floor	496	2/29/2016	254962	3.5	7
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	497	8/22/2018	131312	3.75	4
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	498	8/22/2018	141172	3.75	4
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	499	8/22/2018	136319	3.75	4
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	500	8/22/2018	119636	3.75	4
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	501	8/22/2018	143679	3.75	4
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	502	8/22/2018	124249	3.75	4
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor	503	8/22/2018	149227	3.75	4
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	504	3/18/2020	84000	4.75	2
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	505	3/18/2020	87078	4.75	2
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	506	10/16/2020	36838	4.75	2
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	507	4/4/2022 null		5	0
MMVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	508	4/4/2022 null		5	0
NCATA	Revenue Vehicles	TB-Trolleybus	CCI - Chance Bus Inc. (formerly Chance Manufacturing Company/CHI)	Trolley	1	9/1/2001	77891	1	21
NCATA	Revenue Vehicles	TB-Trolleybus	CCI - Chance Bus Inc. (formerly Chance Manufacturing Company/CHI)	Trolley	2	11/1/2001	55254	1	21
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1071	8/10/2010	513236	2	12
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1072	8/10/2010	582688	2	12
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1073	8/10/2010	500006	2	12
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1074	8/10/2010	448473	2	12
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1075	8/10/2010	421534	2	12
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1331	5/13/2013	348870	3	9
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1332	5/13/2013	328217	3	9
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1333	5/13/2013	339078	3	9
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1334	5/13/2013	337183	3	9
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1335	5/13/2013	361049	3	9
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1561	9/23/2015	246314	3	7
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1562	9/23/2015	273896	3	7
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1563	9/23/2015	240363	3	7
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1564	9/23/2015	273323	3	7
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Phantom	1565	9/23/2015	259078	3	7
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	1851	5/31/2018	146754	5	4
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	1852	5/31/2018	140999	5	4
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	1853	5/31/2018	189275	5	4
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	1854	5/31/2018	196898	5	4
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	1855	5/31/2018	183666	5	4
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	PHANTOM	1856	5/31/2018	190949	5	4
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1993	1/1/2020	60323	5	3
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1994	1/1/2020	56070	5	3
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1995	1/1/2020	65447	5	3
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1991	1/1/2020	89966	5	3
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		1992	1/1/2020	85700	5	3
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2072	10/28/2020	51238	5	2
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		2071	10/28/2020	52709	5	2
NCATA	Revenue Vehicles	BU-Bus		BUS	2161	1/3/2022	2723	5	1
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS	2162	1/3/2022	2744	5	1
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS	2163	1/3/2022	4310	5	1
NCATA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS	2164	1/3/2022	2724	5	1
PART	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	Chevrolet	71	6/20/2018	54735	4	5
PART	Revenue Vehicles	CU-Cutaway	RHR - Rohr Corporation	Chevrolet	5	9/1/2017	52541	4	5
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		New 51	7/1/2020	63634	5	3
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		New 52	7/1/2020	63542	5	3
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		New 53	7/1/2020	66342	5	3
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		New 54	7/1/2020	58599	5	3
PART	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		New 55	7/1/2020	69103	5	3
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Dodge Minivan	48	1/27/2016	149359	3	6
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Crusader Bus	46	1/1/2014	49486	3	8
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Challenger Bus	53	9/28/2015	54397	4	6
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Challenger Bus	54	9/24/2015	56313	4	6
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Crusader Bus	56	9/25/2015	23618	4	6

PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Crusader Bus	55	9/25/2015	88247	4	6
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Vision Minivan	42	10/1/2013	182390	3	9
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Vision Minivan	44	10/1/2013	197400	2	9
PIKECO	Revenue Vehicles	VN-Van	ZZZ - Other (Describe)	MV-1	50	5/12/2015	90330	3	8
PIKECO	Revenue Vehicles	VN-Van	ZZZ - Other (Describe)	MV-1	51	6/2/2015	125157	3	8
PIKECO	Revenue Vehicles	VN-Van	ZZZ - Other (Describe)	MV-1	52	6/2/2015	79268	3	8
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Dodge Minivan	47	3/1/2016	151089	3	6
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Dodge Minivan	49	1/27/2016	155739	3	6
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Star Trans Senator II	58	10/15/2018	40053	4	4
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Star Trans Senator II	59	10/15/2018	14226	4	4
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit Works Ambulette	60	10/15/2018	82802	4	4
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit Works Ambulette	61	10/15/2018	98547	4	4
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit Works Ambulette	62	10/15/2018	71995	4	4
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Star Trans Senator 20	57	10/15/2018	19634	5	4
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	63	7/23/2020	21999	5	2
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	64	7/21/2020	21418	5	2
PIKECO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	65	7/21/2020	49188	5	2
PIKECO	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Transit	66	7/21/2020	36330	5	2
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	67	7/21/2020	37941	5	2
PIKECO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	68	7/23/2020	37298	5	2
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Minivan	69	3/17/2021	20134	5	3
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Minivan	70	3/17/2021	21151	5	3
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Minivan	71	4/7/2021	12774	5	3
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Minivan	73	4/7/2021	14500	5	3
PIKECO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Minivan	72	4/14/2021	13000	5	3
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30D102N4	1301	8/12/2015	288027	4	10
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1302	8/12/2015	320989	4	9
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	1303	8/12/2015	363095	4	9
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	1304	8/12/2015	386717	4	9
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1105	11/1/2005	499636	2	17
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G29B102N4	1106	11/1/2006	481582	2	16
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27D102N4	1107	2/1/2009	458810	3	14
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	15GGB271781079507	1108	2/1/2009	599819	3	14
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	1109	2/1/2009	511818	3	14
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30D102N4	1201	12/17/2010	355467	4	11
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30D102N4	1202	12/17/2010	347107	4	11
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30	1203	12/17/2010	386868	4	11
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30B102N4	1204	1/16/2012	387042	4	10
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30B102N4	1205	1/16/2012	363006	5	10
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G30D102N4	1206	1/16/2012	300203	4	10
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	1305	11/23/2016	258154	5	6
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	1306	11/21/2016	287058	5	6
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1307	8/19/2017	210764	5	5
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1308	8/19/2017	216482	5	5
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31	1309	8/19/2017	171030	5	5
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31	1310	8/19/2017	174076	5	5
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1311	3/14/2018	168784	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1312	3/14/2018	120521	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	1315	3/14/2018	194090	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	1316	3/14/2018	153946	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1313	3/14/2018	177968	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1314	3/14/2018	219894	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	1317	2/26/2018	163535	5	4
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	1318	3/14/2018	170271	5	4
RVTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	P4500	1401	3/23/2018	57883	5	7
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN	29	3/12/2012	245514	1	10
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	V30	12/27/2017	162059	4	5
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	GRAND CARAVAN SXT	V31	12/27/2017	157576	4	5
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	V32	5/29/2018	172594	5	5
RVTA	Revenue Vehicles	TB-Trolleybus	CCI - Chance Bus Inc. (formerly Chance Manufacturing Company/CHI)	AH28	33	5/1/1996	70694	3	26
RVTA	Revenue Vehicles	TB-Trolleybus	CCI - Chance Bus Inc. (formerly Chance Manufacturing Company/CHI)	AH28	65	3/1/1999	89696	3	23
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	V34	5/29/2018	164648	5	5
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	V38	3/4/2019	153890	5	4
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	V39	3/4/2019	146083	5	4
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	42	11/18/2019	99718	5	3
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	41	11/18/2019	106032	5	3
RVTA	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	40	11/18/2019	119451	5	3
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1319	2/14/2020	75675	5	3

RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1320	2/14/2020	74780	5	3
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1321	2/14/2020	64044	5	3
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1322	2/14/2020	60851	5	3
RVTA	Revenue Vehicles	TB-Trolleybus	BOY - Boyertown Auto Body Works	TB-2142	63	4/2/1990	68908	2	32
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1402	10/14/2021	14960	5	1
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1403	10/14/2021	13815	5	1
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG BRT	1405	5/3/2022	null	null	0
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG BRT	1404	5/3/2022	null	null	0
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31B	1323	8/5/2022	null	null	0
RVTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G31D	1324	8/5/2022	null	null	0
RVTA	Revenue Vehicles	CU-Cutaway	CBC - Collins Bus Corporation (form. Collins Industries Inc./COL)	COLLINGS LF	916	3/1/2022	null	null	3
SOMERS	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	AMERIVAN	C-15	10/11/2013	118981	1	9
SOMERS	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Braun RE	C-3	6/5/2015	91874	2	7
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350	C-14	4/25/2014	124657	1	8
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E350 Transit	C04	10/22/2018	89869	3	4
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E350 TRANSIT	C08	10/22/2018	91041	3	4
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	C10	10/22/2018	95256	2	4
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	C-11	10/15/2019	64842	3	3
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	C17	10/15/2019	50122	3.5	3
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	C18	10/15/2019	53366	3.5	3
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	C19	10/15/2019	47818	3.87	3
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	C02	4/26/2021	14753	4.5	1
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	C05	5/3/2021	22777	4.5	1
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	C07	5/3/2021	17821	4.5	1
SOMERS	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	TRANSIT	C09	12/9/2021	2437	5	1
SOMERS	Revenue Vehicles	VN-Van	CHR - New Chrysler	VOYAGER	C12	8/17/2022	175	5	0
STEP	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD E-450	1708	4/12/2012	253108	1	10
STEP	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD E-450	1728	2/10/2015	214965	1	7
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	1789	11/23/2015	209600	1	6
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	1793	11/23/2015	225635	1	7
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	1794	11/23/2015	199966	1	7
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	1799	7/26/2016	197912	1	5
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	1800	7/26/2016	163884	1	5
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	1804	11/15/2016	188643	1	5
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	1806	11/15/2016	215966	1	5
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	1807	11/15/2016	201263	1	5
STEP	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1802	9/19/2016	48894	2	6
STEP	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1803	9/19/2016	66051	2	6
STEP	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1812	4/20/2017	90524	2	5
STEP	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1813	4/20/2017	56478	2	5
STEP	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1815	4/20/2017	55024	2	5
STEP	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1817	4/20/2017	60595	2	5
STEP	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1814	4/20/2017	50196	2	5
STEP	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Amerivan	1816	4/20/2017	43422	2	5
STEP	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1830	12/14/2018	125785	3	4
STEP	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1827	12/17/2018	120544	3	4
STEP	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	SmartAccess 350	1828	12/13/2018	67785	3	4
STEP	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1829	12/14/2018	124114	3	4
STEP	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	SmartAccess 350	1826	12/13/2018	60137	3	4
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Startrans Senator II 22 Cutaway	1833	12/6/2019	72767	4	2
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Startrans Senator II 22 Cutaway	1834	12/4/2019	71855	4	2
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Startrans Senator II 22 Cutaway	1835	12/6/2019	75580	4	2
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Startrans Senator II 22 Cutaway	1836	12/6/2019	82912	4	2
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Startrans Senator II 22 Cutaway	1837	12/6/2019	77483	4	2
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Startrans Senator II 22 Cutaway	1838	12/6/2019	67464	4	2
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Startrans Senator II 22 Cutaway	1839	12/6/2019	77860	4	2
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Startrans Senator II 22 Cutaway	1840	12/9/2019	79182	4	2
STEP	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transitworks	1841	5/4/2020	52126	4	2
STEP	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transitworks	1842	5/4/2020	28756	4	2
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Transit Bus	1861	1/14/2022	146	5	1
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Transit Bus	1862	1/14/2022	30	5	1
STEP	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Transit Bus	1860	1/14/2022	30	5	1
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Soul	TR9	8/25/2016	105203	4	7
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Optima	TR12	8/31/2016	142451	4	7
STN	Revenue Vehicles	BU-Bus	INT - International	Bus	SJU700	9/1/2016	115834	3	9
STN	Revenue Vehicles	BU-Bus	INT - International	Bus	SJU701	9/1/2016	109863	3	9
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	BU110	11/1/2010	177887	1	13
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	BU112	9/1/2010	230919	1	13

STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	BU414	8/1/2008	216827	1	14
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	BU420	3/1/2010	179512	2	13
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	BU424	11/1/2009	197475	1	13
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	BU426	6/1/2011	183552	2	12
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	BU428	6/1/2011	167785	1	12
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER-E450	BU432	2/1/2012	150757	2	10
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER-E450	BU434	2/1/2012	140944	2	10
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450 CHAMPION	BU436	6/1/2013	134931	3	9
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450 CHAMPION	BU460	6/1/2013	153173	2	9
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450 CHALLENGER	BU464	2/1/2015	79485	5	8
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CHAMPION	BU466	2/1/2014	121525	4	8
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450	MI071	4/1/2012	222403	2	10
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450	MI075	6/1/2013	178734	3	9
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450	MI077	6/1/2011	268365	1	11
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	NO070	7/1/2014	179995	3	10
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-350	NO072	4/1/2012	225430	1	10
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450	NO074	6/1/2013	176592	3	9
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	TR704	1/1/2014	212819	2.94	9
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450	TR710	5/1/2013	102274	5	10
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350	TR711	3/1/2013	234599	1	10
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450 CHALLENGER	TR749	4/1/2012	106161	4	11
STN	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E-450 CHALLENGER	TR760	4/1/2012	91269	5	10
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	TR761	3/1/2013	200712	2	9
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	BU470	10/7/2015	88407	4	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CHALLENGER	BU476	12/30/2015	112115	1	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CHALLENGER	BU478	12/30/2015	67220	5	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CHALLENGER	BU480	12/30/2015	103415	4	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CHALLENGER	BU482	1/11/2016	79337	5	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CHALLENGER	MI100	12/15/2015	94973	4	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CHALLENGER	MI101	1/11/2016	154553	4	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 CHALLENGER	N099	12/16/2015	182926	2	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	GLAVAL	BU472	7/20/2015	93296	4	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350	TR714B	9/29/2015	156618	4	8
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350	TR722B	11/24/2015	128373	5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E350 AEROLITE	TR731	4/16/2015	168317	4	8
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350	TR769B	9/15/2015	159930	5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350 AEROLITE	TR766	9/23/2015	149706	5	8
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350	TR771B	10/20/2015	127848	4	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350	TR796B	10/28/2015	155193	4	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350 AEROLITE	TR776	10/13/2015	166953	4	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350 AEROTECH	TR763	11/4/2014	134325	5	8
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350 AEROTECH	TR774B	10/15/2015	160335	4	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350 AEROTECH	TR754	9/6/2013	106549	4	9
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	FRD E-350 AEROTECH	TR790B	3/13/2015	145072	3.5	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford F550 Defender	NO100	5/11/2016	27715	5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	TR812	5/27/2016	113945	5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	TR813	5/27/2016	118143	5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	TR814	5/27/2016	164392	4.5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	MI102	5/27/2016	104190	4	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450Challenger	NO102	5/27/2016	164653	4	6
STN	Revenue Vehicles	CU-Cutaway	EBC - ElDorado Bus (EBC Inc.)	Aerolite	TR 811	6/3/2016	127015	4.5	6
STN	Revenue Vehicles	CU-Cutaway	EDN - ElDorado National (formerly El Dorado/EBC/Nat. Coach/ NCC)	Aerolite	TR818	7/15/2016	149667	4	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	BU490	8/1/2016	95070	4	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	BU492	8/1/2016	81031	4	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	BU494	8/1/2016	89003	4	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	BU496	8/1/2016	90973	4	5
STN	Revenue Vehicles	CU-Cutaway	EBC - ElDorado Bus (EBC Inc.)	E-350 Aerolite	TR820	9/12/2016	114887	4	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford F550 Defender	NO101	9/22/2016	82505	4	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Ford Defender	TR815	9/21/2016	84463	5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-350 Eldorado Aerolite	TR816	10/14/2016	114887	5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	NO103	11/1/2016	106400	4	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	NO104	11/1/2016	118801	4	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	TR817	11/1/2016	98272	5	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	TR821	11/1/2016	153868	4.5	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	TR822	11/1/2016	79537	5	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	TR823	11/1/2016	123211	5	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Challenger	BU500	12/5/2016	65520	5	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Challenger	BU502	12/5/2016	48953	5	5

STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Challenger	BU504	12/5/2016	50614	5	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Challenger	BU506	12/5/2016	61897	5	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450 Challenger	M103	12/8/2016	95299	4	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	BU430	9/5/2016	61432	5	12
STN	Revenue Vehicles	CU-Cutaway	EBC - ElDorado Bus (EBC Inc.)	Ford E-350	TR789B	1/25/2017	155807	3	7
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	SJU1158	7/3/2017	178487	1	11
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	BU118	5/16/2017	68929	5	6
STN	Revenue Vehicles	CU-Cutaway	EBC - ElDorado Bus (EBC Inc.)	E350 Eldorado	TR830	7/5/2017	77885	5	5
STN	Revenue Vehicles	CU-Cutaway	EBC - ElDorado Bus (EBC Inc.)	E350 Aerolite	TR829	7/5/2017	89475	5	5
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Aerolite	TR840	9/22/2017	70240	5	5
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	BU520	6/21/2018	56502	5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	BU522	7/12/2018	32628	5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	BU528	7/12/2018	31924	5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	BU524	7/26/2018	36273	5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	BU526	7/26/2018	42400	5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	TR844	7/26/2018	47886	5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	TR845	7/26/2018	95817	5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	TR847	7/26/2018	56769	5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	TR848	7/26/2018	63100	5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	TR849	7/26/2018	102125	4.5	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	NO105	8/10/2018	99765	4	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	NO106	8/10/2018	104205	4	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	NO107	8/10/2018	96297	4	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	NO108	8/10/2018	67981	4	4
STN	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	M104	8/10/2018	114273	4	4
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	TOWN & COUNTRY	BU122	2/1/2015	136137	3	12
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	TOWN & COUNTRY	BU124	9/1/2011	179569	3	12
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	TOWN & COUNTRY	BU366	4/1/2010	182940	2	16
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	BU370	12/1/2007	261097	1	15
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	BU372	10/1/2008	285624	1	15
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	BU374	4/1/2009	299515	1	15
STN	Revenue Vehicles	VN-Van	ZZZ - Other (Describe)	ROUTAN	BU380	9/1/2010	183054	2	13
STN	Revenue Vehicles	VN-Van	ZZZ - Other (Describe)	ROUTAN	BU382	9/1/2009	214013	1	13
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	TOWN & COUNTRY	BU386	10/1/2009	182854	2	13
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	BU390	1/1/2011	222637	1	12
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	TOWN & COUNTRY	BU392	11/1/2010	170324	2	12
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	TOWN & COUNTRY	BU394	9/1/2011	251852	1	12
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	BU396	2/1/2011	283158	1	12
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	TOWN & COUNTRY	BU398	3/1/2011	205308	1	12
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	CARAVAN	NO032	4/1/2014	190000	1	15
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	SEDONA	TR785	12/1/2009	237381	1	13
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DTD CARAVAN	BU082	5/4/2015	202409	2	9
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DTD CARAVAN	BU126	7/5/2015	184835	3	12
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DTD CARAVAN	BU128	8/25/2015	239404	1	9
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DTD CARAVAN	BU136	11/1/2015	137628	3	7
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	DTD CARAVAN	TR706	11/14/2014	179585	3	8
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Town & Country	TR810	4/28/2016	154671	3	10
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	BU132	9/5/2016	235342	1	9
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	BU138	10/20/2016	94705	3	7
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	NO044	12/29/2016	112325	3	13
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	TR832	8/18/2017	69985	5	5
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	TR831	8/18/2017	66327	5	5
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	TR833	8/18/2017	110862	4.7	5
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona	TR824	6/20/2017	150590	4	6
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona	TR825	6/20/2017	133974	4.7	6
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona	TR827	6/20/2017	83870	5	5
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	TR826	6/23/2017	90586	1	5
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Town & Country	BU134	11/29/2017	145943	3	7
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	BU140	11/29/2017	133655	3	7
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona	TR850	6/4/2018	112988	4.5	4
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	BU160	7/26/2018	32055	5	4
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	TR846	7/26/2018	21596	5	4
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	NO046	8/10/2018	36993	5	4
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit 350	TR828	6/15/2017	127380	4	5
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E350	BU004	3/1/2014	131997	1	9
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	B3500	BU010	11/1/2014	90997	4	20
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-250	BU014	9/1/2011	175227	2	11
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-250	BU016	9/1/2011	132482	3	11

STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350	MI056	6/1/2012	221776	1	11
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350	MI067	10/1/2010	162263	2	12
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350	NO055	1/1/2015	138309	2	9
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-250	NO056	5/1/2012	176445	2	11
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-250	NO060	1/1/2009	227925	2	14
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350 XLT VAN	TR713	9/1/2009	256000	1	15
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350 XLT VAN	TR715	9/1/2008	305478	1	15
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350 XLT VAN	TR738	4/1/2011	203419	1	12
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350 XLT VAN	TR744	4/1/2011	232759	1	12
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350 XLT VAN	TR747	8/1/2010	251322	1	13
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350 XLT VAN	TR753	8/1/2010	254000	1	13
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	FRD E-350 XLT VAN	TR746	4/29/2015	149130	3	9
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E-350	BU116	10/19/2016	83940	4	6
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	250 Transit	TR835	9/22/2017	80650	5	5
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	250 Transit	TR836	9/22/2017	102306	5	5
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	250 Transit	TR837	9/22/2017	68472	5	5
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	250 Transit	TR838	9/22/2017	84372	5	5
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	250 Transit	TR839	9/22/2017	82438	5	5
STN	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	E250	CH-1	8/24/2018	88409	4	8
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	OPTIMA	TR008	4/1/2014	141833	3	10
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona	TR856	10/22/2018	141165	1	5
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	BU142	11/1/2018	118875	5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Starcraft	TR855	11/29/2018	43396	5	4
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Starcraft	TR854	11/29/2018	69047	5	4
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Champion	BU510	12/19/2018	49006	4	4
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	BU150	2/18/2019	110499	3	5
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	NO77	5/2/2019	101786	3	7
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	NO78	5/2/2019	109693	3	7
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	BU144	5/29/2019	71192	5	6
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	BU156	5/2/2019	74185	5	5
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	TR865	9/3/2019	30499	5	3
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona	TR866	9/3/2019	39302	5	3
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	NO28	9/30/2019	132644	3	10
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Starcraft	TR859	11/5/2019	11334	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Starcraft	TR860	11/5/2019	17699	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	NO111	11/12/2019	48474	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	MI109	11/12/2019	23854	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	NO110	11/12/2019	53306	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	TR868	11/13/2019	11317	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	TR873	11/13/2019	17453	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	TR874	11/13/2019	58918	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	TR875	11/13/2019	28846	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	TR876	11/1/2019	56995	4.5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	BU530	11/13/2019	16128	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	BU536	11/1/2019	11338	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	BU534	12/16/2019	5244	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	BU538	12/16/2019	19441	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	TR869	12/10/2019	112	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	TR870	12/16/2019	5440	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	TR871	12/16/2019	1203	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	TR872	12/16/2019	67	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	BU532	12/20/2019	10876	5	3
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Starlite	TR877	1/1/2020	25140	5	2
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Starlite	TR878	1/20/2020	12543	5	2
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Starlite	TR879	1/20/2020	3924	5	2
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona	TR880	2/10/2020	23892	5	2
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	BU088	3/2/2020	77112	5	6
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Champion	BU544	3/18/2020	400	5	3
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	BU162	6/30/2020	901	5	3
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	TR884	6/30/2020	13676	5	3
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	MI47	6/30/2020	5104	5	3
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona/LX	TR881	2/12/2021	2830	5	2
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	TR864	10/20/2020	56511	5	3
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	TR863	10/20/2020	52842	5	3
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	TR862	10/20/2020	41704	5	3
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Wagon LX	TR841	8/10/2020	111076	4	6
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	TR861	9/18/2020	79720	5	3
STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona	TR834	8/20/2020	110590	4	6

STN	Revenue Vehicles	VN-Van	KIA - Kia Motors	Sedona/LX	TR882	4/29/2021	20635	5	2
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	BU550	5/21/2021	5025	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	BU552	5/21/2021	3801	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	BU554	5/21/2021	551	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	BU556	5/21/2021	521	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	TR886	5/21/2021	4694	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	TR887	5/21/2021	504	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	TR888	5/21/2021	439	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	MI113	5/21/2021	3515	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	NO112	5/21/2021	16468	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	NO114	5/21/2021	14224	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	NO116	5/21/2021	2571	5	1
STN	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Phoenix	TR885	7/16/2021	8428	5	1
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Voyager RE	TR889	8/6/2021	158	5	1
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Voyager RE	TR890	8/6/2021	215	5	1
STN	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Mobility Trans	TR891	8/20/2021	127	5	1
STN	Revenue Vehicles	BU-Bus	FRD - Ford Motor Corporation	Mobility Trans	TR892	8/20/2021	1681	5	1
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Voyager RE	N040	9/21/2021	923	5	1
STN	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Town & Country	BU148	12/17/2021	52834	5	6
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR BUS	6158	9/1/2010	234080	2	12
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR BUS	6160	9/4/2012	226260	2.5	10
STS	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	BODY ON CHASSIS BUS	6159	8/1/2011	252958	1	10
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR BUS	6161	9/8/2012	209651	2	10
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	25	8/27/2012	158840	1	10
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	29	7/23/2013	206434	1	9
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	32	7/23/2013	219715	1	9
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	31	7/23/2013	217796	1	9
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	35	8/6/2013	152916	1	9
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	36	3/6/2015	123940	1	7
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	37	3/6/2015	159122	2	7
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	39	3/17/2015	204160	2	7
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	40	3/6/2015	194941	1.5	7
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	41	3/17/2015	191121	2	7
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	42	7/28/2016	118069	2	6
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	44	7/28/2016	180906	2	6
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	43	8/25/2016	171624	2	6
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	45	8/25/2016	179031	2	6
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	47	12/19/2016	151195	2.5	5
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	48	2/13/2017	156641	2.5	5
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	49	2/13/2017	106898	3	5
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 CHALLENGER	50	2/13/2017	172600	1.5	5
STS	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Dodge AutoAbility W/C Van	46	9/13/2016	48545	3	6
STS	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Dodge AutoAbility W/C Van	51	12/23/2016	39097	3.5	5
STS	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Dodge AutoAbility W/C Van	52	12/23/2016	54855	3	5
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1801	12/3/2018	44493	4.5	4
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1802	12/3/2018	45600	4.5	4
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1803	12/3/2018	41666	4.5	4
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1804	12/3/2018	43104	4.5	4
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1805	12/3/2018	47576	4.5	4
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	54	2/18/2019	84568	3.5	3
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	53	2/18/2019	100143	3.5	3
STS	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	M2	1905	3/14/2019	24171	4.5	3
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1901	10/10/2019	41243	4.5	3
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1902	10/10/2019	37824	4.5	3
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1903	10/10/2019	41079	4.5	3
STS	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	LOW FLOOR CNG	1904	10/10/2019	35953	4.5	3
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	56	2/29/2020	56840	4	2
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	61	2/29/2020	50305	4	2
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	55	2/29/2020	46263	3.5	2
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	57	4/6/2020	33257	4	2
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	58	4/6/2020	61019	3.5	2
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	59	4/3/2020	33161	4	2
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E-450	60	4/6/2020	28110	4.5	2
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	TRANSIT	64	12/14/2021	605	5	1
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	65	5/24/2022 null	null		0
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	66	5/24/2022 null	null		0
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	68	5/24/2022 null	null		0
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	69	5/24/2022 null	null		0

STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	70	5/24/2022	null	null	0
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	72	5/24/2022	null	null	0
STS	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	73	5/24/2022	null	null	0
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1604	1/11/2016		177678	1 6
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	1607	6/22/2016		153463	1 6
SUSQCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E450	1701	11/16/2016		169965	1 5
SUSQCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	E450	1702	11/16/2016		184682	1 5
SUSQCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	Caravan	1801	9/7/2018		62190	2 4
SUSQCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit	1802	10/12/2018		107720	2 4
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1803	10/12/2018		107087	2 4
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1804	10/12/2018		109850	2 4
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		1805	10/12/2018		111851	2 4
SUSQCO	Revenue Vehicles	SV-Sports Utility Vehicle	NIS - Nissan		1901	11/15/2019		28312	3 3
SUSQCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation		1902	11/22/2019		23624	3 3
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		2001	3/2/2020		66413	3 2
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		2002	3/2/2020		62809	3 2
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation		2003	3/3/2020		70686	3 2
SUSQCO	Revenue Vehicles	VN-Van	FRD - Ford Motor Corporation	Transit AWD	2101	3/29/2021		27155	4 1
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2201	8/23/2021		26903	4 0
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2202	8/23/2021		15340	4 0
SUSQCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450	2203	8/23/2021		18582	4 0
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS	48	6/1/2009		430496	1 13
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	BUS	52	6/1/2009		395221	1 13
TAWC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	63	11/25/2015		191407	1 6
TAWC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	64	11/25/2015		156713	1 6
TAWC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	66	8/22/2018		108881	2 4
TAWC	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Senator II	67	8/22/2018		108764	2 4
TAWC	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	74	9/15/2020		34425	4 2
TAWC	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	75	9/15/2020		42963	4 2
TAWC	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	76	9/15/2020		46278	4 2
TAWC	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Challenger	77	9/15/2020		18835	4 2
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		69	9/18/2020		116232	5 2
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		70	9/19/2020		92008	5 2
TAWC	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation		71	9/19/2020		117057	5 2
TAWC	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Challenger	78	4/27/2021		35409	4 1
TAWC	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Challenger	79	4/27/2021		32515	4 1
TAWC	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD	80	1/31/2022		3574	5 1
TAWC	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	FORD	81	1/31/2022		13580	5 1
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	314	4/1/2012		278413	2.8 10
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	315	4/1/2012		255383	2.8 10
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E102N2	317	5/1/2013		359751	3.2 9
WASHCO	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	M2106	1001	4/2/2016		166790	3.6 6
WASHCO	Revenue Vehicles	BU-Bus	FRC - Freightliner Corporation	M2106	1002	3/22/2016		185750	3.6 6
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E	318	2/9/2018		184671	4.7 4
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E	319	2/12/2018		182879	4.7 4
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	LF Transport	1003	5/9/2018		120689	4.3 5
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	LF Transport	1004	4/27/2018		135112	4.3 5
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD Challenger E-450	83WA	3/20/2017		173364	3.4 5
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD Challenger E-450	84WA	4/21/2017		178676	3.7 5
WASHCO	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	SENATOR 22	92WA	7/5/2018		108508	4.2 4
WASHCO	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	SENATOR 22	90WA	7/5/2018		173291	4.2 4
WASHCO	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	SENATOR 22	91WA	7/5/2018		128787	4.4 4
WASHCO	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	SENATOR 22	94WA	8/1/2018		118431	4.1 4
WASHCO	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	SENATOR 22	93WA	8/1/2018		64847	4.1 4
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	FORD Braun	19WA	8/27/2009		149199	1 13
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E102N2	321	6/21/2019		152121	4.9 3
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B102N4	320	5/17/2019		149108	4.9 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	95WA	8/14/2019		85749	4.9 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	202WA	8/14/2019		85607	4.7 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	201WA	8/14/2019		91698	4.8 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	96WA	8/14/2019		74284	4.7 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	97WA	8/14/2019		90278	4.8 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	200WA	8/14/2019		57318	4.7 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	99WA	8/14/2019		80558	4.7 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	98WA	8/14/2019		85227	4.7 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	203WA	12/13/2019		61979	4.8 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	205WA	12/30/2019		98725	4.9 3
WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	206WA	12/30/2019		72594	4.9 3

WASHCO	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	CHALLENGER	204WA	12/30/2019	103141	4.9	3
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27B	322	3/31/2020	109391	4.9	2
WASHCO	Revenue Vehicles	SHI - Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	207WA	4/5/2021	46980	4.9	2
WASHCO	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	G27E102N2	323	4/8/2021	64762	4.9	1
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	208WA	4/5/2021	74924	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	209WA	4/5/2021	55031	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	214WA	4/5/2021	40701	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	215WA	4/5/2021	42430	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	216WA	4/5/2021	26909	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	217WA	4/5/2021	44420	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	218WA	4/5/2021	37258	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	219WA	4/5/2021	49846	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	220WA	4/5/2021	19709	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	221WA	4/5/2021	41072	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	222WA	4/5/2021	29358	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	METROLITE	223WA	4/5/2021	46571	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	METROLITE	210WA	4/5/2021	13878	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	METROLITE	211WA	4/5/2021	34367	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	METROLITE	212WA	4/5/2021	11400	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	METROLITE	213WA	4/5/2021	16674	4.9	2
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	METROLITE	226WA	4/18/2022	22295	5	1
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	METROLITE	227WA	4/18/2022	16390	5	1
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	METROLITE	230WA	4/18/2022	9317	5	1
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	METROLITE	231WA	4/18/2022	12754	5	1
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	224WA	4/18/2022	23509	5	1
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	225WA	4/18/2022	12551	5	1
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	228WA	4/18/2022	8618	5	1
WASHCO	Revenue Vehicles	CU-Cutaway	SHI - Shepard Brothers Inc.	PHOENIX	229WA	4/18/2022	18430	5	1
WAYNCO	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Challenger	45	5/9/2016	159097	1	6
WAYNCO	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Challenger	50	5/9/2016	147357	1	6
WAYNCO	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Challenger	51	5/9/2016	137838	1	6
WAYNCO	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Challenger	58	5/9/2016	164330	1	6
WAYNCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	73	7/8/2016	162119	1	5
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	82	3/22/2018	117442	1	4
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	83	5/15/2018	117510	1	4
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	84	5/25/2018	127741	1	4
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	85	4/10/2018	133467	1	4
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	86	4/16/2018	119607	1	4
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	87	5/23/2018	186461	1	4
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	89	4/10/2018	129046	1	4
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	90	5/10/2018	139359	1	4
WAYNCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	70	5/12/2016	213765	1	6
WAYNCO	Revenue Vehicles	CU-Cutaway	MER - Ford or individual makes	Challenger	75	4/10/2017	139828	1	5
WAYNCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	77	4/10/2017	186259	1	5
WAYNCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	78	4/10/2017	181530	1	5
WAYNCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	76	5/3/2017	158704	1	5
WAYNCO	Revenue Vehicles	AO-Automobile	FRD - Ford Motor Corporation	Taurus AWD	91	8/20/2018	96789	1	4
WAYNCO	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Bus	92	10/1/2018	124655	2	3
WAYNCO	Revenue Vehicles	AO-Automobile	FRD - Ford Motor Corporation	Taurus AWD	10	4/4/2019	67307	3	4
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	99	7/19/2019	93907	2	3
WAYNCO	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Bus	98	9/19/2018	62738	3	3
WAYNCO	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Bus	95	11/27/2018	76492	3	3
WAYNCO	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Bus	96	11/27/2018	63241	3	3
WAYNCO	Revenue Vehicles	CU-Cutaway	CMD - Chevrolet Motor Division - GMC	Bus	97	11/27/2018	67459	3	3
WAYNCO	Revenue Vehicles	AO-Automobile	FRD - Ford Motor Corporation	Escape	11	1/29/2020	78858	3	2
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	12	3/12/2020	62909	3	3
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	14	6/16/2020	52569	3	3
WAYNCO	Revenue Vehicles	VN-Van	DTD - Dodge Division - Chrysler Corporation	MINI VAN	15	6/16/2020	43975	3	3
WAYNCO	Revenue Vehicles	AO-Automobile	FRD - Ford Motor Corporation	Transit Connect	16	6/4/2020	64149	3	2
WAYNCO	Revenue Vehicles	AO-Automobile	FRD - Ford Motor Corporation	Transit Connect	17	6/4/2020	53075	3	2
WAYNCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	18	2/12/2021	38838	4	2
WAYNCO	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Transit	A-1	12/10/2021	3269	5	1
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	235	9/1/2008	398601	2	13
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	236	9/1/2008	397382	2	13
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	238	9/1/2008	403454	2	13
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	1	1/1/2011	344272	1	11
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	2	1/1/2011	333545	1	11
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	3	1/1/2011	356216	1	11

WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	4	1/1/2011	324373	1	11
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	5	1/1/2011	347896	1	11
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	6	1/1/2011	334640	1	11
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	7	1/1/2011	349777	1	11
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	8	1/1/2011	327996	1	11
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4000	9	1/1/2011	337853	1	11
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	131	2/1/2014	184853	2	9
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	132	2/1/2014	216347	2	9
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	133	2/1/2014	234693	2	9
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	134	2/1/2014	236149	2	9
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	135	2/1/2014	233812	2	9
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	136	2/1/2014	231289	2	9
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	Challenger	WT-01	11/12/2013	300965	1	8
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CRUSADER	WT-08	10/26/2015	189359	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CRUSADER	WT-09	10/26/2015	182515	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CRUSADER	WT-10	10/26/2015	187349	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CRUSADER	WT-11	10/26/2015	190865	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CRUSADER	WT-12	10/26/2015	195040	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CRUSADER	WT-13	10/26/2015	181178	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CRUSADER	WT-14	10/26/2015	197446	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CRUSADER	WT-15	10/26/2015	204053	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	CRUSADER	WT-16	10/26/2015	197383	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-17	7/15/2016	134338	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-18	7/15/2016	192927	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-19	7/15/2016	182013	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-20	7/15/2016	211139	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-21	7/15/2016	200361	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-22	7/15/2016	200744	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-23	7/15/2016	204804	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-24	7/15/2016	175839	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-25	7/15/2016	203270	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-26	7/15/2016	191616	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E350 Champion Challenger	WT-27	7/15/2016	220485	2	6
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	WT-28	1/2/2017	208786	2	5
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	WT-29	1/2/2017	161608	2	5
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	WT-30	1/2/2017	172387	2	5
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	WT-31	1/2/2017	210898	2	5
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	WT-32	1/2/2017	215623	2	5
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	WT-33	1/2/2017	206447	2	5
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	WT-35	1/2/2017	214246	2	5
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	WT-36	1/2/2017	217508	2	5
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	E450 Challenger	WT-37	1/2/2017	185726	2	5
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	137	1/2/2018	102127	4	5
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	138	1/2/2018	101018	4	5
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	139	1/2/2018	107976	4	5
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	140	1/2/2018	100395	4	5
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	141	1/2/2018	106283	4	5
WCTA	Revenue Vehicles	BR-Over-the-road Bus	MCI - Motor Coach Industries International (DINA)	D4500	142	1/2/2018	101749	4	5
WCTA	Revenue Vehicles	CU-Cutaway	StarTrans	Senator II	WT-38	10/10/2018	144366	5	4
WCTA	Revenue Vehicles	CU-Cutaway	StarTrans	Senator II	WT-39	10/10/2018	137108	5	4
WCTA	Revenue Vehicles	CU-Cutaway	StarTrans	Senator II	WT-40	10/10/2018	136075	5	4
WCTA	Revenue Vehicles	CU-Cutaway	StarTrans	Senator II	WT-41	10/10/2018	140952	5	4
WCTA	Revenue Vehicles	CU-Cutaway	StarTrans	Senator II	WT-42	10/10/2018	135329	5	4
WCTA	Revenue Vehicles	CU-Cutaway	StarTrans	Senator II	WT-43	10/10/2018	124795	5	4
WCTA	Revenue Vehicles	CU-Cutaway	StarTrans	Senator II	WT-44	10/10/2018	111617	5	4
WCTA	Revenue Vehicles	CU-Cutaway	StarTrans	Senator II	WT-45	10/10/2018	130601	5	4
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus	500	11/15/2018	144375	4	4
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus	501	11/15/2018	139115	4	4
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus	502	11/15/2018	135145	4	4
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus	503	11/15/2018	137538	4	4
WCTA	Revenue Vehicles	BU-Bus	GIL - Gillig Corporation	Low Floor CNG Transit Bus	504	11/15/2018	134750	4	4
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1019	6/24/2019	108910	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1020	6/24/2019	109616	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1021	6/24/2019	115173	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1022	6/24/2019	111495	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1023	6/24/2019	110893	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1024	6/24/2019	108641	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1025	6/24/2019	105199	5	3

WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1026	6/24/2019	98271	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1027	6/24/2019	104586	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1028	6/24/2019	107189	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator II	1029	6/24/2019	107959	5	3
WCTA	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	WT-54	1/1/2020	79423	5	3
WCTA	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	WT-55	1/1/2020	78733	5	3
WCTA	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	WT-56	1/1/2020	87638	5	3
WCTA	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	WT-57	1/1/2020	73557	5	3
WCTA	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	WT-58	1/1/2020	81447	5	3
WCTA	Revenue Vehicles	CU-Cutaway	CMC - Champion Motor Coach Inc.	Challenger	WT-59	1/1/2020	77455	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator	WT-46	1/1/2020	81691	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator	WT-51	1/1/2020	73540	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator	WT-53	1/1/2020	74514	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator	WT-52	1/1/2020	70734	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator	WT-50	1/1/2020	79347	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator	WT-49	1/1/2020	78388	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator	WT-47	1/1/2020	84967	5	3
WCTA	Revenue Vehicles	CU-Cutaway	SPC - Startrans (Supreme Corporation)	Senator	WT-48	1/1/2020	76228	5	3
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	ECONOLINE	WT-60	4/30/2021	8429	5	1
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	ECONOLINE	WT-61	4/30/2021	22564	5	1
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	ECONOLINE	WT-62	4/30/2021	23231	5	1
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	ECONOLINE	WT-63	4/30/2021	24409	5	1
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	ECONOLINE	WT-64	4/30/2021	23350	5	1
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	ECONOLINE	WT-65	4/30/2021	22763	5	1
WCTA	Revenue Vehicles	CU-Cutaway	FRD - Ford Motor Corporation	ECONOLINE	WT-66	4/30/2021	23204	5	1

Organization	Asset Category	Asset Class	Manufacturer	Model	Asset Tag	In Service Date	Odometer Reading	TERM Condition	Age (Years)
ACTS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-250	500	8/14/2020	1245	4.75	3
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	GMC Sierra Dump Truck	SV-2011	2/22/2011	9705	2	11
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	GMC Sierra Pickup Truck	SV-2015	8/29/2014	12920	2	7
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Traverse	86574	11/18/2015	69503	3	7
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Traverse	86587	12/6/2016	48694	3	6
AMTRAN	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Impala	86641	12/5/2017	39876	3	5
ATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F350 Truck	152	1/6/2000	57528	1	22
ATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	Truck	153	11/1/2009	75209	3	13
ATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F350 Truck	154	10/6/2012	66862	3	10
ATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	ZZZ - Other (Describe)	Suburban	111	2/1/2012	107961	1.5	10
ATA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Blazer	112	8/16/2021	1975	5	1
ATA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Blazer	113	11/30/2021	531	5	1
ATA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Blazer	114	11/30/2021	737	5	1
BCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F350 TRUCK	9056-8	9/26/2006	34260	2	15
BCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	TRAILBLAZER	1313-6	9/4/2008	115984	1	14
BCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	COBALT	2036-5	5/28/2008	57262	1	14
BCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	TAURUS AWD	2040-99	5/24/2012	65591	1	9
BCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER XLT	2041-12	6/21/2012	109564	1	9
BCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F150 SUPER CREW	2042-14	7/17/2012	87843	1	10
BSS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F250	Maintenance Truck	3/11/2020	3355	4.75	2
BMC	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Fusion	2	2/22/2016	27252	4	6
BCT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-250	747	3/29/2013	35747	1.5	10
BTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	2021 FORD ESCAPE SE	130	10/31/2021	630	4.75	1
BTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	2021 FORD F-250 WITH PLOW AND SPREADER	131	10/31/2021	1208	4.75	1
CTDC	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Escape	5-4	9/5/2016	81797	2	5
CTDC	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Escape	5-5	7/24/2017	79570	2	5
CTDC	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	DTD - Dodge Division - Chrysler Corporation	RAM 2500	2500	12/2/2021	800	5	0
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-350	SERVICE1	3/17/2011	46658	3.25	11
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	SERVICE7	10/4/2016	93342	2.88	5
COLTS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F550	SERVICE8	8/15/2017	5428	3.39	5
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Edge	SERVICE 9	1/1/2020	48215	3.38	3
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EDGE	SERVICE 10	10/7/2019	11646	3.38	3
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPEDITION	SERVICE11	3/19/2019	19822	3.13	3
COLTS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	SERVICE12	11/4/2019	8205	3.13	3
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Ford Super Duty F-250	BLUE TRUCK	12/29/2015	15889	5	6
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD SUPER DUTY F-350	RED TRUCK	2/9/2016	25378	5	6
COLEBT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	BLUE FORD ESCAPE	ESC2	6/21/2007	127769	1	15
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD EXPLORER	BLUE 2020 STAFF VEHICLE	2/27/2020	2826	5	2
COLEBT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	2021 BEIGE FORD EXPLORER	3/30/2021	2497	5	1
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Fusion	701	4/14/2011	80539	2	10
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Focus	702	6/21/2011	211114	2	10
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Focus	703	6/21/2011	24881	2	10
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Taurus	705	11/17/2016	53332	4	6
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Taurus	706	1/8/2018	33755	4.5	5
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	707	5/23/2019	19680	4.5	3
CRATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	RANGER	708	1/24/2020	15902	5	3
CRATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	704	2/17/2017	71720	3	6
CRATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F250	709	10/7/2020	6145	5	3
CRATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CAM SUPERLINE	EQUIPMENT HAULER	710	8/28/2020	0	5	2
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	905	1/20/2004	60108	1	18
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	914	12/22/2015	144497	1	12
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	915	8/1/2010	25740	3	11
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	920	3/1/2015	76922	3	7
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FL91693	921	6/7/2016	48662	3	6
ENDMTN	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FL32999	922	6/7/2016	61297	3	6
ENDMTN	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	EDGE	924	7/20/2020	12702	5	2
ENDMTN	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-350	925	7/20/2020	6446	5	2
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	F350	13	1/5/2005	135957	1	17
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	Xlt	8	2/20/2013	150313	3	9
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	F250	12	2/20/2013	51222	3	9
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	F250	15	2/20/2013	44808	3	9
EMTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	F250	7	11/16/2006	208034	1	15
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	1	3/26/2002	138033	1	20
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-450 Dump Body	218	2/20/2018	30536	5	4
EMTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F-450 Dump Body	118	2/20/2018	27448	5	4
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)	Trucks and other Rubber Tire Vehicles	ZZZ - Other (Describe)		4900	1/5/1988	22999	1	34
EMTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	INT - International	International	2	3/6/2001	15312	1	21

EMTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	INT - International	HX520 6x4	1620	12/10/2020	4793	5	1	
EMTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	TAHOE	E5	5/4/2020	21922	5	2	
EMTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Colorado	E6	5/4/2020	10029	5	2	
EMTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	5500 Dump Truck	E7	5/4/2020	1629	5	3	
FACT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250	198	12/1/2013	7679	3	9	
FACT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	159	4/1/2009	63601	2	13	
FACT	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Expedition	180	5/1/2012	11965	2	10	
FACT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F350	165	10/1/2009	40703	2	12	
FOREST	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC		Service Truck	12/10/2021	257	5	0	
HPT	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Silverado K2500	9803	1/6/2020	2784	5	3	
HPT	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Blazer	9804	2/10/2021	7886	5	1	
ICTA	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	EQUINOX	10	4/1/2012	89633	2	12	
ICTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Escape	313	5/17/2017	50469	4	5	
ICTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	ZZZ - Other (Describe)	T-300	S-01	10/22/2008	8585	3	15	
ICTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-250	S-003	12/18/2018	13284	4	3	
ICTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation		604	11/20/2019	12078	4	3	
LANTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	IMPALA	2628	10/17/2000	58948	1	21	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	CHEVROLET	7874	1/31/2014	30846	3	9	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	ESCAPE HYBRID 4WD	6097	1/31/2011	77709	2	11	
LANTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FUSION HYBRID	6096	1/31/2011	37132	2	11	
LANTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FUSION HYBRID	6095	1/31/2011	47422	2	11	
LANTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FUSION HYBRID	6094	1/31/2011	60020	2	11	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	MERCURY MARINER HYBRID	5753	12/31/2009	134963	2	12	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	TOY - Toyota Motor Corporation	HIGHLANDER HYBRID	5540	12/31/2008	175942	1	13	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	TOY - Toyota Motor Corporation	HIGHLANDER HYBRID	5623	11/30/2008	167717	1	13	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	TOY - Toyota Motor Corporation	HIGHLANDER HYBRID	5549	12/31/2008	109594	1	13	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	k2500 4WD PICKUP	3516	12/31/2002	100956	1	20	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	BLAZER	3580	5/31/2003	126098	1	19	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	TRAVERSE	8800	2/8/2019	35080	5	3	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	SILVERADO K-2500	8802	3/8/2019	12978	5	3	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Equinox	7876	1/17/2020	6130	5	2	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Equinox	7877	12/27/2019	20780	5	2	
LANTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Traverse	7878	1/17/2020	19646	5	2	
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	GMC - General Motors Corporation	SAVANA	7	1/23/2015	58754	1	16	
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-250	9	8/5/2009	42478	1	13	
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-350 DUMP	8	8/5/2009	7756	1	13	
LCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	2	8/16/2019	7707	4	3	
LCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	1*	6/4/2021	11909	5	1	
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	5	1	
LCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	TRANSIT	S-013	1/25/2022	1668	5	1	
LCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	KUBOTA	RTV-X1100CWL-H	S-014	2/15/2022		5	0	
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	2500 HD	413	1/2/2006	103884	1	16	
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Acadia	410	1/3/2011	55180	2	11	
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Traverse	412	3/18/2016	32696	3	6	
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	silverado	417	6/20/2016	17095	3	6	
MCRCOG	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Silverado	418	8/1/2016	39565	3	6	
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Traverse	419	9/7/2018	11302	4	3	
MCRCOG	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Explorer	422	7/26/2022			0	
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	4.25	4	
MMVTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	Jeep	Cherokee		MVTA004SSV	4/22/2019	5784	4.5	3
MIDCO	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	TERRAIN	E1	12/10/2012	34522	4	10	
MIDCO	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	BLAZER	M4	9/3/2003	57066	1	19	
MIDCO	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F350	M7	8/18/2017	2780	4.25	5	
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F-550	954	12/22/2005	37314	2	17	
MCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Trailblazer	303	12/19/2007	197703	2	14	
MCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Escape	304	2/3/2009	118536	2	13	
MCTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Silverado	955	3/15/2013	144597	2	9	
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	John Deere		250	952	12/31/2000	814	2	22
MCTA	Service Vehicles (Non-Revenue)	Automobiles	JEEP	CHEROKEE LATITUDE	307	2/12/2020	30045	5	2	
MCTA	Service Vehicles (Non-Revenue)	Automobiles	JEEP	GLADIATOR	308	9/11/2020	26518	5	2	
MCTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F250SD	309	9/24/2020	20992	5	2	
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F550SD	956	6/15/2021	484	5	2	
MCTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F550SD	957	6/15/2021	497	5	2	
NCATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Edge	C003	1/5/2009	102347	1	13	
NCATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	DTD - Dodge Division - Chrysler Corporation	Ram	P004	9/1/2014	68323	4	8	
NCATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EDGE	C004	1/11/2019	16916	5	3	
NCATA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	SILVERADO 3500	P005	5/8/2018	16033	5	4	
NCATA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	EXPLORER	C005	1/28/2022	1050	5	0	
PART	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	Envoy		Asst Mgr	1/1/2008	48187	2	14
PART	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	F350		Svc Vehicle	1/1/2010	37636	2	12
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	2	11/15/1996	88125	1	26	
RVTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	5	9/28/2006	146126	2	16	

RVTA	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	FORD	8	4/17/2008	122016	2	14
RVTA	Service Vehicles (Non-Revenue)	Automobiles	ZZZ - Other (Describe)	CHEVROLET	10	7/1/2002	71542	2	20
RVTA	Service Vehicles (Non-Revenue)	Automobiles	GMC - General Motors Corporation	GMC	19	12/8/2011	69499	4	10
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	SIERRA 3500	28	2/2/2016	22134	5	6
RVTA	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	30	4/4/2018	162059	4	5
RVTA	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	Grand Caravan	31	4/4/2018	158406	4	5
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	EQUINOX	35	7/2/2018	26935	5	4
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	EQUINOX	36	7/2/2018	27191	5	4
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	TAHOE	37	8/8/2018	35564	5	4
RVTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	TRANSIT	913	3/4/2019	76188	4.5	4
RVTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	TRANSIT	914	3/4/2019	59239	4.5	4
RVTA	Service Vehicles (Non-Revenue)	Automobiles	DTD - Dodge Division - Chrysler Corporation	PROMASTER	43	7/28/2020	6111	5	3
RVTA	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	TRAVERSE	44	3/10/2021	7904	5	1
RVTA	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	3500	46	3/17/2022			0
STS	Service Vehicles (Non-Revenue)	Automobiles	FRD - Ford Motor Corporation	Expedition	1002	4/1/2008	140485	1	14
STS	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Silverado K2500 4 Door EXT	710	3/10/2016	70214	1.5	6
STS	Service Vehicles (Non-Revenue)	Automobiles	CMD - Chevrolet Motor Division - GMC	Tahoe K1500 LS	1003	11/30/2017	30950	3.5	4
STS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F350	707	5/1/2005	32813	1	17
STS	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	FRD - Ford Motor Corporation	F550 -DUMP	709	6/30/2008	10290	1	14
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	5	1
SOMERS	Service Vehicles (Non-Revenue)	Automobiles	TOY - Toyota Motor Corporation	Koots Kart		6/22/2012	44523	2.5	10
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		2/14/2013	28872	4	10
WASHCO	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Silverado	927	4/8/2019	11990	4.87	3
WASHCO	Service Vehicles (Non-Revenue)	Trucks and other Rubber Tire Vehicles	CMD - Chevrolet Motor Division - GMC	Silverado	928	4/8/2019	42177	4.87	3

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
HEADQUARTATA		Administra	ATA Regional Head	Administrative Office / Sales Office		3
KANE GARA	ATA	Parking	Kane Garage	Other Passenger or Parking		1
PUNXSUTAWATA		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 TRA	Bus Transfer Station		4
8033	BCTA	Passenger	EXPRESSWAY TRA	Bus Transfer Station		4
7000	BCTA	Passenger	LAND PARCEL 1-LA	Bus Transfer Station		2
7001	BCTA	Passenger	LAND PARCEL 1-LA	Bus Transfer Station		2
7002	BCTA	Passenger	LAND PERCEL 2-LA	Bus Transfer Station		2
7003	BCTA	Passenger	LAND PARCEL 2-LA	Bus Transfer Station		2
7004	BCTA	Passenger	LAND PARCEL 2-LA	Bus Transfer Station		2
7005	BCTA	Passenger	LAND PARCEL 2-LA	Bus Transfer Station		2
7006	BCTA	Passenger	LAND PARCEL 3-LA	Bus Transfer Station		2
7007	BCTA	Passenger	LAND PARCEL 3-LA	Bus Transfer Station		2
7008	BCTA	Passenger	LAND PARCEL 3-LA	Bus Transfer Station		2
7009	BCTA	Passenger	LAND PARCEL 3-LA	Bus Transfer Station		2
7010	BCTA	Passenger	LAND PARCEL 3-LA	Bus Transfer Station		2
7011	BCTA	Passenger	LAND PARCEL 4-LA	Bus Transfer Station		2
7012	BCTA	Passenger	LAND PARCEL 4-LA	Bus Transfer Station		2

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

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

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

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

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 FUEL	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	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
A.	Substructure	Foundations: Walls, columns, pilings other structural components Basement: Materials, insulation, slab, floor underpinnings							
B.	Shell	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	Partitions: walls, interior doors, fittings such as signage Stairs: Interior stairs and landings Finishes: Materials used on walls, floors, and ceilings <i>This component covers all interior spaces, regardless of use.</i>							
D.	Conveyance	Elevators Escalators Lifts: any other such fixed apparatuses for the movement of goods or people							
E.	Plumbing	- Fixtures - Water distribution - Sanitary waste - Rain water drainage							
F.	HVAC	- Energy supply - Heat generation and distribution systems - Cooling generation and distribution systems - Testing, balancing, controls and instrumentation - Chimneys and vents							
G.	Fire Protection	- Sprinklers - Standpipes - Hydrants and other fire protection specialties							
H.	Electrical	- 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	Equipment related to the function of the facility, including maintenance or vehicle service equipment <i>For clarity, includes only items valued above \$10,000 and related to facility function</i>							
J.	Site	- 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	Sub-Components	Asset Quantity	Unit of Measure	Percent of Asset Quantity by Condition				
					5 Excellent	4 Good	3 Adequate	2 Marginal	1 Poor
A.	Substructure	Foundations: Walls, columns, pilings other structural components Basement: Materials, insulation, slab, floor underpinings							
B.	Shell	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	Partitions: walls, interior doors, fittings such as signage Stairs: Interior stairs and landings Finishes: Materials used on walls, floors, and ceilings <i>This component covers all interior spaces, regardless of use.</i>							
D.	Conveyance	Elevators Escalators Lifts: any other such fixed apparatuses for the movement of goods or people							
E.	Plumbing	- Fixtures - Water distribution - Sanitary waste - Rain water drainage							
F.	HVAC	- Energy supply - Heat generation and distribution systems - Cooling generation and distribution systems - Testing, balancing, controls and instrumentation - Chimneys and vents							
G.	Fire Protection	- Sprinklers - Standpipes - Hydrants and other fire protection specialties							
H.	Electrical	- 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	Items including turnstiles, ticket machines, and any other major equipment requiring capital request for replacement							
J.	Site	- 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

PennDOT Bureau of Public Transportation Estimated Service Life (ESL) for Capital Items

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 Bu 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

PennDOT Bureau of Public Transportation Estimated Service Life (ESL) for Capital Items

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

PennDOT Bureau of Public Transportation Estimated Service life {ESL) for Capital Items

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.

(signature)
(name, organization, position)

(signature)
(name, organization, position)

**2027 INTERSTATE
TRANSPORTATION
IMPROVEMENT PROGRAM**

Project Information							FFY 2027 Costs						FFY 2028 Costs						FFY 2029 Costs						FFY 2030 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	81	542	109306	I-81 Mill/Fill Lackawanna Line to New Milford	+C	IMAN	NHPP	4,474,800	581	497,200		4,972,000																		2/27/2025 A	
Susquehanna	81	590	75976	I-81 Exit 219	+C	IMAN	NHPP	20,311,340				20,311,340	NHPP	5,000,000				5,000,000												4/23/2026 E	
Totals for: Susquehanna								24,786,140		497,200		25,283,340		5,000,000				5,000,000												30,283,340	
Overall Totals:								24,786,140		497,200		25,283,340		5,000,000		0		5,000,000												30,283,340	

**2027 INTERSTATE
TRANSPORTATION
IMPROVEMENT PROGRAM
PUBLIC NARRATIVE REPORT**

Susquehanna

PennDOT Project Id: 75976

Project Administrator: PennDOT

Improvement Type: Interchange Improvement

Municipality: New Milford (TWP)

Actual Construction Bid Date:

Location: Susquehanna County, Gibson Township, I-81 (Exit 219)

Title: I-81 Exit 219

State Route: 81

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 4/23/2026

Project Description: Interchange/Safety Improvement on Interstate 81 (Exit 219) in Harford and New Milford Townships, Susquehanna County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$20311	\$5000	\$0	\$0	\$0	\$0
State:	\$0	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$20,311	\$5,000	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$25,311					

PennDOT Project Id: 109306

Project Administrator: PennDOT

Improvement Type: Resurface

Municipality: Lenox (TWP)

Actual Construction Bid Date: 2/27/2025

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

Title: I-81 Mill/Fill Lackawanna Line to New Milford

State Route: 81

Air Quality Status: AQ Conformity Does Not Apply

Estimated Construction Bid Date: 2/27/2025

Project Description: Resurfacing and Bridge Preservation on Interstate 81 (American Legion Memorial Highway) in New Milford Borough, Lenox, Harford, and New Milford Townships, Susquehanna County.

Project Costs(In Thousands)						
Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	\$4475	\$0	\$0	\$0	\$0	\$0
State:	\$497	\$0	\$0	\$0	\$0	\$0
Local/Other:	\$0	\$0	\$0	\$0	\$0	\$0
	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Period Totals:	\$4,972	\$0	\$0	\$0	\$0	\$0
Total FFY 2027-2038 Cost	\$4,972					

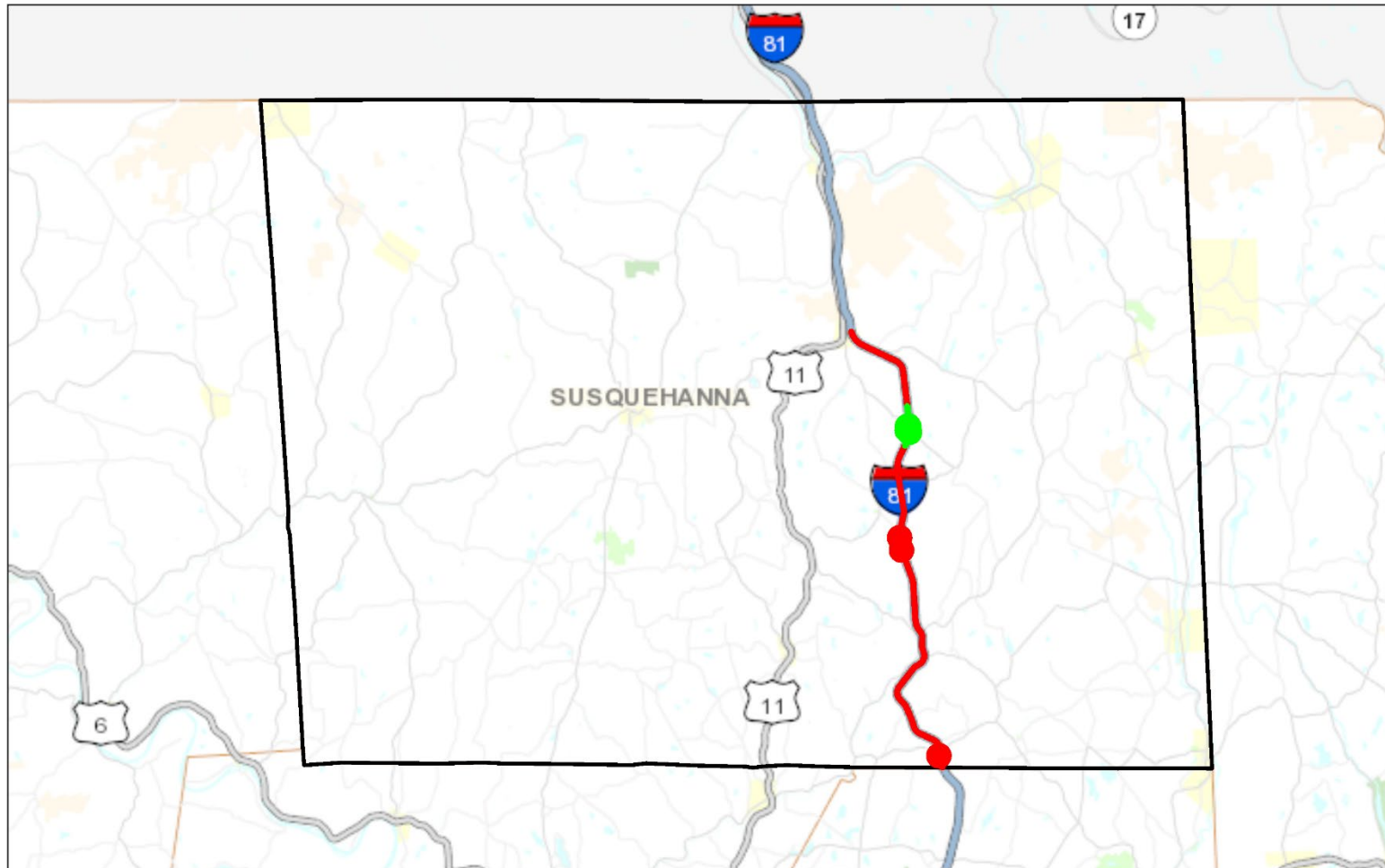
Fund Category Appendix

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	Turnpike
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

HBFHWATIP

**2027 INTERSTATE MANAGEMENT
TRANSPORTATION IMPROVEMENT
PROGRAM PROJECT MAP**

2027-2030 Interstate TIP Projects Map

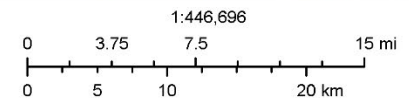


April 8, 2026

● MPMS PROJECT: 75976

● MPMS PROJECT: 109306

□ County: 57



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Northern Tier RPO
PennDOT

**2027 RAIL-HIGHWAY
CROSSING (RRX)
PROJECT LIST**

2027 Rail-Highway Crossing Program

Dist	Planning Partner	County	Project	Title	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031 Tot	2032 Tot	2033 Tot	2034 Tot	2035-38 Tot	Total
1	Erie	Erie	113215	Bayfront Parkway RRX	0	0	0	500,000	0	0	0	0	0	500,000
1	SVTS	Mercer	106281	Bessemer & Lake Erie RR Corridor	0	0	0	0	0	600,000	400,000	0	0	1,000,000
1	Northwest	Venango	118221	Oil City Corridor WNYPA	450,000	0	0	0	0	0	0	0	0	450,000
1	Erie	Erie	114480	Norfolk Southern Erie County Circuitry Upgrade	450,000	700,000	700,000	1,050,000	1,100,000	0	0	0	0	4,000,000
1	Northwest	Crawford	106162	Mt Pleasant Rd RR Crossing	0	0	0	0	0	0	318,500	0	0	318,500
1	Northwest	Crawford	113216	Shaw's Landing RRX	0	0	0	0	0	0	375,000	0	0	375,000
1	Northwest	Crawford	123781	WNYPA RR Crossing Upgrades	250,000	301,312	400,000	0	0	0	0	0	0	951,312
2	Centre	Centre	113890	Struble Rd RR Warn Device	12,680	0	0	0	0	0	0	0	0	12,680
2	North Central	Clearfield	114049	McGees Mills RR Device Upgrade	32,000	0	0	0	0	0	0	0	0	32,000
2	SEDA-COG	Mifflin	117782	Walnut St RR Device Install	157,000	183,000	0	0	0	0	0	0	0	340,000
2	SEDA-COG	Mifflin	119464	Delaware Ave RR Warning Device	70,000	296,000	0	0	0	0	0	0	0	366,000
2	Centre	Centre	121373	West Maple & Reed Street RR Upgrade	100,000	340,000	349,000	0	0	0	0	0	0	789,000
2	North Central	Elk	121215	St. Marys RR Crossing	0	0	0	0	0	0	0	171,000	0	171,000
2	Centre	Centre	121370	Lemont Corridor RR Warning Devices	0	0	0	0	0	0	1,000,000	1,000,000	1,000,000	3,000,000
3	WATS	Lycoming	118259	LVRN RRX Loyal Sock Ave and Commerce Park Drv	351,800	340,000	0	0	0	0	0	0	0	691,800
3	SEDA-COG	Columbia	118274	North Shore RRX Columbia and Montour Counties	707,741	1,200,000	1,900,000	300,000	200,000					4,307,741
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	275,000	500,000	570,000	951,261	0	0	0	2,296,261
4	Scranton/W-B	Luzerne	103196	CP Pittston / Dupont Corridor	200,000	200,000	0	0	0	0	0	0	0	400,000
4	Scranton/W-B	Luzerne	111134	C and H Corridor	736,341	0	0	0	0	0	0	0	0	736,341
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	118219	Jaycee Drive RR Crossing	0	0	67,500	0	0	0	0	0	0	67,500
4	Scranton/W-B	Luzerne	118283	LCRA Corridor 2	759,411	0	0	0	0	0	0	0	0	759,411
5	Lehigh Valley	Lehigh	102868	Ruppsville Road	0	0	502,542	0	0	0	0	0	0	502,542
5	Lehigh Valley	Lehigh	102979	Albert Street Allentown RRX	0	0	624,730	0	0	0	0	0	0	624,730
5	Lehigh Valley	Northampton	102864	Bethlehem Corr. Safety	0	0	0	0	0	0	0	1,160,000	0	1,160,000
5	Lehigh Valley	Lehigh	102870	Penn Ave Alburdis RRX	0	0	0	282,000	0	0	0	0	0	282,000
5	Lehigh Valley	Northampton	102869	SR 512 (Beth Bath Pike) NS RRX	0	0	250,000	250,000	0	0	0	0	0	500,000
5	Reading	Berks	117973	Walnuttown Road Crossing	0	454,000	0	0	0	0	0	0	0	454,000
5	Reading	Berks	117975	Manatawny Drive Crossing	0	0	380,000	0	0	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	300,000	150,000	0	0	0	0	0	0	450,000
6	DVRPC	Chester	118185	Woodland Ave. Xing	0	0	400,000	0	0	0	0	0	0	400,000
6	DVRPC	Chester	118186	Kimble Road Xing	0	0	0	0	305,000	0	0	0	0	305,000
6	DVRPC	Chester	118188	Mt. Pleasant Rd Xing	0	0	0	100,000	215,000	0	0	0	0	315,000
6	DVRPC	Delaware	113251	Highland Ave. Railroad Preemption	0	0	200,000	0	0	0	0	0	0	200,000
6	DVRPC	Montgomery	118187	Central Ave. Xing	425,000	0	0	0	0	0	0	0	0	425,000
8	York	York	120103	Stonewood Road RRX	268,118	181,968	0	0	0	0	0	0	0	450,086
9	S. Alleghenies	Somerset	106261	Windber Borough 15th St Grade Crossing	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	400,000	400,000
9	S. Alleghenies	Somerset	103035	CSX Grade Xing Improvemnt	0	0	0	0	0	0	0	600,000	1,400,000	2,000,000
9	S. Alleghenies	Somerset	106263	Mount Davis Road Grade Crossing	0	0	0	0	0	0	0	0	500,000	500,000

2027 Rail-Highway Crossing Program

Dist	Planning Partner	County	Project	Title	2027 Tot	2028 Tot	2029 Tot	2030 Tot	2031 Tot	2032 Tot	2033 Tot	2034 Tot	2035-38 Tot	Total
9	Altoona	Blair	106320	EVRR Claysburg Line Corridor South	0	0	0	350,000	850,000	600,000	0	0	0	1,800,000
9	Altoona	Blair	121386	PA 453 14th Street Corridor - NBE	0	0	0	400,000	600,000	1,000,000	0	0	0	2,000,000
9	Altoona	Blair	121388	Blair County EVRR Corridor	0	0	0	0	0	0	1,000,000	2,000,000	0	3,000,000
9	Altoona	Blair	123150	US 22 NS Crossing	0	0	500,000	250,000	0	0	0	0	0	750,000
9	Johnstown	Cambria	121384	SR 271 Clinton Street Crossing	0	0	0	600,000	0	0	0	0	0	600,000
10	SPC	Butler	105574	Zelienople Railroad Corridor	0	0	392,500	392,500	0	0	0	0	0	785,000
10	North Central	Jefferson	105576	Rikers Road Crossing	0	0	0	225,000	0	0	0	0	0	225,000
10	North Central	Jefferson	109387	South Park Street Crossing	0	0	0	200,000	0	0	0	0	0	200,000
10	North Central	Jefferson	110767	Mitchell Avenue Crossing	0	0	0	200,000	0	0	0	0	0	200,000
10	North Central	Jefferson	105583	Big Run Railroad Corridor	0	0	0	0	0	0	0	0	530,450	530,450
10	SPC	Butler	110766	Maple Avenue Crossing	0	0	0	0	200,000	0	0	0	0	200,000
10	SPC	Butler	110768	Evans City Corridor Crossings	0	0	0	0	0	500,000	0	0	0	500,000
10	SPC	Butler	109385	Slippery Rock Group Crossings	0	0	0	0	0	0	0	550,000	0	550,000
10	SPC	Indiana	105582	Olson Road Crossing	0	0	0	0	0	0	0	0	300,000	300,000
11	SPC	Allegheny	121379	URR Penn Ave Ext Crossing	0	0	0	161,500	0	0	0	0	0	161,500
11	SPC	Allegheny	121378	W&LE Corridor	0	0	825,390	0	0	0	0	0	0	825,390
11	SPC	Beaver	121380	BPRR Corridor	1,000,000	600,000	0	0	0	400,000	2,000,000	0	0	4,000,000
11	SPC	Beaver	121091	YSRR - Constitution Blvd	481,730	0	0	0	0	0	0	0	0	481,730
11	SPC	Beaver	106078	NS RR Crossings in Darlington and Big Beaver	0	0	0	200,000	400,000	0	0	0	0	600,000
12	SPC	Washington	106063	Elco Corridor	0	0	0	0	500,000	0	0	0	0	500,000
12	SPC	Westmoreland	103190	Vine Street Grade Xing	0	0	0	0	250,000	0	0	0	0	250,000
12	SPC	Washington	103187	Besco St. Grade Crossing	0	0	0	0	250,000	0	0	0	0	250,000
12	SPC	Westmoreland	113267	New Kensington Corridor	534,007	720,000	0	0	0	0	0	0	0	1,254,007
12	SPC	Washington	114584	Charleroi Corridor RRX	0	0	0	0	0	800,000	0	0	0	800,000
12	SPC	Washington	118280	West Brownsville RRX Corridor	0	0	0	0	0	1,000,000	0	0	0	1,000,000
99	STWD Items	Central Office	114537	Norfolk Southern Statewide LED Upgrades	196,393	235,000	364,915	800,000	901,951	706,400	0	0	0	3,204,659
99	STWD Items	Central Office	114543	Norfolk Southern Statewide Circuitry Upgrade	0	0	0	0	0	0	1,524,791	135,963	0	1,660,754
99	STWD Items	Central Office	98255	RRX Reserve	1,779	5,448	29,695	63,000	473,049	626,339	565,709	1,567,037	24,203,862	27,535,918
				Total	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	7,184,000	28,737,000	86,209,000
				Highlighted rows indicate new RRX projects										

**2027 HIGHWAY SAFETY
IMPROVEMENT PROGRAM (HSIP)
SET-ASIDE PROJECT LIST**

2027-28 HSIP Set Aside Selected Projects

District	Planning Partner	County	Project	Project Title	Phase	Cost	Full or Partial Project Set-Aside Funding Request
1	Erie MPO	Erie	TBD	<i>Erie Co. 12th St. Liberty to Chestnut</i>	PE	\$410,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. 12th St. Liberty to Chestnut</i>	FD	\$325,442	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. 12th St. Liberty to Chestnut</i>	CON	\$2,145,257	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. SR 6 Union City RRFb's</i>	PE	\$32,214	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. SR 6 Union City RRFb's</i>	UTL	\$8,054	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. SR 6 Union City RRFb's</i>	CON	\$189,732	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. I-90 VSL's</i>	PE	\$30,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. I-90 VSL's</i>	CON	\$5,030,560	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. 12th St SS4A Road Safety Audit (RSA)</i>	STUDY	\$250,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. 12th St Parade to Wayne VRU</i>	PE	\$400,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. 12th St Parade to Wayne VRU</i>	FD	\$300,000	Full - Set-Aside Funding
1	Erie MPO	Erie	TBD	<i>Erie Co. 12th St Parade to Wayne VRU</i>	CON	\$719,781	Full - Set-Aside Funding
1	Northwest RPO	Venango	TBD	<i>Mercer and Venango Co. I-80 VSL's MM 15 - 42</i>	PE	\$10,000	Full - Set-Aside Funding
1	Northwest RPO	Venango	TBD	<i>Mercer and Venango Co. I-80 VSL's MM 15 - 42</i>	CON	\$1,838,891	Full - Set-Aside Funding
1	Northwest RPO	Venango	51195	<i>Venango Co. SR 322 04M</i>	PE	\$106,551	Full - Set-Aside Funding
1	Northwest RPO	Venango	51195	<i>Venango Co. SR 322 04M</i>	CON	\$1,243,088	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	<i>Crawford Co. SR 886 Allegheny College Roundabout</i>	PE	\$371,000	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	<i>Crawford Co. SR 886 Allegheny College Roundabout</i>	FD	\$500,000	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	<i>Crawford Co. SR 886 Allegheny College Roundabout</i>	UTL	\$45,000	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	<i>Crawford Co. SR 886 Allegheny College Roundabout</i>	ROW	\$50,000	Full - Set-Aside Funding
1	Northwest RPO	Crawford	121730	<i>Crawford Co. SR 886 Allegheny College Roundabout</i>	CON	\$2,763,173	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	97912	<i>SR 62 and Budd Street SR 62-20M</i>	CON	\$100,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	51021	<i>Mercer Co. I-80 VSL's MM 10 - 15</i>	PE	\$10,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	51022	<i>Mercer Co. I-80 VSL's MM 10 - 16</i>	FD	\$17,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	51023	<i>Mercer Co. I-80 VSL's MM 10 - 17</i>	CON	\$527,154	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	TBD	<i>Mercer Co. SR 19 Springfield Twp</i>	PE	\$3,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	TBD	<i>Mercer Co. SR 19 Springfield Twp</i>	FD	\$2,000	Full - Set-Aside Funding
1	Shenango Valley MPO	Mercer	TBD	<i>Mercer Co. SR 19 Springfield Twp</i>	CON	\$75,625	Full - Set-Aside Funding
2	SEDA-COG MPO	Juniata	120112	<i>SR 235 HFST</i>	PE	\$20,000	Full - Set-Aside Funding
2	SEDA-COG MPO	Juniata	120112	<i>SR 235 HFST</i>	CON	\$150,000	Full - Set-Aside Funding
2	Centre County MPO	Centre	123251	<i>RRFB State College Borough Project</i>	PE	\$300,000	Full - Set-Aside Funding
2	Centre County MPO	Centre	123252	<i>RRFB State College Borough Project</i>	FD	\$200,000	Full - Set-Aside Funding
2	Centre County MPO	Centre	123253	<i>RRFB State College Borough Project</i>	CON	\$650,000	Full - Set-Aside Funding
2	Centre County MPO	Centre	123252	<i>I80 - SR 144 HFST Project</i>	CON	\$700,000	Full - Set-Aside Funding
3	SEDA-COG MPO	Montour	123073	<i>SEDA-COG I-80 HTCMB</i>	CON	\$1,065,890	Full - Set-Aside Funding
4	LLTS MPO	Luzerne	102030	<i>SR 2002 (San Souci Parkway) Reconstruction</i>	CON	\$4,500,000	Partial - Project Split Funding (Other Federal & State)
4	Wayne	Wayne	121173	<i>SR 196 & SR 507 Intersection Improvement</i>	PE	\$500,000	Partial - Project Split Funding (Regional HSIP)
4	Wayne	Wayne	121173	<i>SR 196 & SR 507 Intersection Improvement</i>	FD	\$500,000	Partial - Project Split Funding (Regional HSIP)
4	Wayne	Wayne	121173	<i>SR 196 & SR 507 Intersection Improvement</i>	CON	\$2,200,000	Partial - Project Split Funding (Regional HSIP)
5	NEPA MPO	Monroe	113879	<i>209 Middle Smithfield Elem. Dr. to Portuguese Lane</i>	FD	\$650,000	Partial - Project Split Funding (Regional HSIP)
5	NEPA MPO	Monroe	113879	<i>209 Middle Smithfield Elem. Dr. to Portuguese Lane</i>	UTL	\$250,000	Partial - Project Split Funding (Regional HSIP)
5	NEPA MPO	Monroe	113879	<i>209 Middle Smithfield Elem. Dr. to Portuguese Lane</i>	ROW	\$1,650,000	Partial - Project Split Funding (Regional HSIP)
5	NEPA MPO	Monroe	113879	<i>209 Middle Smithfield Elem. Dr. to Portuguese Lane</i>	CON	\$2,360,041	Partial - Project Split Funding (Regional HSIP)
5	Reading MPO	Berks	TBD	<i>Systemic Safety Project D-5 2025</i>	PE	\$191,000	Full - Set-Aside Funding
5	Reading MPO	Berks	TBD	<i>Systemic Safety Project D-5 2025</i>	CON	\$1,193,865	Full - Set-Aside Funding
6	DVRPC MPO	Bucks	TBD	<i>SR 0413 Veterans Highway & Wharton Road/Old Rodgers Road Intersection</i>	PE	\$225,800	Full - Set-Aside Funding
6	DVRPC MPO	Bucks	TBD	<i>SR 0413 Veterans Highway & Wharton Road/Old Rodgers Road Intersection</i>	FD	\$169,350	Full - Set-Aside Funding
6	DVRPC MPO	Bucks	TBD	<i>SR 0413 Veterans Highway & Wharton Road/Old Rodgers Road Intersection</i>	UTL	\$8,000	Full - Set-Aside Funding
6	DVRPC MPO	Bucks	TBD	<i>SR 0413 Veterans Highway & Wharton Road/Old Rodgers Road Intersection</i>	CON	\$1,121,000	Full - Set-Aside Funding
6	DVRPC MPO	Chester	TBD	<i>SR 3070 Lincoln Highway Corridor Safety Improvements</i>	PE	\$379,400	Partial - Project Split Funding (Regional HSIP)

2027-28 HSIP Set Aside Selected Projects

District	Planning Partner	County	Project	Project Title	Phase	Cost	Full or Partial Project Set-Aside Funding Request
6	DVRPC MPO	Chester	TBD	SR 3070 Lincoln Highway Corridor Safety Improvements	FD	\$284,550	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Chester	TBD	SR 3100 High Street Corridor Safety Improvements	PE	\$676,800	Full - Set-Aside Funding
6	DVRPC MPO	Chester	TBD	SR 3100 High Street Corridor Safety Improvements	FD	\$507,600	Full - Set-Aside Funding
6	DVRPC MPO	Chester	TBD	SR 3100 High Street Corridor Safety Improvements	UTL	\$100,000	Full - Set-Aside Funding
6	DVRPC MPO	Chester	TBD	SR 3100 High Street Corridor Safety Improvements	CON	\$3,284,000	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	111022	Chichester Ave & I-95 Ramp Roundabouts	FD	\$36,385	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	111022	Chichester Ave & I-95 Ramp Roundabouts	CON	\$848,981	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	110951	Macdade Blvd Corridor (H)	CON	\$2,300,645	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	US 13 Chester Pike Safety Improvements	PE	\$382,580	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	US 13 Chester Pike Safety Improvements	FD	\$286,935	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	US 13 Chester Pike Safety Improvements	UTL	\$86,950	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	US 13 Chester Pike Safety Improvements	CON	\$1,912,900	Full - Set-Aside Funding
6	DVRPC MPO	Delaware	TBD	69th St/Church Lane SR 2001 Safety	PE	\$390,060	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	69th St/Church Lane SR 2001 Safety	FD	\$292,545	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	SR 0003 (W. Chester Pike) Corridor - VRU Safety Improvements	PE	\$444,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	SR 0003 (W. Chester Pike) Corridor - VRU Safety Improvements	FD	\$333,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	SR 0291 Industrial Hwy/Saville Ave Intersection Improvements	PE	\$200,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Delaware	TBD	SR 0291 Industrial Hwy/Saville Ave Intersection Improvements	FD	\$150,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	ROW	\$100,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	UTL	\$50,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	114948	Lancaster Ave & Remington Rd Int. Improvements	CON	\$1,202,219	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	110971	Main Street Safety: Egypt to Forrest/Airy	ROW	\$68,198	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	110971	Main Street Safety: Egypt to Forrest/Airy	UTL	\$34,099	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	110971	Main Street Safety: Egypt to Forrest/Airy	CON	\$4,773,832	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	82088	Systemic Improvements: Vulnerable Users	PE	\$700,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Dynamic Ramp Signing and Safety Improvements	PE	\$158,855	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Dynamic Ramp Signing and Safety Improvements	CON	\$1,059,025	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Vulnerable Road User Safety	PE	\$1,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Vulnerable Road User Safety	CON	\$5,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 4031 High Street VRU Safety	PE	\$417,800	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 4031 High Street VRU Safety	FD	\$313,350	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 4031 High Street VRU Safety	UTL	\$150,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 4031 High Street VRU Safety	CON	\$1,939,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	SR 309 Cheltenham Ave Corridor Safety Improvements	PE	\$497,000	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Montgomery	TBD	SR 309 Cheltenham Ave Corridor Safety Improvements	FD	\$373,600	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Montgomery	TBD	Systemic Lane Departure Improvements	PE	\$1,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Lane Departure Improvements	CON	\$3,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Wrong Way Improvements	PE	\$1,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Wrong Way Improvements	CON	\$3,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Intersection Safety Improvements	PE	\$1,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Montgomery	TBD	Systemic Intersection Safety Improvements	CON	\$3,000,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 4013 Lincoln Dr/Emlen St Intersection Safety Improvements	PE	\$100,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 4013 Lincoln Dr/Emlen St Intersection Safety Improvements	FD	\$50,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 4013 Lincoln Dr/Emlen St Intersection Safety Improvements	UTL	\$50,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 4013 Lincoln Dr/Emlen St Intersection Safety Improvements	CON	\$1,500,000	Full - Set-Aside Funding
6	DVRPC MPO	Philadelphia	TBD	SR 0013/2007 Frankford Ave Phase 3	PE	\$286,875	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Philadelphia	TBD	SR 0013/2007 Frankford Ave Phase 3	FD	\$286,875	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Philadelphia	TBD	SR 4003 (Wissahickon Ave) Corridor - VRU Safety Improvement	PE	\$694,065	Partial - Project Split Funding (Regional HSIP)
6	DVRPC MPO	Philadelphia	TBD	SR 4003 (Wissahickon Ave) Corridor - VRU Safety Improvement	FD	\$520,550	Partial - Project Split Funding (Regional HSIP)
8	Lancaster MPO	Lancaster	TBD	Systemic VRU Rectangular Rapid Flashing Beacons	PE	\$96,479	Full - Set-Aside Funding

2027-28 HSIP Set Aside Selected Projects

District	Planning Partner	County	Project	Project Title	Phase	Cost	Full or Partial Project Set-Aside Funding Request
8	Lancaster MPO	Lancaster	TBD	<i>Systemic VRU Rectangular Rapid Flashing Beacons</i>	CON	\$643,191	Full - Set-Aside Funding
8	HATS MPO	Cumberland	TBD	District 8 I-81 High Tension Cable Median Barrier	PE	\$341,187	Full - Set-Aside Funding
8	HATS MPO	Cumberland	TBD	District 8 I-81 High Tension Cable Median Barrier	CON	\$2,843,223	Full - Set-Aside Funding
8	HATS MPO	Dauphin	TBD	District Wide CMC Locations - HTCMB	PE	\$352,236	Full - Set-Aside Funding
8	HATS MPO	Dauphin	TBD	District Wide CMC Locations - HTCMB	CON	\$2,935,295	Full - Set-Aside Funding
8	HATS MPO	Perry	TBD	District Wide HTCMB	PE	\$366,726	Full - Set-Aside Funding
8	HATS MPO	Perry	TBD	District Wide HTCMB	CON	\$3,056,046	Full - Set-Aside Funding
11	SPC MPO	Allegheny	118444	SR 4012 (Highland) @ SR 4014 (Gass) Roundabout	CON	\$1,211,100	Partial - Project Split Funding (TBD)
11	SPC MPO	Allegheny	119187	SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	ROW	\$200,000	Partial - Project Split Funding (TBD)
11	SPC MPO	Allegheny	119187	SR 4011 (Rochester) @ SR 4021 (Lowries) Roundabout	CON	\$1,650,000	Partial - Project Split Funding (TBD)
11	SPC MPO	Allegheny	119945	SR 3010 @ Patterson Road Roundabout	CON	\$1,350,000	Partial - Project Split Funding (TBD)
11	SPC MPO	Allegheny	123311	<i>Murray Ave Mobility & Accessibility Enhancement Project</i>	PE	\$270,000	Full - Set-Aside Funding
11	SPC MPO	Allegheny	123311	<i>Murray Ave Mobility & Accessibility Enhancement Project</i>	FD	\$225,000	Full - Set-Aside Funding
11	SPC MPO	Allegheny	123311	<i>Murray Ave Mobility & Accessibility Enhancement Project</i>	UTL	\$135,000	Full - Set-Aside Funding
11	SPC MPO	Allegheny	123311	<i>Murray Ave Mobility & Accessibility Enhancement Project</i>	CON	\$4,500,000	Full - Set-Aside Funding
11	SPC MPO	Beaver	118443	SR 51 @ SR 151 Roundabout	CON	\$2,242,600	Partial - Project Split Funding (TBD)
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	PE	\$500,000	Full - Set-Aside Funding
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	FD	\$400,000	Full - Set-Aside Funding
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	UTL	\$125,000	Full - Set-Aside Funding
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	ROW	\$50,000	Full - Set-Aside Funding
11	SPC MPO	Lawrence	122792	SR 422 @ SR 388 Roundabout	CON	\$2,500,000	Full - Set-Aside Funding
12	SPC MPO	Fayette	123280	D12 High Friction Surface Treatment	CON	\$800,000	Full - Set-Aside Funding
12	SPC MPO	Washington	123281	I-79 Flyover Chevrons	CON	\$300,000	Full - Set-Aside Funding
12	SPC MPO	Washington	TBD	D12 Wrong Way Signs	CON	\$300,000	Full - Set-Aside Funding
12	SPC MPO	Westmoreland	120639	SR 4006 Flashing Beacon	CON	\$150,000	Full - Set-Aside Funding
99	STWD Items	Central Office	117918	Local Road Traffic Counts for MIRE Sept 2026	PRA	\$3,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	121174	PennDOT Highway Safety Network Screening 2025	PRA	\$2,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	121176	MIRE Traffic Volume Count Data Collection	PRA	\$1,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	On-demand HSIP Consultant Support	PRA	\$100,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	District Highway Safety Plans 2027	PRA	\$550,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Henry's Ride to Work Video Update	PRA	\$150,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Publication 638 Update	PRA	\$160,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Publication 638A Update	PRA	\$180,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Safety Analysis Videos/Tutorials	PRA	\$200,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	EMS Response Time Impact on Highway Safety Phase 2	PRA	\$250,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	HSM Analysis Tool Updates	PRA	\$1,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	117956	Automated Data Collection items (Video Log Vender Pathway)	PRA	\$2,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	MIRE FDE Data Collection	PRA	\$2,000,000	Full - Set-Aside Funding
99	STWD Items	Central Office	TBD	Highway Safety Network Screening Ed. 4	PRA	\$3,000,000	Full - Set-Aside Funding

Totals	
Non-Highlighted rows indicate carryover HSIP Set Aside projects	\$ 35,698,100
Highlighted rows indicate new HSIP Set Aside projects	\$ 49,196,328
<i>Italics indicate new Vulnerable Road User projects</i>	\$ 40,569,797
Total FY27-FY28 Set-Aside Project Amount	\$ 125,464,225

**2027 SECRETARY'S
DISCRETIONARY (SPIKE)
PROJECT LIST NHPP-STP-STATE
FUNDS**

2027 Program - Spike Projects (NHPP)																	
MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	2027	2028	2029	2030	2031	2032	2033	2034	2035-2038	L RTP	Total
116177	Interstate	4	Luzerne	SR 424 over I-81	CON	7/15/2027	8,262,542	0	0	0	0	0	0	0	0		8,262,542
106682	Interstate	4	Lackawanna	Scranton Beltway/Turnpike	CON	11/1/2029	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0		40,000,000
74979	NEPA	5	Monroe	611/715 Improvements	CON	8/12/2027	5,000,000	5,000,000	0	0	0	0	0	0	0		10,000,000
14698	DVRPC	6	Chester	US 422: Schuylkill River Brg to W of Keim St.	CON	1/14/2027	36,000,000	20,000,000	0	0	0	0	0	0	0		56,000,000
107553	DVRPC	6	Chester	SR 30 & Airport Rd Interchnage Imp	CON	12/14/2028	0	0	15,000,000	15,000,000	0	0	0	0	0		30,000,000
14581	DVRPC	6	Chester	US 1: PA 896 - PA 41	CON	9/14/2028	0	0	15,000,000	15,000,000	0	0	0	0	0		30,000,000
107551	DVRPC	6	Chester	SR30/SR10 to Business 30 Int. Imp	CON	4/15/2029	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	10,000,000	10,000,000	10,000,000	0	0	0		30,000,000
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	6/4/2026	0	0	0	0	50,000,000	57,450,000	50,000,000	61,900,000	218,935,458		438,285,458
93055	Franklin	8	Franklin	I-81 New Interchange (Exit 12)	CON	12/11/2025	20,000,000	0	0	0	0	0	0	0	0		20,000,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	2/12/2026	60,000,000	26,166,650	0	0	0	0	0	0	0		86,166,650
92931	Interstate	8	Dauphin	I-83 Eisenhower Interchange	CON	10/21/2027	0	32,000,000	32,000,000	30,000,000	32,000,000	30,000,000	14,384,066	0	0		170,384,066
92924	Interstate	8	York	I-83, North York Widening	CON	3/2/2028	0	33,274,338	15,000,000	0	0	0	0	0	0		48,274,338
112549	Interstate	8	York	North York Widening # (Exit 19)	CON	2/14/2030	0	0	0	15,000,000	20,000,000	20,000,000	20,000,000	20,000,000	31,276,669		126,276,669
114698	Interstate	8	Dauphin	I-83 Eisenhower RR Bridge	CON	2/15/2029	0	0	27,000,000	14,995,727	0	0	0	0	0		41,995,727
109618	Lancaster	8	Lancaster	US 222 Reconstruction/Widening 1	CON	7/29/2027	10,000,000	10,000,000	0	0	0	0	0	0	0		20,000,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	ROW		0	6,600,000	0	0	0	0	0	0	0		6,600,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	CON	1/9/2031	0	0	0	0	0	0	15,000,000	15,000,000	106,780,000		136,780,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	ROW		0	0	990,000	0	0	0	0	0	0		990,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	CON	9/1/2031	0	0	0	0	0	0	20,000,000	20,000,000	102,340,000		142,340,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	ROW		0	0	0	0	0	550,000	0	0	0		550,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	CON	1/12/2034	0	0	0	0	0	0	0	0	0	260,880,000	260,880,000
9811	SPC	10	Indiana	Bridge to Nowhere EB/WB PM	CON	9/16/2027	8,000,000	8,000,000	0	0	0	0	0	0	0		16,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	CON	4/26/2029	0	0	15,000,000	15,000,000	15,000,000	15,000,000	0	0	0		60,000,000
100701	SPC	11	Allegheny	McKees Rocks Bridge Phase 3	CON	3/15/2030	0	0	0	0	0	0	0	10,000,000	21,000,000		31,000,000
109270	Interstate	11	Allegheny	Fort Duquesne Bridge Rehab & Preservation	CON	4/15/2031	0	0	0	0	0	0	15,000,000	15,000,000	30,000,000		60,000,000
TBD	STWD Items	99	Central Office	Truck Parking Reserve	CON		1,000,000	1,000,000	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000		41,000,000
102466	STWD Items	99	Central Office	Reserve Line Item	CON		0	0	0	0	0	0	0	0	0		0

2027 Program - Spike Projects (STP)																	
MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	2027	2028	2029	2030	2031	2032	2033	2034	2035-2038	LRTP	Total
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	CON	6/10/2027	211,000	0	0	0	0	0	0	0	0	0	211,000
116059	NEPA	4	Pike	Shohola Falls Road over Balliard Creek	CON	10/1/2026	728,000	0	0	0	0	0	0	0	0	0	728,000
61972	Reading	5	Berks	US 222 Widening	CON	7/30/2026	11,717,324	0	0	0	0	0	0	0	0	0	11,717,324
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/13/2028	0	25,000,000	25,000,000	25,000,000	25,000,000	30,000,000	35,000,000	35,000,000	45,238,924	0	245,238,924
110457	NEPA	5	Monroe	PA 33 Median Barrier SR 2002 to SR 2008	CON	9/17/2026	10,000,000	3,200,000	0	0	0	0	0	0	0	0	13,200,000
103528	DVRPC	6	Delaware	Mattson Road over W Br Chester Creek	CON	6/8/2028	0	0	1,315,000	0	0	0	0	0	0	0	1,315,000
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	6/4/2026	0	0	0	0	6,587,000	6,587,000	6,587,000	6,587,000	26,348,000	0	52,696,000
79020	Lancaster	8	Lancaster	Veteran's Mem Br-Susq River	CON	11/5/2026	10,000,000	10,000,000	5,000,000	0	0	0	0	0	0	0	25,000,000
100701	SPC	11	Allegheny	McKees Rocks Bridge Phase 3	CON	3/15/2030	0	0	0	15,000,000	12,000,000	7,000,000	0	0	0	0	34,000,000
119183	SPC	11	Allegheny	Route 8 at Wildwood	CON	9/16/2027	0	4,500,000	0	0	0	0	0	0	0	0	4,500,000
119428	SPC	12	Washington	D12 I-70 ITS Eastern and Western GAP	CON	1/27/2028	0	1,146,224	0	0	0	0	0	0	0	0	1,146,224
102620	STWD Items	99	Central Office	STP Reserve	CON		0	0	0	0	0	0	0	0	0	0	0
114552	STWD Items	99	Central Office	Historic Truss Bridge Preservation	CON		1,400,000	1,400,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	0	22,800,000

2027 Program - Spike Projects (State)																			
MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	Actual Let Date	Approp	2027	2028	2029	2030	2031	2032	2033	2034	2035-2038	L RTP	Total
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	CON	6/18/2026		581	316,000	0	0	0	0	0	0	0	0		316,000
4383	North Central	2	McKean	T-437 Oswayo Creek	CON	12/16/2027		581	0	405,000	0	0	0	0	0	0	0		405,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	UTL			581	20,000	0	0	0	0	0	0	0	0		20,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	CON	7/15/2027		581	372,000	0	0	0	0	0	0	0	0		372,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	PE			581	80,000	0	0	0	0	0	0	0	0		80,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	ROW			581	40,000	0	0	0	0	0	0	0	0		40,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	CON	2/17/2028		581	0	720,000	0	0	0	0	0	0	0		720,000
110175	SEDA-COG	2	Mifflin	T-422 over Kish Creek	ROW			581	20,000	0	0	0	0	0	0	0	0		20,000
110175	SEDA-COG	2	Mifflin	T-422 over Kish Creek	CON	2/17/2028		581	0	715,000	0	0	0	0	0	0	0		715,000
112784	Centre	2	Centre	State College Area Connector	FD			581	20,000,000	5,000,000	20,000,000	5,000,000	0	0	0	0	0		50,000,000
112784	Centre	2	Centre	State College Area Connector	ROW			581	15,000,000	15,000,000	15,000,000	0	0	0	0	0	0		45,000,000
112784	Centre	2	Centre	State College Area Connector	UTL			581	0	200,000	1,800,000	0	0	0	0	0	0		2,000,000
112784	Centre	2	Centre	State College Area Connector	CON	1/24/2030		581	0	0	0	0	20,000,000	35,000,000	35,000,000	35,000,000	130,000,000	645,000,000	900,000,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	FD			581	440,000	0	0	0	0	0	0	0	0		440,000
76402	SEDA-COG	3	Snyder	CSVT Structures South Section	CON	9/14/2023	9/14/2023	581	10,000,000	8,100,000	0	0	0	0	0	0	0		18,100,000
76403	SEDA-COG	3	Snyder	CSVT SS Paving-Southern Section Con #3	CON	9/25/2025		581	17,000,000	18,000,000	25,000,000	25,000,000	33,000,000	33,806,190	26,393,810	0	0		178,200,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	FD			581	414,691	0	0	0	0	0	0	0	0		414,691
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	CON	12/9/2027		581	0	6,000,000	6,000,000	6,500,000	0	0	0	0	0		18,500,000
102811	SEDA-COG	3	Snyder	CSVT ITS Phase 1	CON	7/23/2026		581	6,500,000	0	0	0	0	0	0	0	0		6,500,000
123084	SEDA-COG	3	Snyder	CSVT ITS Phase 2	CON	1/1/2028		581	0	4,000,000	4,200,000	0	0	0	0	0	0		8,200,000
96423	Lehigh Valley	5	Northhampton	Pave PA 33 I-78 to US 22	CON	4/1/2027		581	8,000,000	0	0	0	0	0	0	0	0		8,000,000
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/15/2027		581	0	15,000,000	15,000,000	15,000,000	16,309,731	0	0	0	0		61,309,731
58137	Adams	8	Adams	Eisenhower Drive Extension	CON	3/11/2027		581	6,000,000	6,000,000	8,000,000	10,000,000	0	0	0	0	0		30,000,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	ROW			581	9,457,406	10,060,156	0	0	0	0	0	0	0		19,517,562
112549	Interstate	8	York	North York Widening #1 (Exit 19)	CON	2/14/2030		581	0	0	0	16,000,000	18,000,000	18,000,000	24,523,974	11,000,000	0		87,523,974
112549	Interstate	8	York	North York Widening #1 (Exit 19)	UTL			581	6,453,297	7,346,703	0	0	0	0	0	0	0		13,800,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	FD			581	6,000,000	6,000,000	5,500,000	0	0	0	0	0	0		17,500,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	FD			581	5,500,000	0	0	0	0	0	0	0	0		5,500,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	CON	9/1/2031		581	0	0	0	0	0	0	20,000,000	20,000,000	140,000,000		180,000,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	FD			581	0	0	0	12,000,000	12,000,000	11,100,000	0	0	0		35,100,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	CON	1/12/2034		581	0	0	0	0	0	0	0	35,000,000	204,595,207		239,595,207
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	FD			581	3,000,000	2,000,000	0	0	0	0	0	0	0		5,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	UTL			581	0	0	1,000,000	0	0	0	0	0	0		1,000,000
91796	SPC	11	Allegheny	Streets Run Road	CON	3/7/2030		581	0	0	0	8,000,000	8,000,000	6,000,000	0	0	0		22,000,000
100956	SPC	11	Allegheny	West End Bridge	UTL			581	1,000,000	1,000,000	0	0	0	0	0	0	0		2,000,000
100956	SPC	11	Allegheny	West End Bridge	ROW			581	1,000,000	1,000,000	0	0	0	0	0	0	0	0	2,000,000
100956	SPC	11	Allegheny	West End Bridge	CON	4/13/2028		581	0	7,000,000	16,000,000	20,000,000	18,000,000	19,000,000	20,000,000	0	0		100,000,000
84337	STWD Items	99	Central Office	State (15%) Reserve	CON			581	0	0	0	0	0	0	0	0	0		0
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	1/30/2018	1/30/2018	581	15,736,000	15,809,000	15,817,000	15,892,000	15,947,000	16,025,000	16,038,000	16,119,000	66,105,000	152,925,000	346,413,000
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	1/30/2018	1/30/2018	185	15,736,000	15,809,000	15,817,000	15,892,000	15,947,000	16,025,000	16,038,000	16,119,000	66,105,000	152,925,000	346,413,000

**2027 TRANSPORTATION
SYSTEMS MANAGEMENT
AND OPERATIONS (TSMO)
PROJECT LIST**

PennDOT TSMO Funding Initiative (TFI) PROGRAM DETAILS: FFY 2027-2028

Planning Partner	District	Category	Description	TFI Amount Awarded	Match amount
Erie MPO	1	New Devices	Install CMS WB I-90 near mm 7 and CCTV at SR 215	\$ 353,600	\$ 88,400
Northwest RPO	1	New Devices	Install full size CMS on I-79 NB at mm 146	\$ 265,200	\$ 66,300
Shenango Valley MPO	1	New Devices	Install full size CMS EB and CCTV on I-80 at mm 22	\$ 353,600	\$ 88,400
Shenango Valley MPO	1	New Devices	Install 2 full size CMS on I-79 both directions approaching SR 358 interchange. Install CCTV at	\$ 613,600	\$ 153,400
Shenango Valley MPO	1	New Devices	VSL I-80	\$ 900,000	\$ 225,000
Centre	2	New Devices	Install CCTV, VSL, Type A CMS, RWIS, Flashing Warning Device, Crash Warning Device, & PCMS on US	\$ 920,000	\$ 230,000
North Central RPO	2	New Devices	Install 42 permanent VSL signs at 11 locations along 64 miles of I-80	\$ 1,000,000	\$ 250,000
Northwest RPO	2	New Devices	Install 28 VSL signs at 7 locations along I-80 in Clarion County	\$ 705,600	\$ 176,400
SEDA-COG	2	Antiquated	Replace 2 antiquated CMS on aluminum structures with new full color CMS on steel structures	\$ 600,000	\$ 150,000
SEDA-COG	2	New Devices	Install 1 CCTV, 1 RWIS, 6 VSL, & 2 Type A CMS on US 22/322 b/w Electric Ave and Thompsontown	\$ 976,000	\$ 244,000
Northern Tier RPO	3	New Devices	Install CCTV at Blossburg Exit on US 15	\$ 248,800	\$ 62,200
WATS	3	New Devices	Install full size CMS on SR 15 NB leaving Williamsport	\$ 531,200	\$ 132,800
Lackawanna/Luzerne	4	New Devices	D4 ITS, CMS Replacement, CCTVs	\$ 856,000	\$ 214,000
NEPA	5	Antiquated	Replace 5 antiquated full sized CMS on I-81 that were installed in 2011	\$ 1,600,000	\$ 400,000
RATS	5	Antiquated	Replace 2 antiquated full size CMS on I-78 in Berks County.	\$ 640,000	\$ 160,000
DVRPC	6	New Devices	PA 313 ITS and Signal Interconnect	\$ 1,360,000	\$ 340,000
Adams County	8	Communication	Verizon Circuit Upgrades on US 30	\$ 7,937	\$ 1,984
HATS	8	Communication	Verizon Circuit Upgrades on I81, I83, PA581, US 22, & US322	\$ 157,838	\$ 39,459
Lancaster MPO	8	Communication	Verizon Circuit Upgrades on US 222	\$ 17,771	\$ 4,443
York MPO	8	Communication	US 30 York Signal Fiber	\$ 1,679,223	\$ 419,806
Cambria	9	New Devices	D9 CCTV Gaps	\$ 445,000	\$ 105,000
Southern Alleghenies	9	Antiquated	I-70 full size CMS Replacement	\$ 300,000	\$ 75,000
Southern Alleghenies	9	New Devices	SA RWIS Installations	\$ 210,000	\$ 50,400
SPC	11	Communication, New Devices	Upgrade old Fiber for municipal use, PennDOT ITS, and arterial management of traffic signals. Install	\$ 400,000	\$ 100,000
SPC	11		I-376 Beaver County	\$ 1,937,936	\$ 484,484
SPC	12	New Devices	Install 3 CCTVs at exits 15 & 16, and at Turnpike on I-70	\$ 262,332	\$ 63,072
SPC	12	New Devices	Install 3 CCTVS at exits 6, 11, & 31 on I-70	\$ 262,332	\$ 63,072
SPC	12	New Devices	Install RWIS on US 40 east of Uniontown	\$ 294,400	\$ 73,600
SPC	12	Communication	Install fiber optic backbone on I-70 at 3 locations.	\$ 551,767	\$ 137,942
STWD	99		INRIX 2027	\$ 2,080,000	\$ 520,000
STWD	99		Comms Hardware	\$ 800,000	\$ 200,000
STWD	99		INRIX 2025	\$ 1,030,266	\$ 257,566
STWD	99		INRIX OD	\$ 1,280,000	\$ 320,000
STWD	99		TMC Videowalls (D2, D8, D11)	\$ 1,600,000	\$ 400,000

TOTAL	\$ 25,240,402	\$ 6,296,728

2027 FINANCIAL CONSTRAINT TABLES

2027 - 2030 Transportation Program Development Checklist

Financial Constraint Tables

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

Fund Type	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Comments
	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP	\$8,719,000	\$8,719,000	\$7,878,000	\$7,878,000	\$7,878,000	\$7,878,000	\$7,878,000	\$7,878,000	
STP	\$9,183,000	\$9,183,000	\$9,162,000	\$9,162,000	\$9,162,000	\$9,162,000	\$9,162,000	\$9,162,000	
State Highway (581)	\$17,583,000	\$17,583,000	\$17,366,000	\$17,366,000	\$18,931,000	\$18,931,000	\$20,264,000	\$20,264,000	
State Bridge (185/183)	\$9,221,000	\$9,221,000	\$8,979,000	\$8,979,000	\$8,740,000	\$8,740,000	\$8,769,000	\$8,769,000	
BOF	\$8,229,000	\$8,229,000	\$8,229,000	\$8,229,000	\$8,229,000	\$8,229,000	\$8,229,000	\$8,229,000	
HSIP	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	No allocation of CMAQ for SEDA-COG MPO
TAU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	No allocation of TAU for SEDA-COG MPO
STU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	No allocation of STU for SEDA-COG MPO
CRP/CRPU	\$1,222,000	\$1,222,000	\$1,222,000	\$1,470,800	\$1,222,000	\$1,222,000	\$1,222,000	\$1,222,000	SPIKE in FFY 2028
BRIP	\$8,999,000	\$8,999,000	\$8,999,000	\$8,999,000	\$8,999,000	\$8,999,000	\$8,999,000	\$8,999,000	
PROTECTS	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	PROTECTS Funds in FFY 2027
RRX	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360,000	SPIKE IN FFY 2030
Total	\$64,556,000	\$66,056,000	\$63,235,000	\$63,483,800	\$64,561,000	\$64,561,000	\$65,923,000	\$66,283,000	

2027 - 2030 Transportation Program Development Checklist

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

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
LOC	\$397,475	\$630,587	\$424,437	\$151,250	Local match needed for local bridges
sCRP		\$248,800			SPIKE CRP for MPMS 123549
RRX				\$360,000	SPIKE RRX For MPMS 118218
PROTECT	\$1,500,000				PROTECTS funds in FFY 2027 for MPMS 118371
Total	\$1,897,475	\$879,387	\$424,437	\$511,250	

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*

2027-2030 Transportation
Improvement Program (TIP)
and 2050 Long Range
Transportation Plan (LRTP)

March 2026

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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 2027-2030 Transportation Improvement Program (TIP) and 2050 Long Range Transportation Plan (LRTP). This report documents that the TIP and LRTP meet the federal transportation conformity requirements in 40 CFR Part 93. Note that conformity for the LRTP is being reaffirmed, and there are no changes to the LRTP.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, 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 [Northern Tier 2050 LRTP](#) 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 2027-2030 TIP and 2050 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 January 29, 2026 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 1, 2026, 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 2027-2030 Highway-Bridge-Transit TIP <i>(No Changes from Previous TIP Conformity)</i>
	No Air Quality Significant Projects
	2050 Long Range Transportation Plan (Integrates PennDOT's 12-Year Program) <i>(No Changes from Last Conformity Determination)</i>
	No Air Quality Significant Projects

2027 - 2030 TIP Public Participation Notices

PUBLIC REVIEW NOTICE

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 2027 through 2030 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 **Friday, May 8, 2026** and continuing through **Saturday, June 6, 2026**. Copies of this document are available for review online at www.northerntier.org.

Written comments will be accepted **on or before June 6, 2026** 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.

PUBLIC MEETING NOTICE

For the Adoption of the Northern Tier Regional Transportation Improvement Program

A **Public Meeting/Microsoft Teams meeting** will be held **Wednesday, May 27, 2026**, to receive comments and questions related to the 2027 through 2030 Northern Tier Regional Transportation Improvement Program. This Public Meeting/Conference Call will be held from **10:00 AM till 11:00 AM, Wednesday, May 27, 2026 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 27, 2026** 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.



northern tier
regional planning &
development
commission

PUBLIC PARTICIPATION PLAN

February 2025

Final

Northern Tier Rural Planning Organization
312 Main Street
Towanda, PA 18848



NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Northern Tier Regional Planning and Development Commission Alliance will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: The Northern Tier Regional Planning and Development Commission does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: The Northern Tier Regional Planning and Development Commission will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the Northern Tier Regional Planning and Development Commission's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The Northern Tier Regional Planning and Development Commission will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in the Northern Tier Regional Planning and Development Commission offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Northern Tier Regional Planning and Development Commission, should contact Bonnie Warner, ADA Coordinator, at 570-265-1513 or warner@northerntier.org as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Northern Tier Regional Planning and Development Commission 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 the Northern Tier Regional Planning and Development Commission is not accessible to persons with disabilities should be directed to Bonnie Warner, ADA Coordinator, at 570-265-1513 or warner@northerntier.org.

The Northern Tier Regional Planning and Development Commission 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 or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

**NORTHERN TIER RURAL PLANNING ORGANIZATION (NORTHERN TIER RPO)
NOTIFICATION OF PROTECTIONS TO THE PUBLIC OF RIGHTS UNDER TITLE VI AND OTHER NON-
DISCRIMINATION REGULATIONS WITH INSTRUCTIONS ON HOW TO FILE A COMPLAINT**

It is the policy of the Northern Tier RPO to utilize its best efforts to assure that no person shall, on the grounds of race, color, disability, low income, national origin, or Limited English Proficiency, be excluded from participation in, be denied benefits of, or be subjected to discrimination under its programs and planning activities, as provided by civil rights statutes, executive orders, regulations, and policies applicable to the programs and activities it administers. This includes Title VI of the Civil Rights Act of 1964 as amended, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990.

Any person who believes they – or with a specific class of persons – have been aggrieved by any unlawful discriminatory practice may file a complaint. All complaints received are documented and investigated by the appropriate agency.

For more information about the Northern Tier RPO's civil rights program and the procedures to file a complaint, or to get information in another language, please contact:

Title VI Compliance Officer/ADA Coordinator

Attn: Bonnie Warner

Northern Tier Regional Planning and Development Commission

312 Main Street

Towanda, PA 18848

570-265-1513

warner@northerntier.org

Once a complaint is submitted, an acknowledgement of receipt will be provided to the individual submitting the complaint in writing within 15 calendar days. The complaint will then be forwarded to the Pennsylvania Department of Transportation (PennDOT) and the appropriate federal agency for further review and investigation. Complaints and/or allegations received in alternative formats, such as by phone, will be transcribed and provided to the complainant for review and signature.

Alternatively, complaints may be filed with PennDOT, the Federal Highway Administration's Pennsylvania Division Office, the Federal Highway Administration's Headquarters Office of Civil Rights, the Federal Transit Administration, the United States Department of Transportation, the US Department of Justice, or the Northern Tier Regional Planning and Development Commission (staff agency for the Northern Tier RPO).

ATTENTION If you speak another language other than English, language assistance services can be made available to you. Call (570) 265-9103.

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al (570) 265-9103.

Language Taglines

English

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call (570) 265-9103.

Spanish

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al (570) 265-9103.

Polish

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer (570) 265-9103.

Vietnamese

LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi (570) 265-9103.

Korean

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. (570) 265-9103 으로 전화하십시오.

French

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le (570) 265-9103. »

Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa lagu diyaarin karaa. Wac (570) 265-9103.

Russian

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: (570) 265-9103.

Ukrainian

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога. Зверніться до інформаційно-довідкової служби за номером: (570) 265-9103.

Simplified Chinese

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。请致电 (570) 265-9103。

Traditional Chinese

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電 (570) 265-9103

Arabic

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل بالرقم 570 265 9103

Burmese

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1(570) 265-9103 သို့ ခေါ်ဆိုပါ။

Japanese

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。
電話 (570) 265-9103

Italian

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama (570) 265-9103.

Nepali

ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेक अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सकिन्छ। (570) 265-9103 मा फोन गर्नुहोस्।

Urdu

توجہ دیں: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فراہم کرائی جاسکتی ہیں۔ براہ کرم (570) 265-9103 پر کال کریں۔

Greek

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε (570) 265-9103.

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Introduction

About Northern Tier Regional Planning and Development Commission

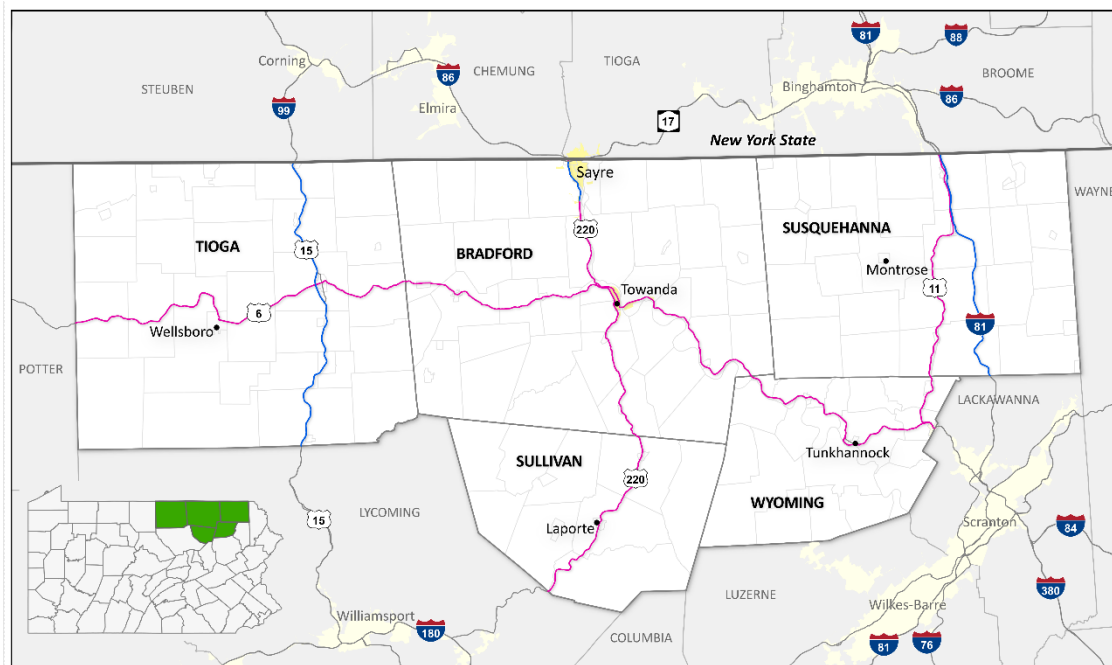
The Northern Tier Regional Planning and Development Commission (NTRPDC) is one of seven sub-state regional agencies designated as a Local Development District (LDD) by the state and federal governments to enhance economic and community development activities in the Commonwealth of Pennsylvania. NTRPDC's service area encompasses the counties of Bradford, Sullivan, Susquehanna, Tioga, and Wyoming. The Commission offers a wide range of programs and services, including: business financing, export counseling, government contract assistance, internet and technology assistance, grant writing services, transportation planning, and workforce development.

Under its transportation planning services, NTRPDC serves as the Rural Planning Organization (RPO) for the region's five counties and guides the transportation planning and decision-making process. It works with partners at all levels of government for the ongoing development, maintenance, and operation of the region's multimodal transportation system. Through memoranda of understanding with PennDOT, the NTRPDC and other RPOs in Pennsylvania are held to the same federal transportation planning requirements as the state's Metropolitan Planning Organizations (MPOs).

Regional Overview

The Northern Tier's five-county region includes 166 municipalities and is home to a population of approximately 181,000 people. With a land area of over 4,000 square miles, the region's transportation network includes nearly 7,600 linear miles of public roadways with major corridors including Interstate 81, US 6, US 15, and US 220. Additionally, the region's infrastructure includes over 2,100 bridges, 2 transit providers, 143 miles of railroad, and 3 public use airports.

Figure 1: Northern Tier Regional Position



Northern Tier RPO Organizational Structure

The Northern Tier RPO's activities are guided by a two-committee structure, comprised of the NTRPDC's Rural Transportation Advisory Committee (RTAC) and the NTRPDC Executive Committee.

Rural Transportation Advisory Committee (RTAC)

The RTAC acts as an advisory body on all regional transportation planning activities. Voting membership consists of three representatives from each of the region's five counties, PennDOT Districts 3-0 and 4-0, and PennDOT Central Office. Other regional stakeholders such as transit agency representatives, local municipal officials, and other community groups with interests in transportation and community and economic development in the Northern Tier region are also invited to participate. In addition to the development of major documents like the four-year Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRTP), the RTAC is responsible for establishing policy and prioritizing all major capital projects throughout the region in accordance with federal and state regulations as well as other guiding principles for transportation planning and programming.

NTRPDC Executive Committee

The RTAC advises the NTRPDC's Executive Committee on transportation planning initiatives and decision-making. The Executive Committee provides oversight to the strategic direction of the broader NTRPDC organization and also serves as the decision-making body on regional transportation planning processes and programs.

The meetings of both the RTAC and the Executive Committee are open to the public and are held both in-person and virtually over Zoom. Specifically, RTAC meeting dates are advertised in January of each calendar year. Meeting agendas, materials, and minutes for both committees are posted to the NTRPDC website.

What is the Public Participation Plan?

Public participation is described as an effort, plan, or program designed to engage and/or gather input or feedback from the public. It encourages a continuous process, consisting of a series of activities and actions that both inform the public and regional stakeholders as well as to obtain their input on decisions that affect their lives. The Northern Tier RPO's goal for public participation is to provide a reasonable opportunity and means for any member of the public to have input and take part in the transportation planning process. As such, this public participation plan demonstrates the RPO's ongoing efforts to provide timely and meaningful opportunities for public participation in the transportation planning and decision-making process throughout its five-county region in compliance with federal and state regulations, laws, acts, and guidelines. Regulations that require public involvement in the transportation planning processes include, but are not limited to:

- Code of Federal Regulations (CFR) Title 23 §450.316
- Presidential Executive Order 12898 (Environmental Justice)
- Title VI of the Civil Rights Act of 1964
- Americans with Disabilities Act (ADA) of 1990
- Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency)
- Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments)
- Commonwealth Sunshine Law (65 PA C.S. §701-716)

The Northern Tier RPO understands that the ongoing development and maintenance of any transportation system is performed best when the users of the system participate, bringing diversified viewpoints into the process that shapes how transportation investments will be made. To that end, the RPO is performing this update to its Public Participation Plan to expand the reach and increase the effectiveness of its public participation efforts in support of current and future transportation planning and programming within its five-county region.

The outreach strategies outlined in this public participation plan are intended to encompass a full range of public interests. In the case of transportation planning, it is especially important to engage those who may have difficulty accessing essential needs and services, such as jobs, education, healthcare, recreation, and shopping than the greater population. This need emphasizes the importance of meaningful and equitable public involvement.

Meaningful public involvement occurs early in the process and engages a full representation from all communities affected by a plan or program. Equitable access to public involvement opportunities ensures that underserved or overburdened populations are included in the process.¹ The Northern Tier RPO is committed to implementing targeted efforts to identify, seek out, and engage Environmental Justice (minority, low-income) populations and others who may be underserved by the transportation system. Having several options for public engagement can benefit underserved populations who commonly face impediments to public involvement processes due to cultural, economic, and/or linguistic disparities. **Figures 2-6** show the spatial distribution of minority, low-income, and Limited English Proficiency (LEP) populations, as well as concentrations of persons with disabilities in the region.

The United States Department of Transportation (USDOT) defines “*meaningful public involvement*” as a process that proactively seeks full representation from the community, considers public comments and feedback, and incorporates that feedback into a project, program, or plan when possible.”

¹ USDOT's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making, October 2022.

Figure 2: Minority Population Concentrations by Census Block Group

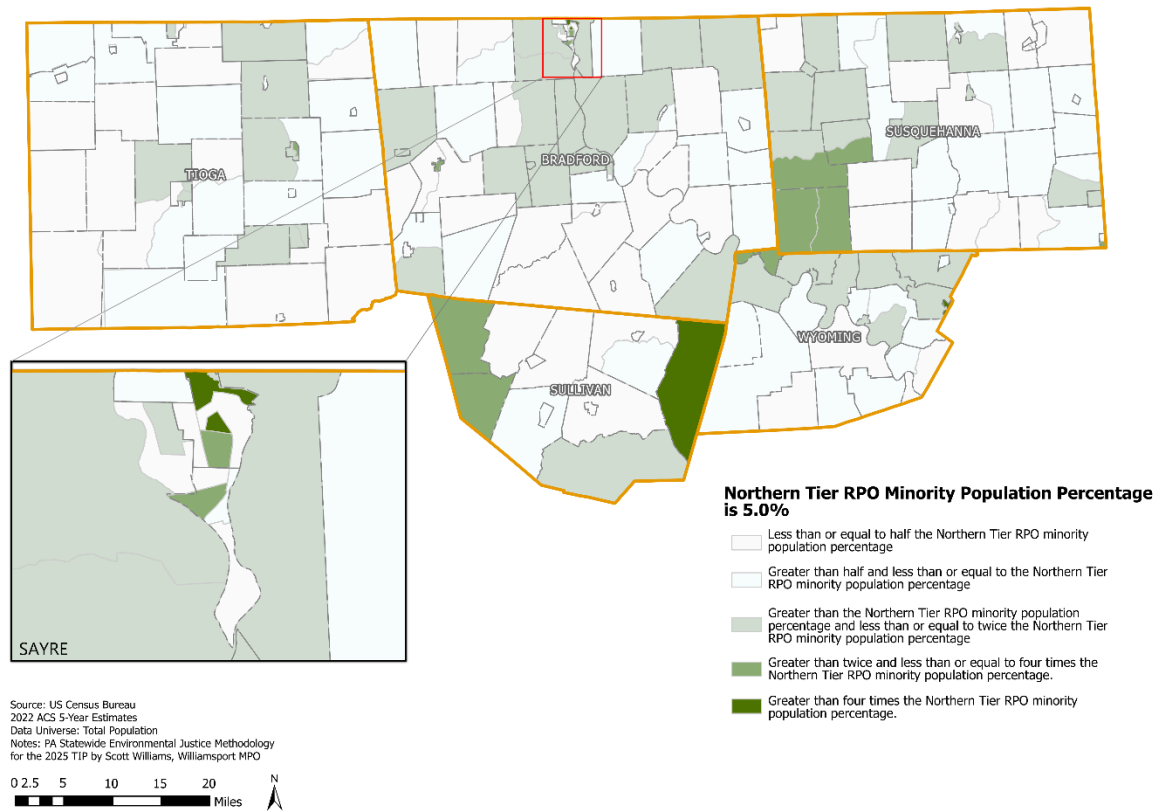


Figure 3: Low Income Concentrations by Census Block Group

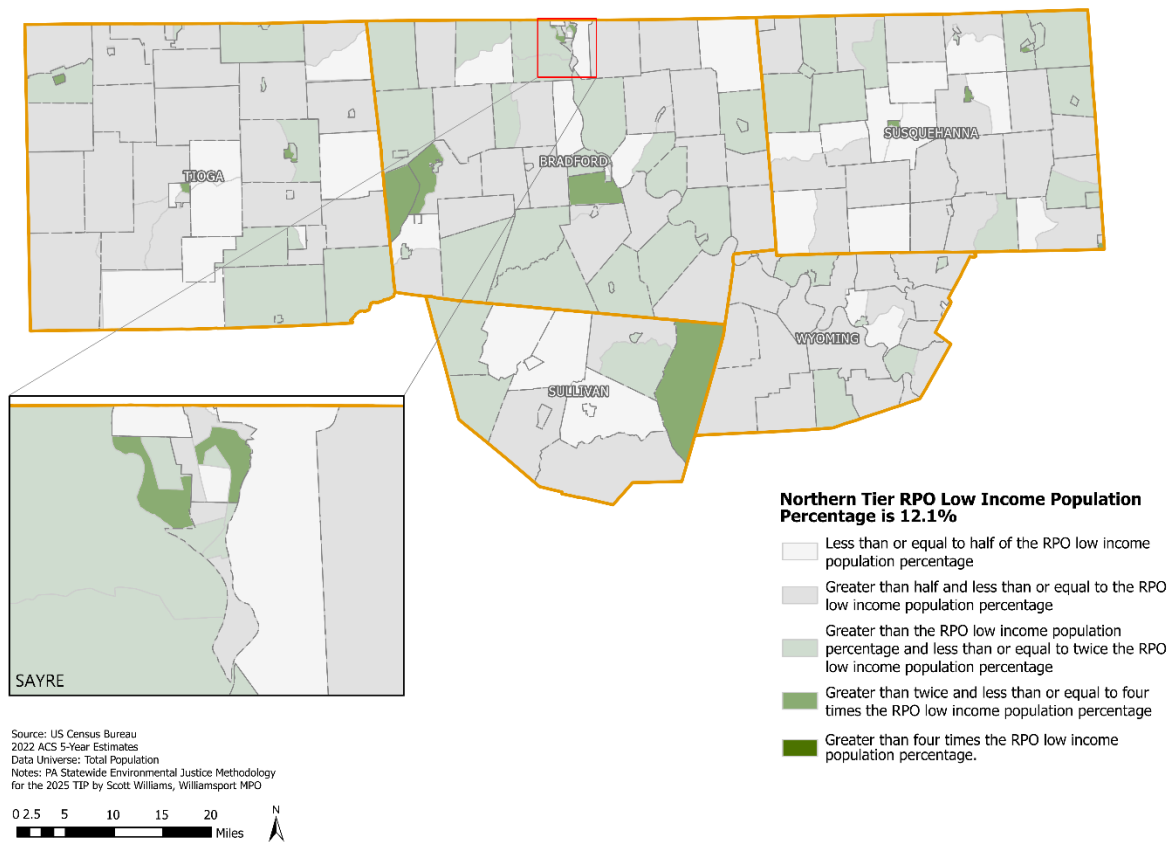


Figure 4: Limited English Proficiency Concentrations by Census Block Group

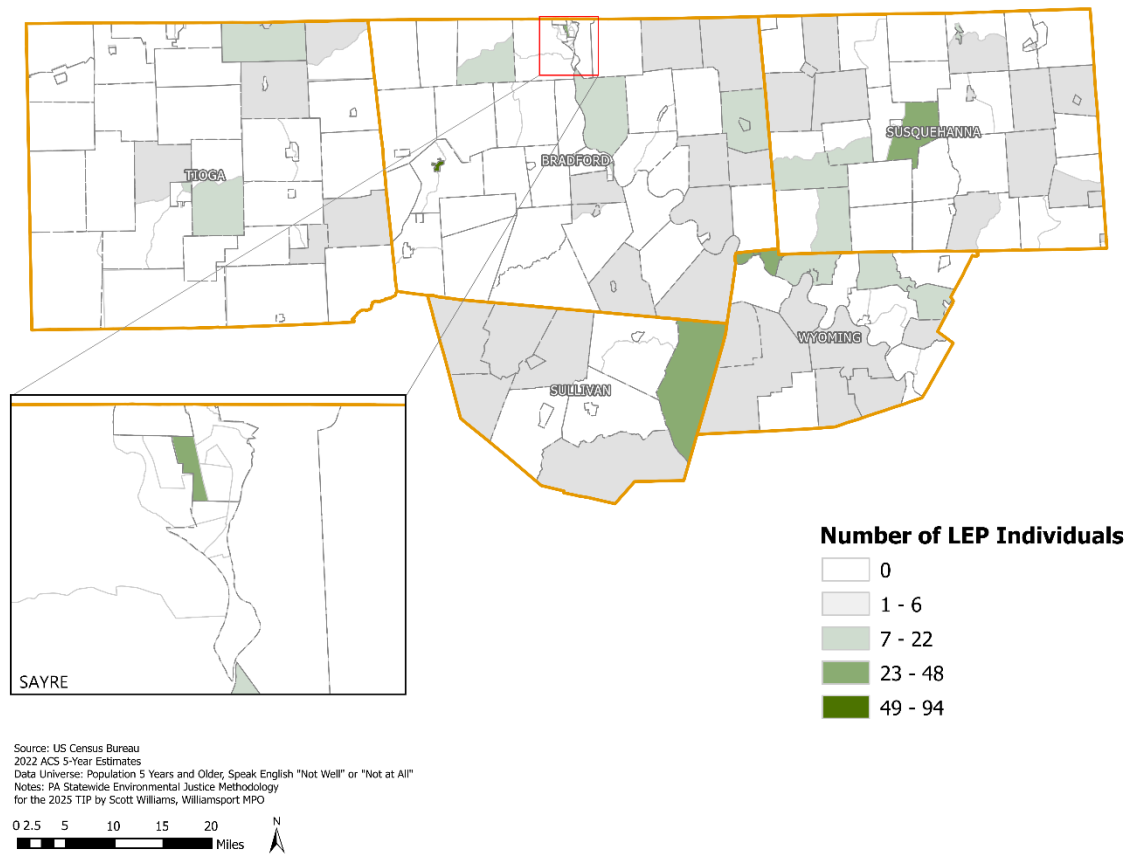


Figure 5: Concentrations of Persons with Disabilities by Census Block Group

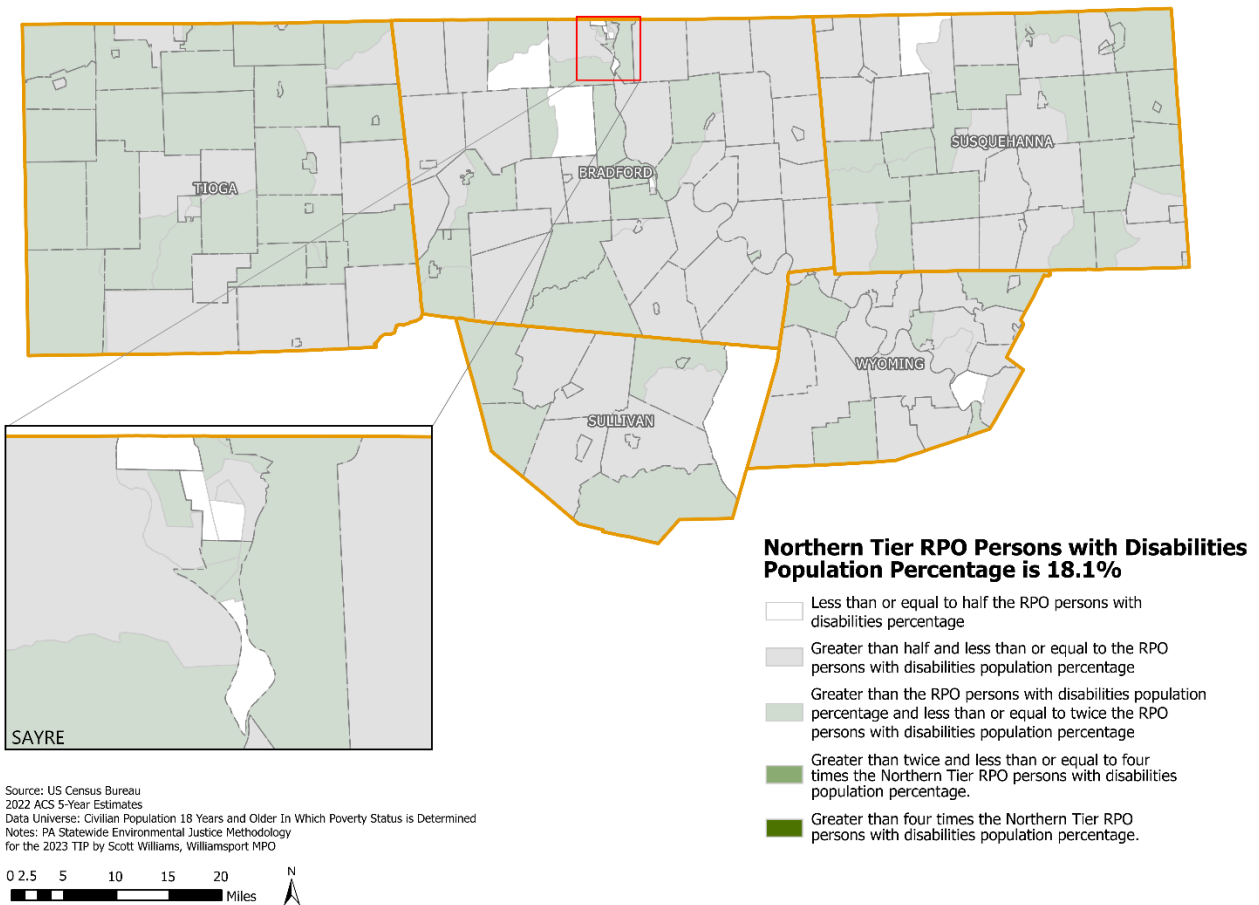
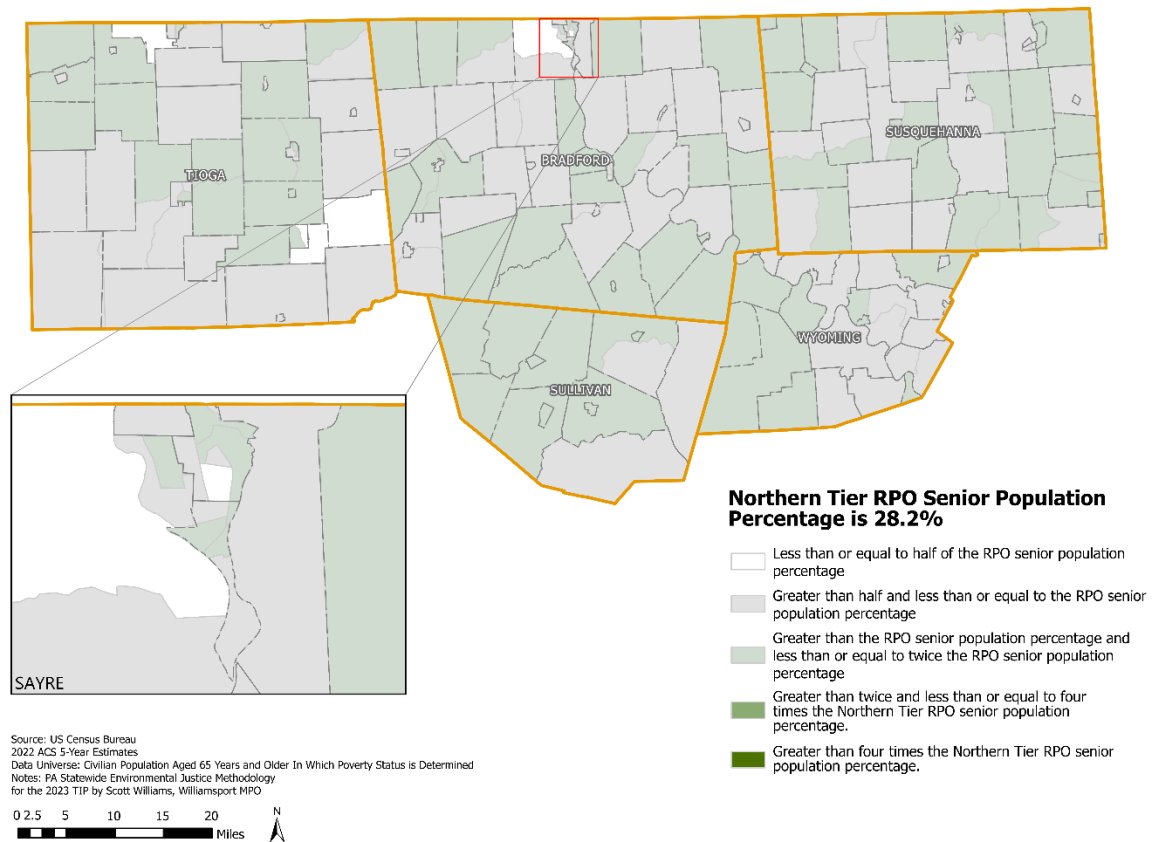


Figure 6: Senior (65+) Population Concentrations by Census Block Group



In compliance with Title VI of the Civil Rights Act, Executive Order 13166, and USDOT's implementation guidance, the Northern Tier RPO is committed to using outreach strategies and tools that ensure meaningful access to its transportation planning services, information, and other important components of its planning efforts for those who are Limited English Proficient (LEP). The RPO's framework and targeted strategies for providing access to LEP persons is outlined in its Limited English Proficiency (LEP) Plan, which has been produced as a separate document.

The Northern Tier RPO's Public Participation Plan (PPP) is viewed as a living document, designed to provide a wide range of tools and resources to assist the public in engaging with the RPO and to provide ample opportunity to provide meaningful input on transportation plans, programs, and initiatives. This PPP is subject to routine evaluation and periodic updates to correspond with the various needs and abilities of communities within the Northern Tier region. These routine evaluations also allow the RPO to expand its public participation and outreach programs to account for new, innovative outreach techniques and technological advancements.

Public Participation Plan Goals

The Northern Tier RPO is committed to a process that is open, cooperative, collaborative, and continuing – also referred to as a “3-C” process - and upholds a priority to ensure the public is involved in regional transportation planning and decision-making processes. This focus on meaningful public involvement continues to be a shared priority with agencies at the federal, state, and local levels since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and continues today through the Infrastructure Investments and Jobs Act (IIJA) of 2021.

The RPO has adopted the following goals to ensure that efforts to provide effective public involvement opportunities and communications clearly demonstrate adherence to federal guidance for public participation (23 CFR 450.316), at a minimum. The specific methods and processes by which these goals will be achieved is further described in the Public Participation Tools, Methods, and Strategies section.

The goals of the Northern Tier RPO’s public participation plan are:

- Provide ample opportunities for public review and input in the development of all planning and programming documents.
- Ensure technical information and notices of public comment opportunities are available in accessible, understandable formats and communicated in a timely manner.
- Ensure efforts are made to gather input from diverse and potentially underserved populations on RPO plans, programs, and activities.
- Demonstrate consideration toward public input received in regard to RPO plans and programs by ensuring members of the public and their views are treated fairly and with respect.

Public Participation Tools, Methods, and Strategies

Overview

There is no “one-size-fits-all” solution to a meaningful public participation strategy. The Northern Tier RPO leverages a range of outreach and communication methods to optimize public involvement as part of all transportation planning processes. This robust list of outreach tools and techniques are intended to raise public awareness of the RPO and its activities, engage with stakeholders and the public at key decision points in the planning process, and provide the public with ample opportunity to comment on draft RPO planning documents.

The RPO reviewed its existing list of public outreach and communication methods as part of the development of this public participation plan and identified areas where modifications could be made to reflect changes that the RPO has made to its public engagement strategy in recent years. This includes the integration of strategies and engagement options, particularly around hybrid and virtual engagement methods. The COVID-19 pandemic required organizations like Northern Tier to leverage new, innovative outreach strategies to engage with the region’s residents virtually in the interest of public health. The United States Department of Transportation also evolved its approaches and guidance to public involvement to include hybrid and virtual options. Many of these strategies continue to be used today as an alternative or additional option to traditional in-person approaches.

This section describes the existing tools and methods that have proven effective within the RPO region as well as new resources that will be explored and/or implemented to extend the reach of the RPO's public involvement efforts. This also includes strategies and initiatives designed to provide more accessible, equal opportunities for members of all social, economic, and diverse groups.

Communication of Technical Information

The Northern Tier RPO remains committed to ensuring public information, technical planning documents, mapping and visual aids, and other informational/graphic explanations are accessible and easy for the public to understand. This includes the use of "plain language" wherever possible and the minimal use of industry acronyms (or use of full term in advance of an acronym for clarity). The use of visualization tools like geographic information systems (GIS) mapping and infographics are helpful in public comprehension of highly technical information, maps, or other supporting documentation.

Focus Groups

Focus groups are a way to host a facilitated discussion with a smaller, more targeted group to gauge public opinion and collect feedback. Focus groups tend to provide a balance of perspectives as individuals who participate in these discussions are usually selected to participate by RPO staff and could include representatives of underrepresented communities and/or local citizens who live in close proximity to a study area or project.

Local Outreach and Meeting Attendance

To remain cognizant of local transportation issues and concerns, the Northern Tier RPO staff (along with other members of NTRPDC staff) will continue to attend meetings and participate in events held by local or regional groups with interest in the transportation network. This participation provides an outlet to share information about the RPO's transportation activities. Northern Tier RPO staff have participated in countywide conventions and other similar events to share information about the RPO's planning activities and gather feedback from local officials on transportation concerns. The RPO also participates in meetings of local chambers of commerce, municipal, and economic development groups.

Other opportunities include meetings of the regional Citizens Advisory Board, which are typically held twice each year. Participants include PennDOT District 4-0, local municipalities, and representatives from the RPO (focused on Susquehanna and Wyoming counties). These meetings have yet to restart since the COVID-19 pandemic, but the RPO will work with other board members to reconvene this group in the near future.

Equipment Shows

Northern Tier RPO staff are also involved with the planning and coordination of two regional equipment shows that are held annually and have historically had participation from over 500 attendees. One show covers Bradford and Tioga counties while the other covers Susquehanna and Wyoming counties. The two equipment shows focus on local municipal needs around the region and provides a platform for RPO staff to gather further input on issues impacting its planning work.



Media Relations

News releases, public notices/legal advertisements, and feature stories are written by the Northern Tier RPO staff and disseminated to appropriate media outlets based on targeted coverage areas. The RPO specifically advertises public engagement opportunities in five newspapers (in both digital and print formats) throughout the region:

- The Daily Review
- The Wellsboro Gazette
- The Sullivan Review
- The Susquehanna County Independent
- The New Age Examiner

With the exception of the Daily Review, all papers listed above have a weekly circulation schedule.

NTRPDC Website

The [NTRPDC website](#) currently serves as the primary digital resource and communication tool to disseminate information related to transportation planning processes and programs. The website was updated in 2024 and includes a dedicated section for the RPO's activities and documents under the Transportation Planning tab. The website is maintained by NTRPDC staff, and the public can access the following information in the [Transportation Planning section](#) of the website:

- An overview of transportation planning and the RPO, including a short summary video
- Repository of RPO documents, such as approved/draft plans and other documents related to local, state, and federal transportation planning and programming.
- RTAC meeting information, including Microsoft Teams meeting links and call-in information, agendas, minutes, and a listing of current members.

The newly updated website, including the Transportation Planning webpage, is mobile friendly, includes translation capabilities into many languages, and is compliant with the Americans with Disabilities Act.

Newsletters

The Northern Tier RPO reports on current planning initiatives and public comment opportunities in a dedicated section of the broader NTRPDC's quarterly newsletter titled "Northern Tier News". When published, the newsletter is distributed to the agency-wide stakeholder list through a Constant Contact email blast. While the public is not directly solicited to subscribe to the NTRPDC newsletter, copies are published on the NTRPDC website's [News and Events page](#).



Open Houses

Open houses are just one public meeting format that the Northern Tier RPO has leveraged in its planning efforts. These meetings are usually follow a more informal structure (compared to a public meeting) and allow for the RPO staff to interact with the public on a small group or one-on-one scale. These events may include short presentations or activities, display boards/maps or other visual aids, feedback forms, and informational handouts. Open houses serve the purpose of informing the public about the RPO's planning program in addition to gathering input on specific plans or programs.



Public Meetings

Virtual Public Meetings

The RPO currently provides online options for public attendance at meetings of its Rural Transportation Advisory Committee (RTAC) and Executive Board meetings. To accommodate as many communication preferences as possible, the RPO will continue to provide online options for public meetings, when possible. The online option will be made available using Microsoft Teams as the primary platform or through another virtual platform if Teams is unavailable. Providing this option allows the public to participate using their smartphone, computer, or by phone through an audio-conferencing bridge. All online meeting links, identification numbers, and call-in numbers will be included in meeting invitation where the option is provided. The Northern Tier RPO staff will record meeting minutes and prepare formal responses to all oral and/or written comments received during the public meeting.

In-Person Meetings/Procedures

While a significant shift toward virtual public engagement options has occurred as a result of the COVID-19 pandemic, many agencies have also started to return toward traditional in-person approaches for public meetings or offering “hybrid” options (both in-person and online engagement). In-person public meetings continue to provide an opportunity for the public to hear about and share feedback on the RPO's transportation planning activities.

Public meeting details are planned in advance in order to identify, develop, and create all meeting materials needed to ensure a successful meeting. These materials include advertisements, formal presentations, sign-in sheets, comment/feedback forms (if desired), and securing a meeting location that is both adequate and accessible. Venues for public meetings are determined based on target audiences, project locations, access to public transportation, and ADA compliance, among other factors that can vary. As with online formats, the RPO will record meeting minutes and provide formal responses to all written and oral comments received to demonstrate the influence that public input has on regional transportation processes.

In terms of meeting procedures, the RPO will hold public meetings and comment periods in conjunction with the initial adoption of its core transportation planning documents such as the Long-Range Transportation Plan, the Transportation Improvement Program, and the Public Participation Plan. The RPO may also engage the public through online, in-person, or hybrid meetings as part of other planning initiatives to ensure meaningful opportunities for public input through all aspects of the RPO's business.

All public meeting minutes will be recorded by RPO staff and formal responses will be provided to all comments received throughout the public comment period. Meeting minutes will be published to the NTRPDC website and included as part of specific plan document appendices, as appropriate.

Public Notices

The Northern Tier RPO will advertise its public meeting dates, times, and locations as well as public review and comment period dates as public notices in legal sections of the five newspapers published throughout the region no less than 14 days in advance of the scheduled meeting or comment period. As listed above, these papers include:

- The Daily Review
- The Wellsboro Gazette
- The Sullivan Review
- The Susquehanna County Independent
- The New Age Examiner

An example of a public notice that is used by the RPO to communicate opportunities for comment on transportation planning documents can be found in **Appendix C**.

Public Review and Comment Periods

Federal regulations require a public review and comment period as a critical step in the development of major planning documents, including the Long-Range Transportation Plan (30 days), the Transportation Improvement Program (30 days), and the Public Participation Plan (45 days). These dedicated timeframes intend to provide the public and regional stakeholders on with ample opportunity to provide their input on the RPO's plans and programs.

The Northern Tier RPO uses multiple outreach tools and techniques to engage the public and disseminate information about plan/program updates, including but not limited to:

- Ensuring paper copies of draft documents are available at accessible locations throughout the region for those without internet/computer access.
- Acceptance of comments by mail or e-mail.
- Availability of documents on the NTRPDC website.
- Communication of public input opportunities via media outlets like newspapers, social media, NTRPDC newsletters and webpages in a timely manner.

The RPO will provide and display hard copies of draft planning documents at the following locations:

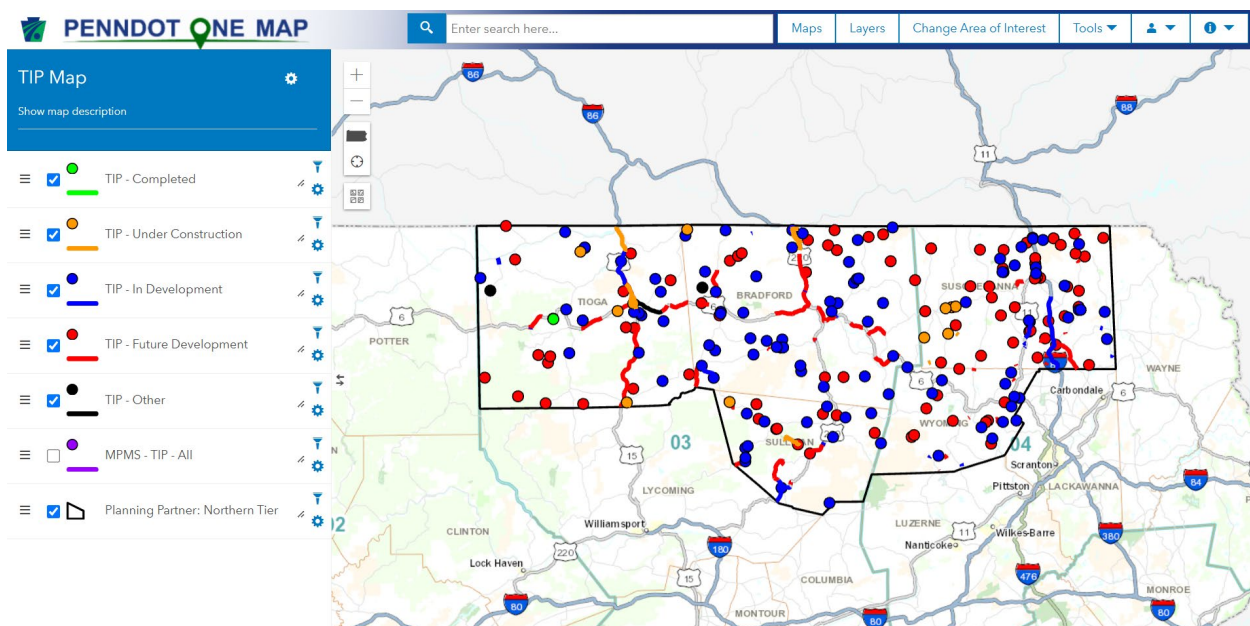
Organization/Agency Name	Address	Location
Bradford County Community Planning & Mapping	29 VanKuren Drive, Suite 1	Towanda
Sullivan County Planning & Development	245 Muncy Street, Suite 110	Laporte
Susquehanna County Planning & Development	31 Lake Ave	Montrose
Tioga County Planning Office	118 Main Street	Wellsboro
Wyoming County Planning Office	1 Courthouse Square, 3 rd Floor	Tunkhannock
Northern Tier Regional Planning & Development Commission	312 Main Street	Towanda

The RPO may identify additional locations based on the content of the plan, local project impacts, and targeted outreach efforts. This could include schools, senior centers, and local libraries. As substantive public comments are received by the RPO on its planning documents and initiatives, the staff will develop formal response letters for transmittal to the individual who provided the comment. These letters can confirm receipt of the comment and describe how their feedback was incorporated into a planning document or influenced the planning process. Additional information on plan-specific public review and comment periods (e.g., length of time, public meeting requirements, etc.) is provided in the “Public Participation Processes and Compliance” section.

Visualization Techniques

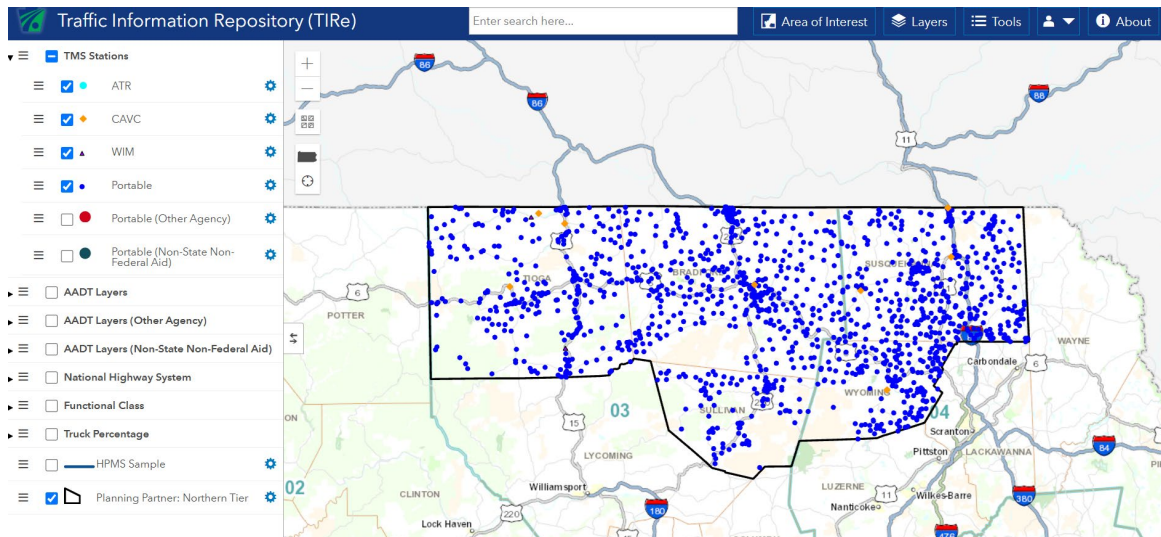
PennDOT OneMap

Serving as a “one-stop shop” tool for transportation data, PennDOT OneMap is a free, web-based mapping application that is available for use by the public, the state’s MPOs and RPOs, and other transportation stakeholders throughout Pennsylvania. PennDOT OneMap can be used to access highway and bridge project information throughout Pennsylvania as well as other transportation-related information such as asset condition data, traffic signal/ITS device locations, and multimodal asset information (e.g., bike lanes, freight rail lines). Users can create their own interactive maps that can help with transportation planning initiatives.



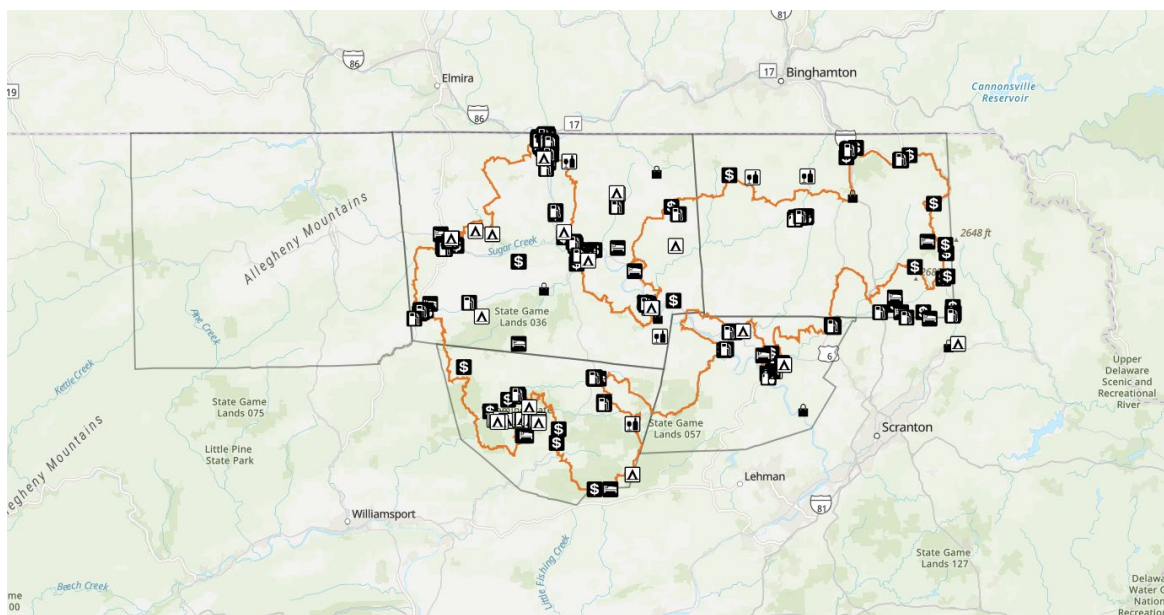
PennDOT Traffic Information Repository (TIRe)

PennDOT's Traffic Information Repository is another web-based application that provides information such as traffic count information, truck traffic volumes, and the location of traffic counter devices. The application provides several interactive base maps and is free to access by the public and transportation stakeholders.



Internal Geographic Information System Tools and Services

The Northern Tier RPO also provides geographic information systems (GIS) services for the region, including the development of maps for in-house plans and programs, such as the long-range transportation plan (LRTP) and the Transportation Improvement Program (TIP). The RPO's GIS services serve other departments within the Northern Tier Regional Planning and Development Commission as well as local businesses and municipal governments. One example of a visualization tool that the RPO developed is an interactive map for the Endless Mountains Gravel Bikepacking Loop, hosted by the Endless Mountains Heritage Region. The map provides wayfinding and amenity information along the loop that traverses four of the region's five counties.



Social Media

The use of social media provides a fast, inexpensive way to engage with large audiences and continues to be a strong means in which the RPO can connect with the public. The Northern Tier RPO uses the NTRPDC's social media accounts to disseminate information regarding its transportation planning activities and opportunities for public involvement. These accounts include Facebook, LinkedIn, and YouTube, all of which appeal to different audiences. In addition to static social media posts on Facebook and LinkedIn, the NTRPDC YouTube channel includes informational videos about each NTRPDC department, including one about the RPO and its core functions. This video is also featured on the RPO's webpage on the NTRPDC website.

Northern Tier RPO encourages public interaction through these outlets; however, it is important to note that the views expressed in the comments reflect those of the author and are not reflective of the views of the RPO.

Stakeholder Listing

The NTRPDC maintains an agency-wide stakeholder listing of over 1,000 contacts, which includes members of the RTAC and local officials from the region's five counties and 166 municipalities. The RPO staff collaborate with other departments within the NTRPDC organization to conduct routine updates to ensure the listing remains current and is reflective of any staff changes that occur at partner agencies or as municipal officials change.

Public Surveys

The RPO also uses public surveys as a means of gathering community input on specific planning activities as they occur. In recent years, public surveys have been conducted online with alternative options available upon request. Several online platforms are available for public surveys, such as SurveyMonkey, Microsoft Forms, and ESRI's Survey123. One example of a regional survey effort was the development of the region's 2045 long-range transportation plan. The RPO used SurveyMonkey to gather public feedback on regional transportation concerns and priorities. These opportunities for input are advertised on the NTRPDC website, through email distribution to RTAC and NTRPDC's stakeholder lists, and on social media.

In addition to surveys developed specifically for the Northern Tier region, the RPO has also received public input through the result of statewide surveys to supplement its own outreach efforts. The Pennsylvania State Transportation Commission (STC) conducts a biennial public survey in developing the state's Twelve-Year Program (TYP). The survey gathers feedback on transportation priorities and concerns. While the survey gathers feedback from across the state, PennDOT staff gather and assess the survey feedback at the MPO/RPO level. Results are made publicly available on the TalkPA Transportation website. The RPO will continue to coordinate with PennDOT and leverage the results of this survey in developing its planning documents, specifically the LRTP. The results of the 2023 survey for the Northern Tier region are included in **Appendix E**.

Virtual and Hybrid Public Participation

Advancements in virtual public engagement were accelerated by the COVID-19 pandemic and have since become "commonplace" techniques in the post-pandemic environment. The Northern Tier RPO has continued to adapt and evolve its public participation and outreach techniques in the virtual world as technology continues to evolve. This includes "hybrid" approaches to meetings, which are a combination of in-person and virtual engagement. For virtual and hybrid meetings that are open to the public, the RPO uses Microsoft Teams as its primary digital platform. All meeting links, identification numbers, and call-in

information are made available in meeting advertisements in local newspapers, meeting agendas, and by request to the Northern Tier RPO staff.

Many hybrid meetings and outreach opportunities are hosted in-person at the NTRPDC offices in Towanda. To effectively carry out public meetings in the hybrid format, the RPO has had an opportunity to leverage technology upgrades within its office meeting spaces, including the acquisition and use of an Owl Lab video/audio conferencing system.

In designing its approaches to virtual and hybrid public participation opportunities, the RPO takes several considerations into account, including:

- Availability and advertisement of a call-in option/telephone number for members of the public who wish to attend a meeting, but do not have a computer or access to the internet.
- Ensuring that the process of requesting special assistance, regardless of attendance type, is available and clearly communicated as part of all advertisements (ADA, translation or interpretation needs, etc.)
- Selecting in-person venues for hybrid meetings that are in compliance with ADA and are accessible by transit.
- Providing notice to the public of their protections under Title VI of the Civil Rights Act.

Title VI and Environmental Justice

Overview

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance. In addition to Title VI, Executive Order 12898 titled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” was signed by President Bill Clinton in February 1994, which identified Title VI as one of the laws that should be applied to prevent minority and low-income communities from being subject to disproportionate and adverse environmental effects.

The Northern Tier RPO maintains its own Title VI Non-Discrimination Plan as part of its public participation processes. The plan defines and documents the policies and procedures administered by the RPO and ensures that its plans and programs are in compliance with Title VI and related non-discrimination laws, statutes, and regulations. It also outlines the procedures for any individual to file a complaint if they feel they have been excluded from, denied benefits of, or subjected to discrimination prohibited under Title VI, the Americans with Disabilities Act of 1990 (ADA), and other non-discrimination laws.

Targeted Outreach Strategies

Outreach strategies as defined in the RPO’s Title VI Non-Discrimination Plan were designed to align with this public participation plan and document the RPO’s efforts to engage with individuals that are potentially underserved by the regional transportation system (e.g., minority, low income, zero-car households, seniors, persons with disabilities, etc.). These strategies serve as a “toolkit” and can be employed to improve or expand upon its engagement with these individuals, including:

- Researching and cataloging forums and processes minority/ethnic persons would prefer to discuss transportation planning issues.

- Conducting focus groups with affected communities or groups in smaller settings to inform, educate, and solicit input.
- Establishing partnerships and engage in ongoing dialogue with groups that represent minority, low-income, and other populations that may be potentially underserved by the regional transportation system.
- Seeking opportunities to speak at meetings of groups involving minority, low-income, and other potentially underserved populations.
- Using a range of meeting locations when engaging with the public on a single subject in an effort to reach affected populations and ensuring locations are accessible by transit, biking, and walking.
- Consulting with the region's housing authorities to gain further understanding on where low-income housing populations may be located.
- Providing meeting notices and information at transit stops and on transit vehicles. This could include paratransit and social service vehicles to expand outreach to seniors and persons with disabilities.

Limited English Proficiency Engagement

Overview

In addition to Title VI, Executive Order 13166 prohibits the denial of meaningful access for Limited English Proficiency (LEP) persons to programs and services receiving federal financial assistance. The RPO maintains a separate LEP plan that establishes a clear strategy to ensure access to its planning and decision-making processes for individuals for whom English is not their primary language and have a limited ability to read, write, speak, or understand English. It identifies where these individuals are geographically located, how those individuals may be coming into contact with the RPO's planning activities, and provides action strategies to reduce/eliminate barriers that may be impeding access.

In the Northern Tier region, there is a very small share of the region's population considered to be LEP (0.7%). The most prominent LEP language group in the region is Spanish. The four factor analysis conducted as part of the plan found that LEP populations in the region do not trigger the Safe Harbor provision²; however, the RPO will continue to provide language translations of its planning documents upon request.

Targeted Outreach Strategies

The LEP plan includes language assistance measures that the RPO implements to ensure that LEP populations have meaningful access to its planning processes and initiatives, such as language interpretation and translation, providing notices of language services, and written communications among others. The plan also includes additional strategies the RPO can employ to further expand its outreach to LEP populations, including:

- Inclusion of translated notices as part of legal ads/press releases (language taglines in Spanish)

² The federal Safe Harbor provision is triggered for LEP populations that comprise 5% of the regional population or meet/exceed 1,000 speakers, whichever is less.

- Post the RPO's notice of language services on the NTRPDC Transportation Planning webpage in text only format for easy translation using the embedded translation widget.
- Coordination with member counties to identify community representatives or organizations that cater to LEP populations to identify the most efficient means of providing translation/interpretation services.
- Increase overall use of visual aids, such as maps and graphics.
- Consider whether LEP populations are literate in English, their native language, or neither.

Transportation Planning Activities

The Northern Tier RPO is responsible for carrying out the transportation planning process for the five-county region, and in doing so, is responsible for regularly updating, amending, and adopting a core set of plans and programs required by federal transportation regulations. The development and update of these plans include opportunities for public comment and feedback. The following summarizes these core documents:

Planning Document or Activity	Current Plan Adoption Date	Next Required Adoption Date	Targeted Completion
Long-Range Transportation Plan	April 2020	April 2025	April 2025
Transportation Improvement Program	June 2024	June 2028	June 2028
Public Participation Plan	December 2016		February 2025
Coordinated Transit-Human Services Plan	December 2018		2025
Bicycle and Pedestrian Plan	May 2019		2025-2026

Long-Range Transportation Plan

The Long-Range Transportation Plan (LRTP) sets the vision and priorities for the regional transportation system. It identifies existing conditions/trends, needs, goals, policies, and projects for a minimum 20-year horizon. The plan also sets the direction for transportation/economic investments and decision making, addressing areas such as asset management, network deficiencies, safety concerns, mobility constraints, accessibility limitations, and performance measurement. Developing the LRTP involves coordination with local, state, and federal agencies as well as transportation stakeholders and the public. As of this writing, the RPO's next LRTP will be adopted in April 2025.

Transportation Improvement Program and Amendments

The Transportation Improvement Program (TIP) is the listing of programmed projects within the region and covers the first four-years of PennDOT's Twelve-Year Program (TYP). The TIP consists of multimodal projects including highway, bridge, and transit projects along with active transportation (bicycle, pedestrian, etc.) and freight-related improvements. It also assigns federal and/or state transportation funds to those projects. While the TIP is updated every two years, it is regularly amended to reflect the current state of the program. TIP amendments address major changes, including the addition or deletion of a project from the TIP or substantial changes to project costs, schedule, design, or overall scope of work. These amendments are reviewed and voted on by the Northern Tier RTAC while administrative modifications are shared for informational purposes.

The Northern Tier RPO is responsible for developing the region's TIP; while PennDOT is responsible for developing the Statewide Transportation Improvement Program (STIP). PennDOT is also responsible for the Interstate Management TIP, which identifies projects for the Interstate system. The STIP is the official transportation improvement program document mandated by federal regulations and recognized by FHWA and FTA. The TYP is updated every two years as required by state law. FHWA and FTA will only authorize projects and approve grants for projects that are programmed on the current approved STIP.

Public Participation Plan

The Public Participation Plan is the RPO's commitment to ensuring meaningful and equitable opportunities for public participation in the regional transportation planning and decision-making processes. It addresses public outreach tools and resources used by the RPO to effectively engage a broad range of community interests while also ensuring compliance with applicable federal and state transportation planning regulations. The plan is a key component of the broader Title VI Program Document, which also includes the RPO's Title VI Non-Discrimination Plan and its Limited English Proficiency Plan.

Air Quality Conformity Reports and Determinations

As part of its planning activities, notably the LRTP and the TIP, the RPO is required to develop an air quality conformity report and determination in partnership with PennDOT. The Clean Air Act of 1990 (CAA) identifies the actions that states and MPOs/RPOs must take to reduce emissions from on-road mobile sources in nonattainment and maintenance areas. In addition, any regionally significant projects identified in the LRTP should be in sufficient detail to develop cost estimates, including a design concept and design scope description, of all existing and proposed transportation facilities regardless of funding source in nonattainment and maintenance areas under the EPA's transportation conformity rule. In these areas, FHWA and FTA as well as the MPO or RPO must make a conformity determination on any new or revised plan (TIP, LRTP) in accordance with the CAA and other EPA conformity regulations to ensure that projects are not inconsistent with state obligations to meet National Ambient Air Quality Standards (NAAQS). In the Northern Tier region, Tioga County and a portion of Wyoming County are designated as maintenance areas under the 1997 8-hour ozone NAAQS. In the case of the South Coast Air Quality Management District vs. EPA in 2018, the United States Court of Appeals determined that air quality conformity determination is required for areas that are in non-attainment or maintenance for the 1997 ozone standards. Under these designations, the RPO is required to include an air quality conformity determination for any regionally significant projects in these areas as well as the TIP and LRTP in coordination with the Interagency Coordination Group (ICG). Air quality conformity reports are included for public review during the formal comment periods for both the TIP and LRTP.

Coordinated Transit-Human Services Plan

The Coordinated Public Transit-Human Services Plan (also known as a "Local Coordinated Plan") aims to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that communities coordinate resources available for public transportation. Coordination of these services enhances overall transportation access, minimizes duplication of services, and facilitates the most cost effective transportation possible with available resources. Federal transit regulations require projects selected for funding under the following FTA programs be derived from a coordinated plan:

- Elderly Individuals and Individuals with Disabilities Program
- Job Access and Reverse Commute Program
- New Freedom Program

MPOs and RPOs are not required to be the lead agency in the development of the local coordinated plan; however, federal guidance states that the coordinated plan may be developed separately or as part of an MPO or RPO's transportation planning process. In any case, the plan must be consistent with the region's transportation planning process. The RPO's most recent plan was developed and adopted in 2018 and an update will be initiated in 2025.

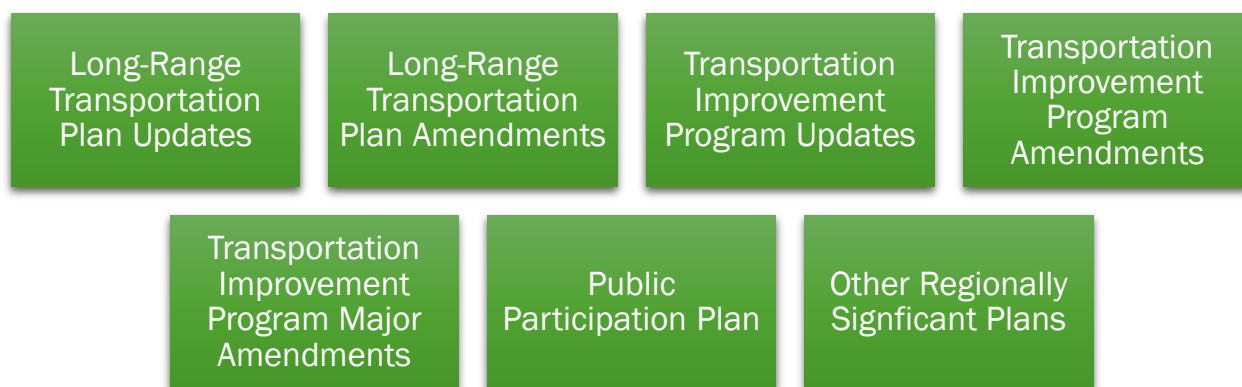
Bicycle and Pedestrian Plan

The RPO also maintains a regional bicycle and pedestrian plan, which was adopted in 2019. Also known as an "Active Transportation Plan", the regional bicycle and pedestrian plan serves as a comprehensive resource that guides the planning, design, implementation, and evaluation of bicycle, pedestrian, and other non-motorized programs, policies, guidelines, and infrastructure improvements. Although a bicycle/pedestrian plan does not require a formal public review and comment period, development of these plans requires extensive community engagement tailored specifically to the needs of those who use these modes – whether it be for recreation, health, or transportation. This could include populations that may be underserved by the existing transportation system or rely heavily on walking, biking, or wheeling to access essential services and employment. The RPO will be undertaking an update of this plan in 2025-2026.

As other regionally significant planning activities occur, the RPO will remain proactive in engaging the public using a variety of methods and techniques to ensure its planning processes remain transparent and accessible.

Public Participation Processes and Compliance

This section contains a series of process "checklists" designed to offer step-by-step public participation guidance in support of specific planning activities conducted by the Northern Tier RPO, including:



Each process includes steps that are generally chronological, although certain elements of each step may happen earlier or later in the process. Statutory or regulatory requirements – such as timeframes for public comment and involvement of FHWA – are provided at their minimum or better values, and their source (federal or state) are indicated, where applicable. The following checklists lay out the key steps of the RPO's public participation process for its core planning documents, plan updates, amendments, and modifications.

Long-Range Transportation Plan (LRTP) Updates



The Long-Range Transportation Plan (LRTP) serves as the blueprint for making transportation decisions. It sets the policy, vision, and goals used to guide transportation investments, planning, and programming within the Northern Tier region. The following applies to the adoption of a new LRTP or a regular update cycle.

Process

- 1. Review Current Public Participation Plan.**
 - ✓ Conduct a review of the RPO's current Public Participation Plan and appropriate the plan for the LRTP effort or implement an update, as required to comply with new transportation legislation, regulations, executive orders, and guidance.
- 2. Develop and Implement LRTP Public Engagement Strategy.**
 - ✓ Develop and implement a public engagement strategy that is consistent with the RPO's adopted PPP to support the LRTP development.
- 3. Release DRAFT LRTP document for public and agency comment.**
 - ✓ Provide a reasonable opportunity for comment on the plan and all related components (e.g., Air Quality Conformity, Environmental Justice), including a public comment period of 30 calendar days.
 - ✓ Provide DRAFT LRTP document to FHWA and FTA for review prior to the beginning of the public comment period for their review and comment.
 - ✓ Distribute related documents in hard copy by mail or electronically by email to the various Indian Tribes and Nations with interests in the Northern Tier region.
 - ✓ Make document available in an accessible electronic format on the RPO website.
 - ✓ Make document available in a hard copy format at the county government offices and the Northern Tier Regional Planning and Development Commission office.
- 4. Notify the public and local agencies with transportation interests of opportunities to comment.**
 - ✓ Publish notifications prior to the beginning of the public comment period start date and at least 14 calendar days prior to the public meeting date. This includes:
 - Legal notices in local newspapers, such as The Daily Review, Wellsboro Gazette, Sullivan Review, Susquehanna County Independent, New Age Examiner, at a minimum.
 - News releases distributed to other newspapers and broadcast media outlets.
 - Interested parties notified via email using the RPO's stakeholder database.
 - Web notification on the RPO webpage in an accessible electronic format.
 - Social media outreach.
 - ✓ Conduct at least one (1) public meeting at an accessible location.
- 5. Conduct inter-agency consultation as required in Pennsylvania.**
 - ✓ Request presentation time at a regularly scheduled Agency Coordination Meeting (ACM); or
 - ✓ Conduct a meeting with representatives from state and local agencies in the RPO region.
- 6. Document and record public participation efforts.**
 - ✓ Compile comments received and provide a formal response to all unique and significant comments. These responses should indicate how the comment was incorporated or why a different approach was taken.
 - ✓ Incorporate all comments and comment responses into the draft LRTP document.
 - ✓ Post comment responses on the RPO website in an accessible electronic format as part of the final, adopted LRTP after adoption.

- ✓ If contact information has been provided, provide summary of comments and responses to those who provided comments within seven (7) calendar days.
- 7. Provide an additional seven (7) calendar day comment period if the final draft of the LRTP significantly differs from the version that was made available for public comment.**
- ✓ Publish notifications prior to the beginning of the public comment period start date and at least 14 calendar days prior to the public meeting date. This includes:
 - Legal notices in local newspapers, such as The Daily Review, Wellsboro Gazette, Sullivan Review, Susquehanna County Independent, New Age Examiner, at a minimum.
 - News releases distributed to other newspapers and broadcast media outlets.
 - Interested parties notified via email using the RPO's stakeholder database.
 - Web notification on the RPO webpage in an accessible electronic format.
 - Social media outreach.
 - ✓ Provide notification (by email) of the additional comment period to interested parties and all those who commented previously (and included an email address) prior to the beginning of the public comment period start date.
 - ✓ Provide revised document to FHWA and FTA for review prior to the beginning of the additional public comment period.
 - ✓ Distribute related documents in hard copy by mail or electronically by email to the various Indian Tribes and Nations with interests in the Northern Tier region.
- 8. Adopt the LRTP.**
- ✓ The RTAC recommends and the NTRPDC Executive Board approves the Air Quality Conformity Report by vote, followed by adoption of Air Quality Adopting Resolution by vote.
 - ✓ The RTAC recommends and the NTRPDC Executive Board adopts the final version of the LRTP by vote at a regularly scheduled meeting.
 - ✓ Make the final version of the LRTP available on the RPO website in an accessible electronic format.
 - ✓ Post notice of the LRTP adoption to the RPO webpage and social media to raise awareness.
 - ✓ Submit final Air Quality Conformity Determination Report and provide copies of final LRTP and related documents to PennDOT and FHWA for approval.
- 9. Maintain the LRTP.**
- ✓ Work with local, state, and federal partners to review the LRTP and identify need for any amendments prior to the next update cycle.
- 10. Implement the LRTP.**
- ✓ Coordinate with PennDOT, county planners, municipal officials, and other transportation stakeholders in the implementation of the LRTP's action items. Document and track progress.

Things to Remember

- Ensure FHWA and FTA are provided with an opportunity to participate in the LRTP development process.
- Written and oral comments received on the draft LRTP will need to be summarized and documented in the final plan. A response must be generated for comments considered significant.
- The LRTP must conform to all air quality regulations and processes (Tioga and Wyoming counties).

Optional & Non-Required Activities

- At the discretion of the RPO, the RPO staff may meet with local stakeholders, county staff, and county commissioners/other elected officials at their regularly scheduled and advertised meetings.
- Leverage social media and issue a news release upon plan adoption to raise awareness.

Development Summary



Update Schedule

Every 4 Years

*(Include a kickoff meeting
and allow 18-24 months for
development)*



Document Horizon

20+ Years



Public Review Period

30 Calendar Days

*Minimum requirement prior
to plan adoption*



Public Meeting

One (1) meeting

*Minimum requirement prior
to plan adoption*

Long-Range Transportation Plan (LRTP) Amendments



The LRTP may be modified between plan update cycles. Where the update is triggered by a TIP Amendment, the public participation activities may be conducted jointly. The public participation effort should follow more stringent requirements (TIP Amendment or LRTP Amendment). The following applies to modifications that occur between LRTP update cycles.

Process

1. Release the DRAFT LRTP Amendment(s).

- ✓ Provide a reasonable opportunity for comment on the plan and other related plan components (e.g., revised Air Quality Conformity Report, Environmental Justice Assessment), including a public comment period of 30 days.
- ✓ Provide DRAFT LRTP document to FHWA and FTA for review prior to the beginning of the public comment period.
- ✓ Make document available in an accessible electronic format on the RPO website.
- ✓ Distribute related documents in hard copy by mail or electronically by email to the various Indian Tribes and Nations with interests in the Northern Tier region.
- ✓ Make document available in hard copy format in the county government offices and the Northern Tier Regional Planning and Development Commission office.

2. Determine the need to provide targeted outreach for project amendments that disproportionately burden populations or concentrations of Minority, In-Poverty, LEP, or Disabled Persons.

**TRIGGER: Burdensome action or project in an area defined by one or both of the following: in a project area where the likely affected Minority, In-Poverty, LEP or Disabled persons exceeds 1,000 persons or in a Census tract where the concentration of Minority, In-Poverty, LEP, or Disabled persons exceeds two times the regional average of that population.*

- ✓ If in an area with a high concentration of LEP persons:
 - Conduct a targeted outreach activity within the project area to engage the affected population.
 - Advertise the activity in the LEP language.
 - Make amendment(s) available in an accessible electronic format on the RPO website in the affected LEP language.
- ✓ If in an area with a high concentration of Minority, In-Poverty, or Disabled persons:
 - Conduct a targeted outreach activity within the project area to engage the affected population.
 - Advertise the activity through at least two (2) agencies, community organizations, or advocacy groups that serve the affected population.
 - Make amendment(s) available in print copy format at the nearest municipal office or relevant agency or community center to the project area for easy access by the targeted population.

3. Notify the public and agencies with transportation interests of opportunities to comment.

- ✓ Publish notifications prior to the beginning of the public comment period start date and at least 14 calendar days prior to the public meeting date. This includes:
 - Legal notices in local newspapers, such as The Daily Review, Wellsboro Gazette, Sullivan Review, Susquehanna County Independent, and New Age Examiner at a minimum.
 - News releases distributed to other newspapers and broadcast media outlets.
 - Interested parties notified via email using the RPO's stakeholder database.
 - Web notification on the RPO webpage in an accessible electronic format.
 - Social media outreach.
- ✓ Distribute related documents in hard copy by mail or electronically to the various Indian Tribes and Nations with interests in the Northern Tier region.

- ✓ Conduct at least one (1) public meeting at an accessible location.
- 4. Document the public participation efforts.**
- ✓ Document the participation activities conducted.
 - ✓ Compile comments received and provide responses to unique and significant comments that indicate how the comment was incorporated or why a different approach was taken.
 - ✓ Post comment responses on the RPO website in an accessible electronic format as part of the final, amended LRTP after adoption.
 - ✓ If contact information has been provided, provide summary of comments and responses to those who provided comments within seven (7) calendar days.
- 5. Provide an additional seven (7) calendar day comment period if the final version of the LRTP significantly differs from the version that was made available for public comment.**
- ✓ Provide notification (by email) of the additional comment period to interested parties and all those who commented previously (and included an email address) prior to the beginning of the public comment period start date.
 - ✓ Provide the draft of the amended LRTP to FHWA and FTA for review prior to the beginning of the additional public comment period.
 - ✓ Distribute related documents in hard copy by mail or electronically to the various Indian Tribes and Nations with interests in the Northern Tier region.
 - ✓ Make document available in an accessible electronic format on the RPO website.
- 6. Adopt the LRTP Amendment(s).**
- ✓ The RTAC recommends and the NTRPDC Executive Board approves the Air Quality Conformity Report by vote, followed by adoption of Air Quality Adopting Resolution by vote.
 - ✓ The RTAC recommends and the NTRPDC Executive Board adopts the final version of the LRTP by vote at a regularly scheduled meeting (open to the public).
 - ✓ Make the final version of the LRTP available on the RPO website in an accessible electronic format.
 - ✓ Post notice of the LRTP adoption to the RPO webpage.
 - ✓ Submit final Air Quality Conformity Determination Report and provide copies of final LRTP and related documents to PennDOT and FHWA for approval.
 - ✓ Make the final version of the LRTP Amendment(s) available on the RPO website in an accessible electronic format.
 - ✓ Post notice of the LRTP Amendment(s) to the RPO website and social media to raise awareness.

Things to Remember	Optional & Non-Required Activities
• Ensure FHWA and FTA are provided with an opportunity to participate in the process. • Amendments and modifications to the LRTP should be processed in coordination with local, state, and federal partners. • LRTP Amendment(s) must be accessible to those that may be affected by the proposed amendment(s). Targeted outreach strategies to these populations must also be included as part of the public participation process.	• Upon the discretion of the RPO, the RPO staff may meet with local stakeholders, county staff, and county commissioners/ other elected officials at their regularly scheduled and advertised meetings. • Engage and form partnerships with community organizations to identify outreach strategies and proactively expand the RPO's reach to populations affected by an LRTP amendment.

Development Summary



Public Review Period

30 Calendar Days

*Minimum requirement prior
to adoption*



Public Meeting

One (1) meeting

*Minimum requirement prior
to adoption*

Transportation Improvement Program (TIP) Updates



The Transportation Improvement Program (TIP) is a four-year, short-range program that consists of a prioritized list of federally funded multimodal transportation projects within the RPO region. The TIP supports the vision of the LRTP and is updated every two years. The following applies to the regular update of the TIP/STIP and the Twelve-Year Program (TYP) according to the statewide program. These procedures, notice of public involvement activities, and the time established for public review and comment also satisfy the Program of Projects requirements of Section 5307.

Process

1. Release the DRAFT TIP.

- ✓ Provide the public with reasonable opportunity to comment on the DRAFT TIP, including a public comment period of 30 days (minimum).
- ✓ Provide the DRAFT TIP update to FHWA and FTA for review prior to the beginning of the public comment period.
- ✓ Make the DRAFT TIP available in accessible electronic format on the RPO website.
- ✓ Make the DRAFT TIP available in hard copy format at county government offices and the Northern Tier Regional Planning and Development Commission office.

2. Notify the public and agencies of opportunities to comment.

- ✓ Publish notifications prior to the beginning of the public comment period start date and at least 14 calendar days prior to the public meeting date. This includes:
 - Legal notices in local newspapers, such as The Daily Review, Wellsboro Gazette, Sullivan Review, Susquehanna County Independent, New Age Examiner, at a minimum.
 - News releases distributed to other newspapers and broadcast media outlets.
 - Interested parties notified via email using the RPO's stakeholder database.
 - Web notification on the RPO website in an accessible electronic format.
 - Social media outreach.
- ✓ Distribute related documents in hard copy by mail or electronically by email to the various Indian Tribes and Nations with interests in the Northern Tier region.
- ✓ Conduct at least one (1) public meeting at an accessible location.

3. Document public participation efforts.

- ✓ Document the participation activities conducted.
- ✓ Compile comments received and provide responses to all unique and significant comments. These responses should indicate how the comment was incorporated or why a different approach was taken.
- ✓ Post comment responses on the RPO website in an accessible electronic format as part of the final, approved TIP.
- ✓ If contact information has been provided, provide summary of comments and responses to those who provided comments within seven (7) calendar days.

4. Provide an additional seven (7) calendar day comment period if the final version of the TIP differs significantly from the version that was made available for public comment.

- ✓ Provide notification (by email) of the additional comment period to interested parties and all those who commented previously (and included an email address) prior to the beginning of the public comment period start date.
- ✓ Provide revised DRAFT TIP to FHWA and FTA for review prior to the beginning of the additional public comment period.
- ✓ Distribute related documents in hard copy by mail or electronically to the various Indian Tribes and Nations with interests in the Northern Tier region.

- ✓ Make the revised DRAFT TIP available in an accessible electronic format on the RPO website.

5. Adopt the TIP.

- ✓ The RTAC recommends and the NTRPDC Executive Board approves the Air Quality Conformity Report by vote, followed by adoption of Air Quality Adopting Resolution by vote.
- ✓ The RTAC recommends and the NTRPDC Executive Board adopts the final version of the TIP by vote at a regularly scheduled meeting.
- ✓ Make the final version of the TIP available on the RPO website in an accessible electronic format.
- ✓ Post notice of TIP adoption to the RPO website and social media to raise awareness.
- ✓ Submit final Air Quality Conformity Determination Report and provide copies of final TIP and related documents to PennDOT and FHWA for approval.

6. Maintain the TIP.

- ✓ Work with local, state, and federal partners to process amendments and modifications to the TIP as needed (See TIP Amendments and TIP Administrative Modifications).

Things to Remember

- At least one (1) public meeting is required to present the draft TIP.
- Written and oral comments received on the draft TIP will need to be summarized and documented in the final submission. A response must be generated for comments considered significant.
- The final TIP will be made available on the RPO's website.

Optional & Non-Required Activities

- At the discretion of the RPO, the RPO staff may meet with local stakeholders, county staff, and county commissioners/other elected officials at their regularly scheduled and advertised meetings.
- Leverage social media and issue a news release upon TIP adoption to raise awareness.

Development Summary



Update Schedule

Every 2 Years



Document Horizon

4 Years



Public Review Period

30 Calendar Days

Minimum requirement prior to TIP adoption



Public Meeting

One (1) meeting

Minimum requirement prior to TIP adoption

Transportation Improvement Program (TIP) Amendments



An “amendment” to the RPO’s Transportation Improvement Program (TIP) is a modification that occurs between TIP cycles but does not trigger a “major amendment”. The following changes qualify as an “amendment” to the TIP:

- Any action affecting air quality conformity regardless of project cost or funding source.
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded.
- Removes an existing project that utilizes federal funds*
- Adds a new project phase(s), increases a current project phase, deletes a project phase(s), or decreases a current project phase that utilizes federal funds where the modification exceeds \$2 million but does not exceed \$10 million.
- Adds federal funds to a 100% non-federal funded project, exception being projects from Statewide Managed Programs.
- Results in a major change in the scope of work or schedule of a project.
- Creates a new federally funded line item.

**Exceptions that would be handled as Administrative Modifications include: (1) removal of a project that was fully obligated in the previous STIP/TIP and no longer requires federal funding; (2) a project being added from a Statewide Managed Program; (3) a project being added in response to an emergency.*

Process

1. Release the Proposed TIP Amendment(s).

- ✓ Provide the proposed TIP amendment(s) to FHWA and FTA for review.
- ✓ Make TIP amendment(s) available in accessible electronic format on the RPO website.
- ✓ Notify the RTAC of the TIP amendment(s) via the meeting packet distributed prior to committee meetings.
 - The agenda packet with the proposed TIP Amendment is distributed to the RTAC at least one week prior to each scheduled meeting.

2. Notify any interested parties of the TIP Amendment(s) via email.

3. No public review or comment period is required for a proposed TIP Amendment.

4. Adopt the TIP Amendment(s).

- ✓ The RTAC approves the final version of the TIP amendment(s) by vote at a regularly scheduled public meeting.
- ✓ Make the final version of the TIP Amendment(s) available on the RPO website in an accessible electronic format.

Things to Remember

- A TIP amendment does not require a public comment period or a public meeting.
- Advance notice to the RTAC is required for members to review the proposed Amendment(s) ahead of a regularly scheduled meeting.

Development Summary



Public Review Period
Not Required



Public Meeting
Not Required

Transportation Improvement Program (TIP) Major Amendments



An “major amendment” of the TIP is an interim modification that occurs between update cycles. The following activities qualify as a “major amendment”:

- Flexing highway funds to transit projects.
- Air quality significant amendments proposed to the TIP.
- Candidate projects deemed high profile by the RTAC.
- Adds a new project(s) from a Federal discretionary funding initiative.
- Adds a new project/project phase(s), increases current project phase, deletes a project/project phase, or decreases a current project phase where the modification exceeds \$10 million. Exceptions that would be handled as Amendments include bridge/pavement preservation projects or events requiring Urgent Remedial Measures.

Process

1. Release the Proposed TIP Major Amendment(s).

- ✓ Provide the proposed TIP amendment(s) to FHWA and FTA for review prior to the beginning of the public comment period.
- ✓ Make TIP amendment(s) available in accessible electronic format on the RPO website and in hard copy format at the Northern Tier Regional Planning and Development Commission office and county government offices.
- ✓ Notify the RTAC of the TIP amendment(s) via the meeting packet distributed prior to committee meetings.
 - The agenda packet with the proposed TIP Amendment is distributed to the RTAC at least one week prior to each committee’s scheduled meeting.

2. Determine the need to provide targeted outreach for major project amendments that disproportionately burden populations or concentrations of Minority, In-Poverty, LEP, or persons with disabilities.

**TRIGGER: Burdensome action or project in an area defined by one or both of the following: in a project area where the likely affected Minority, In-Poverty, LEP or Disabled persons exceeds 1,000 persons or in a Census tract where the concentration of Minority, In-Poverty, LEP, or Disabled persons exceeds two times the regional average of that population*

- ✓ If in an area with a high concentration of LEP persons:
 - Conduct a targeted outreach activity within the project area to engage the affected population.
 - Advertise the activity in the LEP language.
 - Make the major amendment(s) available in an accessible electronic format on the RPO website in the affected LEP language.
- ✓ If in an area with a high concentration of Minority, In-Poverty, or Disabled persons:
 - Conduct a targeted outreach activity within the project area to engage the affected population.
 - Advertise the activity through at least two (2) agencies, community organizations, or advocacy groups that serve the affected population.
 - Make the major amendment(s) available in print copy format at the nearest municipal office, relevant agency, or community center to the project area for easy access by the targeted population(s).

3. Notify the public and interested parties of opportunities to comment.

- ✓ Publish notifications prior to the beginning of the public comment period start date and at least 14 calendar days prior to the public meeting date. This includes:
 - Legal notices in local newspapers, such as The Daily Review, Wellsboro Gazette, Sullivan Review, Susquehanna County Independent, New Age Examiner at a minimum.
 - News releases distributed to other newspapers and broadcast media outlets.
 - Interested parties notified via email using the RPO's stakeholder database.
 - Web notification on the RPO website in an accessible electronic format.
 - Social media outreach.
- ✓ Conduct at least one (1) public meeting at an accessible location.

4. Document all public participation efforts.

- ✓ Document all public participation activities conducted.
- ✓ Compile comments received and provide responses to all unique and significant comments. These responses should indicate how the comment was incorporated or why a different approach was taken.
- ✓ Post comment responses on the RPO website in an accessible electronic format as part of the final, approved TIP major amendment.
- ✓ If contact information has been provided, provide a summary of comments and responses to those who provided comments within seven (7) calendar days.

5. If the final version of the proposed major amendment differs significantly from the version that was made available for public comment, provide an additional seven (7) calendar day public comment period.

- ✓ Provide notification (by email) of the additional comment period to interested parties and all who commented previously (and included an email address) prior to the beginning of the public comment period start date.
- ✓ Provide the revised TIP Major Amendment to FHWA and FTA for review prior to the beginning of the additional public comment period.
- ✓ Distribute related documents in hard copy by mail or electronically to the various Indian Tribes and Nations with interests in the Northern Tier region.
- ✓ Make the revised TIP Major Amendment available in accessible electronic format on the RPO website.

6. Adopt the TIP Major Amendment(s).

- ✓ The RTAC recommends, and the NTRPDC Executive Board approves the Air Quality Conformity Report by vote (if the amendment is air quality significant).
- ✓ The RTAC recommends, and the NTRPDC Executive Board approves the TIP Major Amendment at a regularly advertised and scheduled meeting.
- ✓ Submit approved TIP Major Amendment and all related documentation to PennDOT and FHWA.
- ✓ Make the final version of the TIP available on the RPO website in an accessible electronic format.
- ✓ Post notice of the TIP Major Amendment to the RPO website to raise awareness.

Things to Remember

- A TIP major amendment will require a public comment period and public meeting, which differs from a standard TIP amendment.
- Outreach related to a TIP major amendment may require targeted outreach efforts to Minority, In-Poverty, or LEP populations if the action or project is occurring in an area where these populations exceed 1,000 persons.

Development Summary



Public Review Period

30 days

*Minimum requirement prior
to adoption*



Public Meeting

One (1) Meeting

*Minimum requirement prior
to adoption*

Public Participation Plan



The Public Participation Plan (PPP) serves as the guidebook for how the RPO conducts its public outreach. It outlines the RPO's public participation methods, the strategies for public engagement and outreach, and state and federal regulations regarding public participation. The PPP provides the public with an overview of opportunities to be engaged.

Process

- 1. Conduct a review of the RPO's current Public Participation Plan and Title VI Program Document.**
 - ✓ Review the current PPP with the RTAC and identify the scope of the updates required.
- 2. Implement updates to the Public Participation Plan/Title VI Program Document.**
 - ✓ Determine whether the update will be completed by the RPO staff or if the update will require the help of a consultant or other third party.
- 3. Release the DRAFT PPP for public and agency comment.**
 - ✓ Provide the public with a reasonable opportunity to comment on the plan, including a public comment period of 45 days.
 - ✓ Provide the DRAFT Public Participation Plan and associated documents (e.g., Title VI, Limited English Proficiency Plans) to PennDOT's Bureau of Equal Opportunity (BEO), FHWA, and FTA for review prior to the beginning of the public comment period.
 - ✓ Make DRAFT Public Participation Plan available in an accessible electronic format on the RPO website.
 - ✓ Make DRAFT Public Participation Plan available in a hard copy format at the county government offices and the Northern Tier Regional Planning and Development Commission office.
- 4. Notify the public and agencies with transportation interests of opportunities to comment.**
 - ✓ Publish notifications prior to the beginning of the public comment period ending date and at least 14 calendar days prior to any public meeting date. This includes:
 - Legal notices in local newspapers, such as the Daily Review, Wellsboro Gazette, Sullivan Review, Susquehanna County Independent, and the New Age Examiner at a minimum.
 - News releases distributed to other newspapers and broadcast media outlets.
 - Interested parties notified via email using the RPO's stakeholder database.
 - Web notification on the RPO webpage in an accessible electronic format.
 - Social media outreach.
 - ✓ Conduct at least one (1) public meeting at an accessible location.
- 5. Document the public participation effort.**
 - ✓ Compile comments received and provide responses to unique and significant comments that indicate how the comment was incorporated or why a different approach was taken.
 - ✓ Incorporate comments and comment responses into the final Public Participation Plan document.
 - ✓ If contact information has been provided, provide summary of comments and responses to those who provided comments within seven (7) calendar days.
- 6. Provide an additional seven (7) calendar day comment period if the final version of the Updated PPP differs significantly from the version that was made available for public comment.**
 - ✓ Provide notification (by email) of the additional comment period to interested parties and all those who commented previously (and included an email address) prior to the beginning of the public comment period start date.

- ✓ Provide revised Public Participation Plan document to PennDOT's Bureau of Equal Opportunity, FHWA and FTA for review prior to the beginning of the additional public comment period.
- ✓ Provide notice of the second public comment period and make the revised Public Participation Plan document available in an accessible electronic format on the RPO website.

7. Adopt the Updated PPP.

- ✓ The RTAC recommends and the NTRPDC Executive Board adopts the Public Participation Plan by vote at a regularly scheduled public meeting.
- ✓ Make the Public Participation Plan available on the RPO website in an accessible electronic format.
- ✓ Post notice of plan adoption to the RPO webpage and social media to raise awareness. Notify interested parties through electronic mailings.

8. Implement the Updated PPP.

- ✓ Implement the documented processes for each plan document/update to ensure public participation processes are both compliant. Begin work in implementing strategies that make the transportation planning and decision-making processes more accessible and meaningful to the public. Document the actions taken in implementing these strategies.
- ✓ Evaluate the PPP every two years and document the findings of this evaluation.

Things to Remember

- A 45-day public review and comment period is required for updates of the PPP.
- At least one (1) public meeting is required to present the draft PPP.
- Written and oral comments received on the draft plan will need to be summarized and documented in the final submission. A response must be generated for comments considered significant.
- The final plan will be made available on the RPO's website.

Optional & Non-Required Activities

- At the discretion of the RPO, the RPO staff may meet with local stakeholders, county staff, and county commissioners/elected officials at their regularly scheduled/advertised meetings.
- Leverage social media upon PPP adoption to further raise awareness of ways to get involved in transportation planning processes.
- Conduct targeted engagement activities to gather feedback on strategies that are most effective within the draft PPP from Minority, Low-Income, LEP, and Disabled Persons.

Development Summary



Update Schedule
3 years, with periodic updates as needed



Document Horizon
Continuous



Public Review Period
45 Calendar Days
Minimum requirement prior to plan adoption



Public Meeting
One (1) meeting
Minimum requirement prior to plan adoption

Other Regionally Significant Plans

The Northern Tier RPO values public input on other regionally significant plans and programs that impact the transportation system; but may not require a formal public review and comment period (e.g., bicycle and pedestrian plan, coordinated transit-human services plan). When developing these plans, the RPO will develop an outreach plan and use a variety of methods, tools, and techniques to ensure that the public is meaningfully engaged and receives adequate opportunity to provide feedback. This could include public meetings, open houses, or surveys, among others. The RPO will also employ targeted outreach strategies to populations that may be underserved by the regional transportation system, such as minority, low-income, and LEP populations and persons with disabilities.

Evaluation of the Public Participation Plan

The Northern Tier RPO will facilitate a review of this public participation plan (and its broader Title VI program document) every two years. The findings of this review will be documented for inclusion in future updates to the plan and therefore, improve the quality of the RPO's public participation activities on a routine basis. The documentation of these evaluations may include listings of planning activities completed, accomplishments, and milestones achieved by the RPO. The process in which public participation and outreach activities are carried out are ultimately tailored and varied to support specific planning activities, as documented in the previous Public Participation Processes and Compliance section. Evaluations of the public participation plan and the broader Title VI program document are also timely, as Title VI program document updates are required to be submitted to PennDOT every three years.



Appendices

Appendix A: RPO Membership (2024)

Rural Transportation Advisory Committee (RTAC)

Mr. Matt Williams

Bradford County

Mr. Doug McLinko

Bradford County Commissioner

Mr. Rick Biery

Bradford County (retired)

Mr. Bob Getz

Sullivan County (retired)

Mr. Brian Hoffman

Sullivan County Commissioner

Mr. Fred Jugan

Sullivan County (Retired)

Mr. Sam VanLoon

Tioga County Commissioner

Mr. Marc Rice

Tioga County Commissioner

Mr. Al Quimby

PenTeleData

Ms. Lynnelle Bennett Farber

Wyoming County

Mr. Thomas Henry

Wyoming County Commissioner

Ms. Jean Ruhf

Endless Mountains Visitors Bureau

Mr. David Darrow

Susquehanna County Commissioner

Mr. Jack Conroy

Township Supervisor

Mr. Alex Comar

Township Supervisor

Mr. Justin Batiuk

PennDOT Central Office

Mr. Chris King

PennDOT District 3-0

Mr. Steve Fisher

PennDOT District 4-0

Northern Tier Regional Planning and Development Commission Executive Board

Mr. Brian Hoffman*

Sullivan County Commissioner

Mr. Daryl Miller**

Bradford County Commissioner

Mr. Ernie King**

Wyoming County Commissioner

Mr. David Darrow***

Susquehanna County Commissioner

Mr. Shane Nickerson****

Tioga County Commissioner

Mr. Zachary Gates

Bradford County Commissioner

Mr. Doug McLinko

Bradford County Commissioner

Ms. Darlene Fenton

Sullivan County Commissioner

Mr. Scott Myers

Sullivan County Commissioner

Mr. John Richlin

Fish Real Estate

Mr. Alan Hall

Susquehanna County Commissioner

Ms. Judy Herschel

Susquehanna County Commissioner

Mr. Joe Ferretti

Peoples Security Bank & Trust Co.

Mr. Marc Rice

Tioga County Commissioner

Mr. Sam VanLoon

Tioga County Commissioner

Mr. James Nobles

North Penn Comprehensive Health Services

Mr. Rick Wilbur

Wyoming County Commissioner

Mr. Thomas Henry

Wyoming County Commissioner

Mr. Mike Narcavage

Southwestern Energy

Mr. Jason Krise

First Energy (At Large Member)

**Chairperson*

***Vice-Chairperson*

****Secretary*

****Treasurer*

Appendix B: Municipalities by County

Bradford County	
Townships	Boroughs
Albany	Alba
Armenia	Athens
Asylum	Burlington
Athens	Canton
Burlington	LeRaysville
Canton	Monroe
Columbia	New Albany
Franklin	Rome
Granville	Sayre
Herrick	South Waverly
LeRoy	Sylvania
Litchfield	Towanda
Monroe	Troy
North Towanda	Wyalusing
Orwell	
Overton	
Pike	
Ridgebury	
Rome	
Sheshequin	
Smithfield	
South Creek	
Springfield	
Standing Stone	
Stevens	
Terry	
Towanda	
Troy	
Tuscarora	
Ulster	
Warren	
Wells	
West Burlington	
Wilmot	
Windham	
Wyalusing	
Wysox	
Sullivan County	
Townships	Boroughs
Cherry	Dushore
Colley	Eagles Mere
Davidson	Forksville
Elkland	Laporte
Forks	
Fox	
Hillsgrove	

Laporte	
Shrewsbury	
Susquehanna County	
Townships	Boroughs
Apolacon	Forest City
Ararat	Friendsville
Auburn	Great Bend
Bridgewater	Hallstead
Brooklyn	Hop Bottom
Choconut	Lanesboro
Clifford	Little Meadows
Dimock	Montrose
Forest Lake	New Milford
Franklin	Oakland
Gibson	Susquehanna Depot
Great Bend	Thompson
Harford	Uniondale
Harmony	
Herrick	
Jackson	
Jessup	
Lathrop	
Lenox	
Liberty	
Middletown	
New Milford	
Oakland	
Rush	
Silver Lake	
Springville	
Thompson	
Tioga County	
Townships	Boroughs
Bloss	Blossburg
Brookfield	Elkland
Charleston	Knoxville
Chatham	Lawrenceville
Clymer	Liberty
Covington	Mansfield
Deerfield	Roseville
Delmar	Tioga
Duncan	Wellsboro
Elk	Westfield
Farmington	
Gaines	
Hamilton	
Jackson	
Lawrence	
Liberty	
Middlebury	
Morris	

Nelson	
Osceola	
Putnam	
Richmond	
Rutland	
Shippen	
Sullivan	
Tioga	
Union	
Ward	
Westfield	
Wyoming County	
Townships	Boroughs
Braintrim	Factoryville
Clinton	Laceyville
Eaton	Meshoppen
Exeter	Nicholson
Falls	Tunkhannock
Forkston	
Lemon	
Mehoopany	
Meshoppen	
Monroe	
Nicholson	
North Branch	
Northmoreland	
Noxen	
Overfield	
Tunkhannock	
Washington	
Windham	

Appendix C: Example Legal Advertisement or Notice

PUBLIC REVIEW NOTICE

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.

PUBLIC MEETING NOTICE

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.

**Appendix D: Public Participation Plan, Title VI Plan, Limited English Proficiency
Plan Public Meeting Presentation**



Public Participation, Title VI, Limited English Proficiency Plans

Public Meeting

January 22, 2025

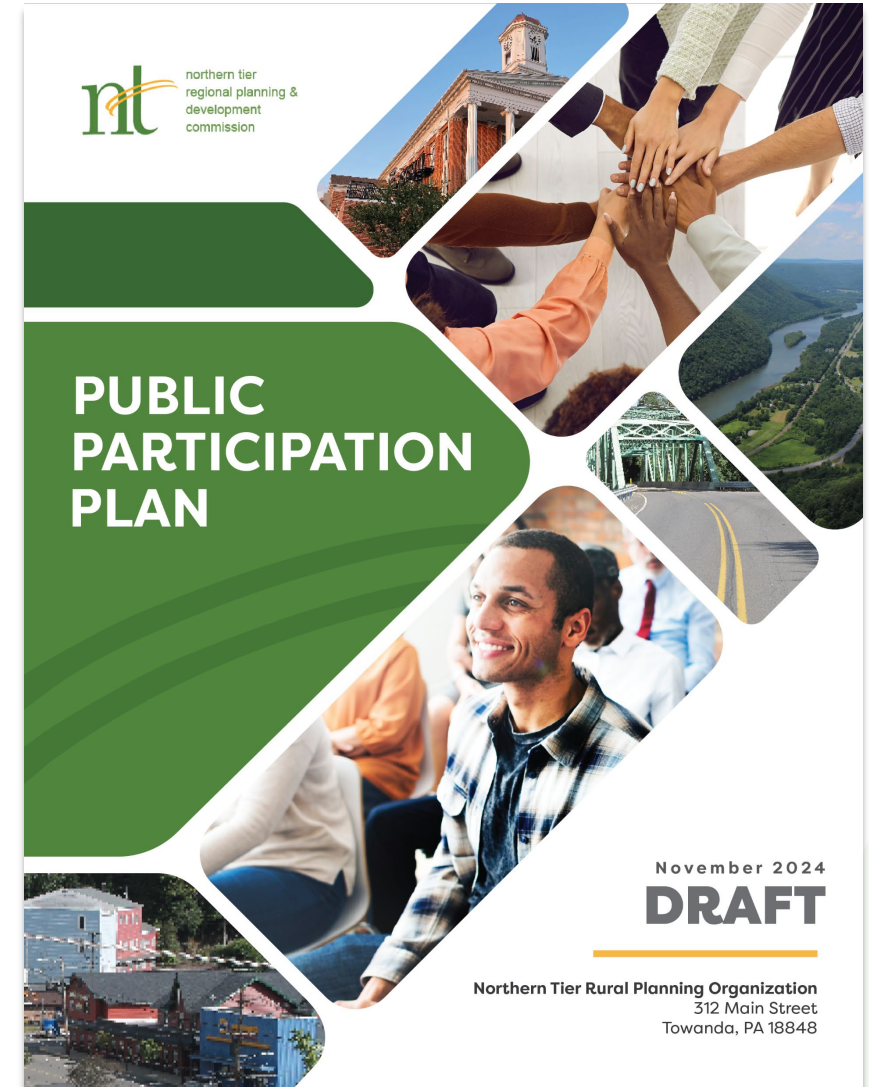
Michael Baker
INTERNATIONAL

Three Plan Updates

- 1 Public Participation Plan (PPP)** – A playbook for timely and meaningful opportunities for public involvement
- 2 Title VI Non-Discrimination Plan** – Documents the efforts the RPO undertakes to ensure compliance with the rules and regulations outlined in Title VI and other non-discrimination regulations
- 3 Limited English Proficiency (LEP) Plan** – Establishes a clear strategy that ensures meaningful access to the RPO's planning and decision-making processes by LEP individuals

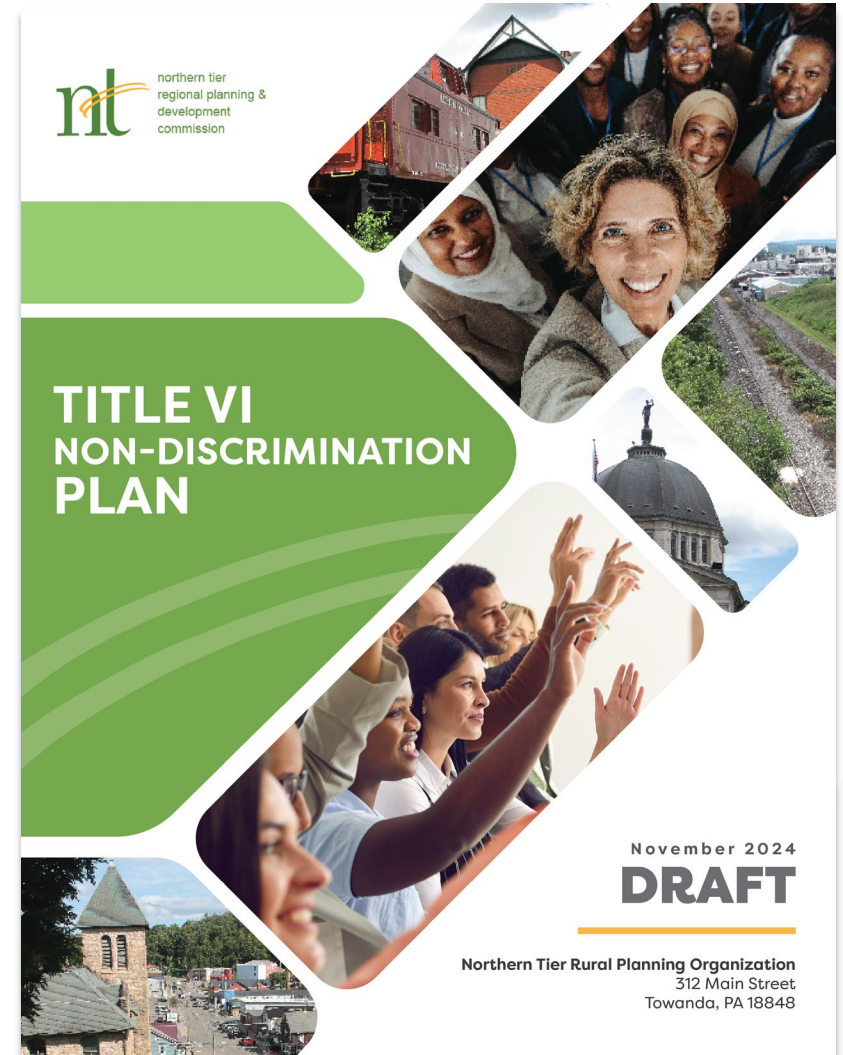
Notable PPP Updates

- Updated demographic information
- Refines/adds new public engagement strategies to reflect latest outreach techniques used by the RPO
- Updated information on virtual engagement
- Process checklists for major planning initiatives



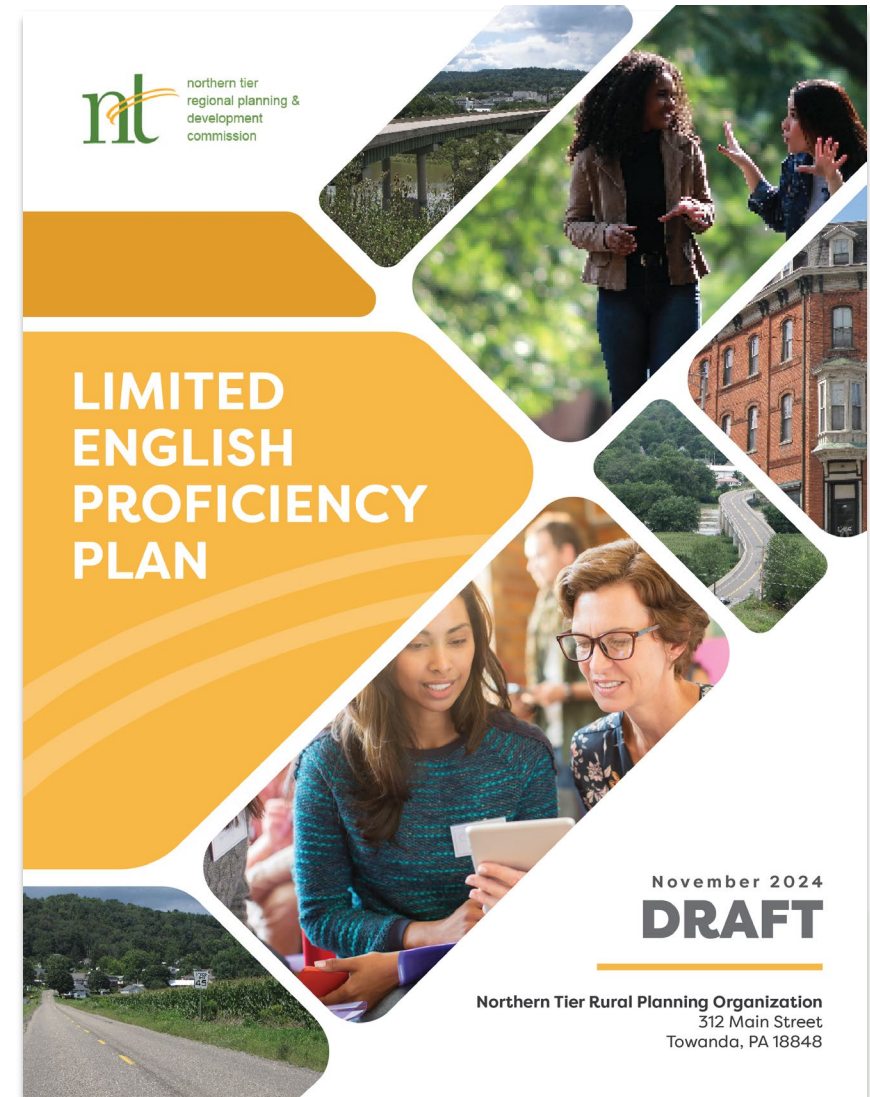
Notable Title VI Plan Updates

- Addresses changes in language interpretation services
- Includes new action strategies for increased accessibility/transparency in the RPO's Title VI Program
- Updated outreach tools and strategies to improve program access
- Linkage to the public participation plan



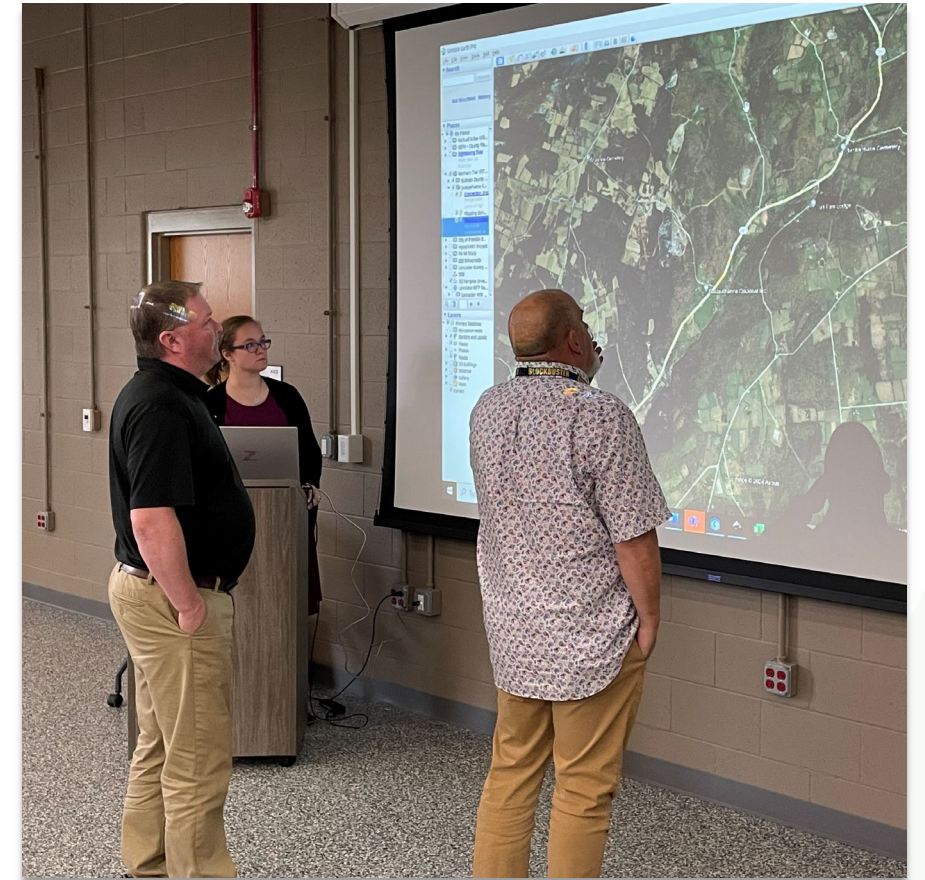
Notable LEP Plan Updates

- Conducted a four-factor analysis
- Developed a “Notice of Language Services”
- Offers updated language assistance measures and strategies
- Addresses changes in language interpretation services



Public Review and Comment Period

- 45-day public review and comment period
December 13, 2024 – January 27, 2025
- Public meeting:
Wednesday, January 22 at 10:00am
NTRPDC Conference Room
- Draft plans will be made available on the RPO's website



Contact Information



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Danyel Patrick

Michael Baker International

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Appendix E: 2023 STC Survey Summary for the Northern Tier Region



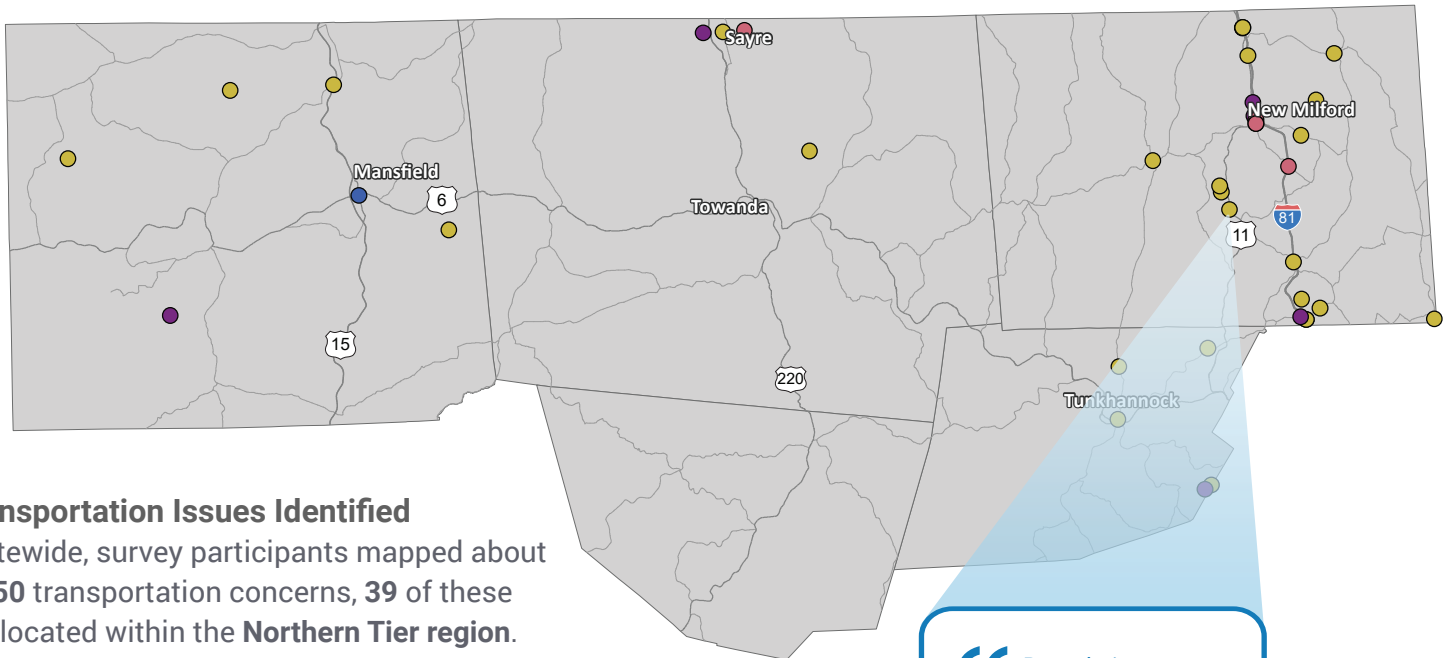
2025 12-Year Program Update: Regional Transportation Survey Summary

NORTHERN TIER REGIONAL PLANNING & DEVELOPMENT COMMISSION (NORTHERN TIER)

State Transportation
Commission

A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held a 60-day Public Comment Period for the 2025 12-Year Program (TYP) Update from March 1, through April 30, 2023. The public was invited to provide input through taking the Transportation Survey and participating in an Online Public Forum. The Online Public Forum, held on Wednesday, April 12, was broadcasted on a webinar platform with a call-in option, and on Facebook Live. The public could also request assistance to participate in the Survey or Public Forum by contacting PennDOT's Program Center by email or phone. All public feedback received was reviewed and compiled to convey current transportation priorities and trends statewide and regionally for the benefit of the Metropolitan and Rural Planning Organizations (MPOs and RPOs) across the commonwealth.



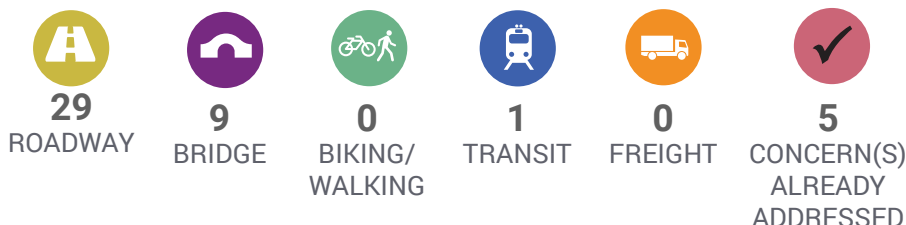
Transportation Issues Identified

Statewide, survey participants mapped about **4,250** transportation concerns, **39** of these are located within the **Northern Tier region**.

During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2023 TYP. See the map and data below for more details.

Number of Issues Identified

The icons below correspond with the same color dots on the map.



“Poor drainage results in frequent ice in intersection.”

Local Survey Participant

Examples of a 2023 TYP Project that Addressed Public Concerns

SR 11, SR 492, SR 848 INTERSECTION IMPROVEMENT

POTTER ROAD TO NEW YORK LINE RESURFACE

I-81 EXIT 219 INTERCHANGE IMPROVEMENT



State Transportation
Commission

2025 12-Year Program Update: Regional Transportation Survey Summary

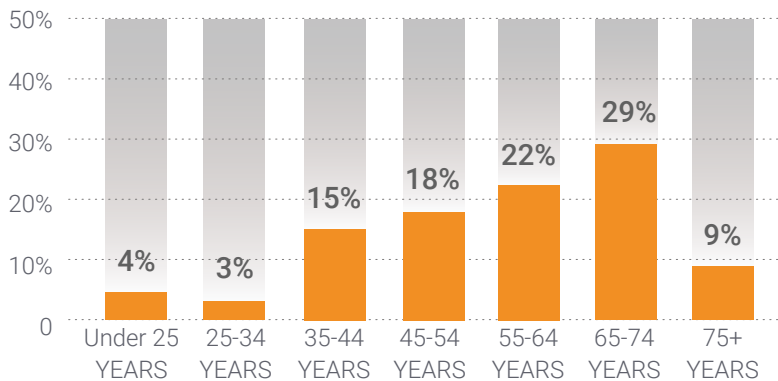
NORTHERN TIER REGIONAL PLANNING & DEVELOPMENT COMMISSION (NORTHERN TIER)

ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION

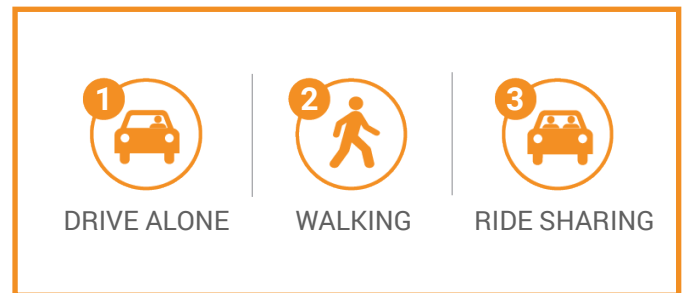
Over 10,000 individuals participated in the survey statewide, and **80** of the survey participants identified with the **Northern Tier region** through feedback provided. Learn more about the participants from this region.

Male	36	51%
Female	32	46%
Third gender/Nonconforming	0	0%
I prefer to self-describe	0	0%
I prefer not to answer	2	3%

Age



Top Transportation Modes



Transportation Priorities Ranking

- ROAD PAVEMENT**
Repairing, restoring, reconstructing, and maintaining Pennsylvania's 120,000 miles of state and local roadways to improve your travel
- BRIDGES**
Repairing, replacing, and maintaining Pennsylvania's 31,000 state and local bridges
- INTERSTATE HIGHWAY**
Specific, prioritized investments in reconstructing Pennsylvania's 1,868 miles of interstate highway
- TRAFFIC FLOW**
Using technology to improve traffic flow and construction of new roads and additional travel lanes to safely move people and goods more efficiently
- FREIGHT**
Modern highways, railways, airports, and waterways to support the economy and ensure the efficient movement of goods and services
- WALKING**
Accessible and connected routes to get you where you need to go safely
- PASSENGER RAIL**
Intercity and commuter rail service across Pennsylvania with out-of-state connections
- AVIATION**
Modern facilities, operations, and a wide range of commercial airline choices at airports
- BICYCLING**
Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go
- TRANSIT**
Accessible and timely public transportation that covers an extensive service area and crosses regions



pennsylvania
DEPARTMENT OF TRANSPORTATION

🌐 [TalkPATransportation.com](https://www.talkpatransportation.com)
☎ 717.783.2262
✉ RA-PennDOTSTC@pa.gov

📍 Office of the State Transportation Commission
and Transportation Advisory Committee
P.O. Box 3365 | Harrisburg, PA 17105

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@nortier.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://nortier.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@nortier.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.

Language Taglines

English

ATTENTION: If you speak another language other than English, language assistance services can be made available to you. Call 1 (717) 412-5300.

Vietnamese

LƯU Ý: Nếu quý vị nói một ngôn ngữ khác không phải tiếng Anh, các dịch vụ hỗ trợ ngôn ngữ có thể được cung cấp cho quý vị. Gọi 1 (717) 412-5300.

Korean

주의: 영어 이외의 다른 언어를 사용하는 경우, 언어 지원 서비스를 이용할 수 있습니다. 1 (717) 412-5300으로 전화하십시오.

French

« ATTENTION : Si vous parlez une autre langue que l'anglais, des services d'assistance linguistique peuvent être mis à votre disposition. Appelez le 1 (717) 412-5300. »

Somali

FIIRO GAAR AH: Haddii aad ku hadasho luqad kale aanan ahayn Ingiriisiga, adeegyada gargaarka luqadda ayaa lagu diyaarin karaa. Wac 1 (717) 412-5300.

Russian

ВНИМАНИЕ: если вы говорите на другом языке, вам может быть оказана языковая помощь. Обратитесь в информационно-справочную службу по номеру: 1 (717) 412-5300.

Ukrainian

УВАГА: якщо ви розмовляєте іншою мовою, вам може бути надана мовна допомога.

Зверніться до інформаційно-довідкової служби за номером: 1 (717) 412-5300.

Simplified Chinese

请注意：如果您说英语以外的另一种语言，我们可以为您提供语言帮助服务。请致电1 (717) 412-5300。

Traditional Chinese

請注意：如果您說英語以外的另一種語言，我們可以為您提供語言幫助服務。請致電1 (717) 412-5300。

Arabic

تنبيه: إذا كنت تتحدث لغة أخرى غير اللغة الإنجليزية، يمكننا توفير خدمات المساعدة اللغوية لك. اتصل بالرقم 412 5300

1 (717)

Burmese

သတိပြုရန်- သင်သည် အင်္ဂလိပ် ဘာသာစကား မဟုတ်သော အခြား ဘာသာစကားကို

ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1

(717) 412-5300 သို့ ခေါ်ဆိုပါ။

Japanese

注意：英語以外の言語を話す場合は、言語支援サービスを利用できるようにすることができます。電話 1 (717) 412-5300

Hindi

सूचना: यदि आप अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं, तो आपको भाषा सहायता सेवाएं उपलब्ध कराई जा सकती हैं। कॉल करें १ (७१७) ४१२-५३००

Italian

ATTENZIONE: Se parli una lingua che non sia l'inglese, i servizi di assistenza linguistica possono essere messi a tua disposizione. Chiama 1 (717) 412-5300.

Polish

UWAGA: Jeśli posługujesz się językiem innym niż angielski, możesz skorzystać z usługi pomocy językowej. Zadzwoń pod numer 1 (717) 412-5300.

Nepali

ध्यान दिनुहोस्: यदि तपाईं अंग्रेजीबाहेक अन्य भाषा बोल्नुहुन्छ भने तपाईंलाई भाषा सहायता सेवा उपलब्ध गराउन सकिन्छ। 1 (717) 412-5300 मा फोन गर्नुहोस्।

Urdu

توجہ دیں: اگر آپ انگریزی کے علاوہ کوئی اور زبان بولتے ہیں تو آپ کی زبان میں مدد کے لیے آپ کو خدمات فراہم کرائی جاسکتی ہیں۔
براہ کرم 1 (717) 412-5300 پر کال کریں۔

Spanish

ATENCIÓN: Si habla otro idioma que no sea inglés, habrá servicios de asistencia en otros idiomas disponibles. Llame al 1 (717) 412-5300.

Greek

ΠΡΟΣΟΧΗ: Εάν μιλάτε άλλη γλώσσα διαφορετική από τα αγγλικά, οι υπηρεσίες γλωσσικής βοήθειας μπορούν να σας διατεθούν. Καλέστε 1 (717) 412-5300.

TIP Revision Procedures/MOU

MEMORANDUM OF UNDERSTANDING
Northern Tier Regional Transportation Improvement Program Rural Planning
Organization (RPO)
Pennsylvania's Statewide Procedures for 2027-2030
Statewide Transportation Improvement Program and Transportation
Improvement Program 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 2027-2030 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, the Eastern Federal Lands Highway Division Annual and Mid-Year TIPs, 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-aside, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-aside (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), and 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 2027 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2027 Transportation Program Financial Guidance*. These documents were both released on May 29, 2025 and can be found on the <https://www.talkpatransportation.com/how-it-works/stip> on the STC Website under 2027 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 MPO's/RPO's 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, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the 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 Public Participation Plan (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:
 - \$2.0 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.
 - *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.*

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 MPO/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.
- Involves a cashflow action that does not change the project's overall total cost in excess of the thresholds described above. This includes movement of funding between the TIP and TYP years if a project is already partially funded on the TIP. Projects moving into/out of the TIP from/to the TYP in their entirety will be considered an Amendment.
- Adds a project back on to the TIP only for the following purposes:
 - Advance Construct conversion.
 - To process a right-of-way or damage claim.
 - To capture project close-out costs.
- 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;
- Adds a project to the program that was added to the previous TIP via TIP amendment process within the current calendar year;
- 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.
- *For additional transit modification information as it relates to executed grants and FFY obligations see the transit section on Page 5.*

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.

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, 2026, and remain in effect until September 30, 2028, 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:

Date

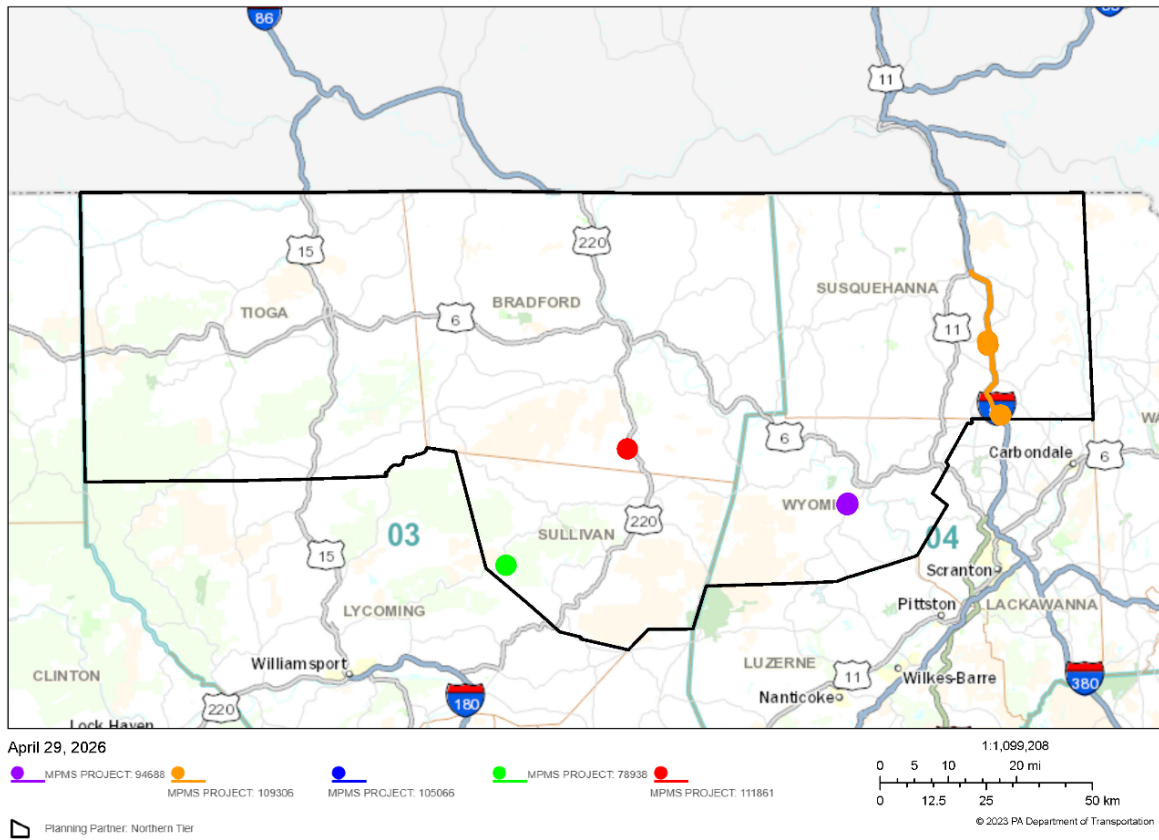
Mr. Frank Thompson
Executive Director
Northern Tier Regional Planning and Development
Commission

Date

Mr. Mark J. Tobin
Director, Center for Program Development
and Management
Pennsylvania Department of Transportation

Date

**Regionally Significant Projects
Implemented From prior TIP (FFY
2025-2028)**



Bradford County: SR 3002 Embankment Failure Repair 2018. MPMS#: 111861

Sullivan County: SR 87 over Ogdonia Creek. MPMS#: 78938

Susquehanna County: I-81 Mill & Fill Lackawanna Line to New Milford. MPMS#: 109306

Tioga County: Marsh Creek Greenway North. MPMS#: 105066

Wyoming County: SR 29/3003 Sugar Hollow. MPMS#: 94688

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.

Planning Partner	FY26-27	FY27-28	FY28-29	FY29-30	FY30-31
Adams	19,750,518	19,614,667	19,502,515	19,524,515	19,452,515
Altoona	20,049,241	19,906,208	19,787,178	19,809,178	19,741,178
Centre	26,706,599	26,532,442	26,387,755	26,417,755	26,324,755
DVRPC	309,641,675	306,285,867	303,497,427	303,912,427	302,625,427
Erie	42,457,783	42,140,949	41,877,658	41,923,658	41,778,658
Franklin	25,491,584	25,305,138	25,150,317	25,179,317	25,088,317
Harrisburg	83,006,710	82,365,008	81,831,959	81,933,959	81,617,959
Johnstown	28,404,570	28,221,491	28,070,140	28,102,140	28,006,140
Lancaster	52,969,816	52,432,087	51,985,459	52,052,459	51,841,459
Lebanon	17,525,012	17,374,578	17,249,025	17,268,025	17,209,025
Lehigh Valley	65,446,648	64,798,561	64,260,862	64,338,862	64,100,862
NEPA	88,495,588	87,943,456	87,491,607	87,597,607	87,259,607
North Central	95,688,801	95,186,712	94,778,479	94,887,479	94,529,479
Northern Tier	110,806,401	110,243,125	109,781,184	109,929,184	109,465,184
Northwest	94,212,503	93,680,797	93,244,907	93,354,907	93,017,907
Reading	45,427,877	44,987,420	44,621,496	44,678,496	44,501,496
S. Alleghenies	87,765,295	87,329,372	86,969,170	87,071,170	86,745,170
Scranton-WB	95,717,572	95,087,595	94,567,738	94,696,738	94,294,738
SEDA-COG	101,598,284	101,005,996	100,513,713	100,630,713	100,267,713
SPC	435,903,901	432,738,934	430,105,484	430,686,484	428,903,484
SVTS	29,708,554	29,523,295	29,371,646	29,402,646	29,301,646
Wayne County	27,134,109	27,010,380	26,909,805	26,949,805	26,823,805
Williamsport	29,326,195	29,144,607	28,993,026	29,027,026	28,919,026
York	53,414,207	52,929,757	52,526,891	52,589,891	52,396,891
Statewide	543,722,000	546,457,000	547,023,000	553,111,000	567,604,000
Total	2,530,371,442	2,518,245,442	2,506,498,442	2,515,075,442	2,521,816,442

APPENDIX A -
Transportation Program
General and Procedural
Guidance

May 29, 2025

Pennsylvania's 2027 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 2027-2030 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 2025-2028 STIP Federal Planning Finding](#), these regulations guide the development process of the 2027 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 the [Infrastructure Investment and Jobs Act \(IIJA\)](#). 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)
- Freight Investment Plan (FIP)
- 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 2027 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. These links can be found on [Page 23](#). This guidance was developed based upon currently available information as of May 2025. Adjustments or updates may be necessary to certain details if requirements or regulations change.

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 2027 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.

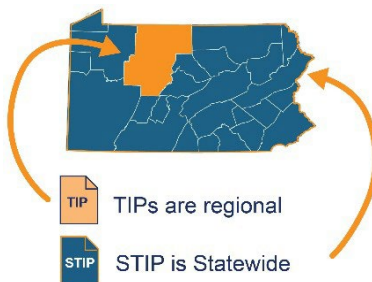
The TYP is the Commonwealth's official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

12-Year Program Cycle for Federal Fiscal Year (FFY) 2027-2038

FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038
1 st Four Years (STIP/TIPs)				2 nd Four Years				3 rd Four Years			
TYP											

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 [2027 General and Procedural Guidance Support Documents folder in SharePoint](#).

Each MPO/RPO, in coordination with their PennDOT CPDM and District representatives, 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 [2027 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 2027 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 [2025 Transportation Performance Report \(TPR\)](#) by the STC on February 26, 2025, was the official start of the 2027 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 2027 Program. The 2027 TYP update public comment period took place from March 3 through April 30, 2025. 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 10, 2025, where the findings of the 2025 TPR were presented and the public was given the opportunity to ask questions.

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 2027 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

The 2027 Program Update marks the beginning of a concentrated focus on tracking and following up on the mapped issues received during the TYP Public Comment Period. This includes an increased emphasis on transparency to convey to the public how their input is being addressed, aiding the two-way communications between the MPOs/RPOs, PennDOT, and Commonwealth citizens.

To support tracking responses, the Program Center has developed an interactive tracking tool to allow MPOs/RPOs/Districts to classify the mapped transportation issues submitted in their region through an internal-facing resource. The specifics within the tracking tool were determined through the assembly of a STC-TYP Mapped Issues Committee, comprised of MPO/RPO/District members with the intent of gathering input, best practices, and other feedback.

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 and share the link with CPDM, in accordance with [23 CFR 450.316](#). 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.

Project Selection

To the maximum extent practicable, project identification, evaluation, prioritization, and selection 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 Program 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. A coordination worksheet was developed to aid this discussion. The worksheet can be found in the [2027 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 2027 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 2027 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2027 Program from a previous program. These carryover projects will continue to require funding from the Program to move forward and could encounter delays or billing issues if not fully funded. 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, and [PennDOT Connects](#) (PennDOT's municipal outreach policy). 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 the strike-off letter available in the [2027 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 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 Program development process, 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.

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. 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.

Fiscal Constraint

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the 2027 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 Capital Planning Tool (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 [49 USC 53](#)). PennDOT CPDM will provide regional estimated totals for state programs not included in Financial Guidance. When available, they will be placed in the [2027 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.

Programming

Projects and phases of projects in the Program must be financially constrained by Federal Fiscal Year (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. Programmed funding should not be cash flowed more than a year beyond the expected completion date of a project to ensure that funding can be obligated in time to ensure reimbursement of project invoices.

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 in 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 and 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 within a TIP will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

Line Items

As part of the program development process, PennDOT and the MPOs/RPOs can 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 and FHWA/FTA.

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 [2027 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 picture of asset inventory and performance. Performance is measured by tracking the percentage of assets that have met or exceeded their state established useful life benchmark (ULB). For revenue and service vehicles, this is tracked using the age of the vehicle. For facilities, this is tracked by condition rating using the Federal Transit Administration's transit economic requirements model (TERM) scale. 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.

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, BPT, and the transit agencies.

Air Quality Conformity

Transportation conformity is a process required by the [Clean Air Act \(CAA\) 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 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 an 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 that 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 and would normally be included in the modeling of the metropolitan area's transportation network. Examples of such projects include 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, FTA Region 3, EPA Region III, DEP, PA Turnpike Commission, 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 \(NEPA\) Review 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. The MPO/RPO assembles the final fiscally constrained TIP or LRTP project list and submits it to PennDOT CPDM.
4. Air quality significance determinations on specific projects 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 TIP update consultation process is conducted using [PennDOT’s Air Quality SharePoint Site](#), which is maintained by PennDOT CPDM. Conformity for LRTP updates is currently conducted electronically via email. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.
5. 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.

6. 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.
7. 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 2027 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.
8. 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 assist 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
9. FHWA sends the conformity determination request to EPA. After EPA provides concurrence, FHWA/FTA formally issue the joint conformity determination approval. MPOs/RPOs in nonattainment or maintenance areas have their LRTP clocks reset with the FHWA/FTA conformity action. These areas should allow up to 3 months for the conformity approval process to be completed and successfully factor this into their plan adoption timeline in order to avoid the potential of a LRTP expiration.

Air Quality Conformity Procedures for TIP and LRTP Amendments

The detailed process for amending the TIP and LRTPs to meet air quality conformity requirements is outlined in the [Program Administration](#) section of this guidance. This section provides a comprehensive overview of the steps involved, from project identification to public comment, ensuring compliance with federal regulations and air quality standards. The information is intended to guide project sponsors, MPOs/RPOs and other stakeholders through the TIP/LRTP amendment process, ensuring that all necessary procedures are followed to maintain air quality conformity and secure federal funding for transportation projects.

Statewide Programs

Interstate Management 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 Districts and the MPOs/RPOs.

The Interstate Steering Committee (ISC) provides oversight and direction to ensure the significant needs of the statewide Interstate System are managed more efficiently. 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 to assist with the management of the IM Program.

As part of the IM Program update process, Districts present to the ISC 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 virtually 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 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 PennDOT 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 Pennsylvania 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 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, Interstate Management Program, or Statewide Items Program, utilizing statewide line items from the Statewide Items Program to maintain fiscal constraint.

National Electric Vehicle Infrastructure Program

IIJA provided states with funding to help make electric vehicle (EV) charging more accessible to all Americans for local and long-distance trips through the [National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) and the [Discretionary Grant Program for Charging and Fueling Infrastructure](#). Pennsylvania's dedicated [NEVI Formula Funding Program](#) is managed centrally by PennDOT's Strategic Development and Implementation Office.

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 Planning Partners calls and meetings, and NEVI-specific webinars.

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.

PROTECT Formula Program

The Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) formula program was authorized to provide funds for infrastructure resilience improvement projects. PROTECT funding can be used for highway or transit projects that focus on the improvement and protection of infrastructure against natural hazards. PROTECT funding can be utilized on any public roadway.

Of the funding authorized for PROTECT, 2 percent must be 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 PROTECT program is highly technical program with limited funding. To ensure a successful implementation, funds will not be distributed through the traditional Financial Guidance process. Although PROTECT will technically be managed on a statewide basis, target investment ranges have been developed for each PennDOT District to ensure funds are distributed statewide to successfully leverage funding for regional priorities and needs. The target ranges were informed by FEMA Flood Zone maps and historic flooding and slide closure data archived in PennDOT's Road Conditions Reporting System (RCRS). The target funding ranges are summarized in the table on the next page:

PROTECT Target Funding Ranges by District (\$ Thousands)*

District	Minimum Funding Target	Maximum Funding Target
1	2,000	7,000
2	2,000	7,000
3	2,000	10,000
4	2,000	7,000
5	2,000	7,000
6	2,000	10,000
8	2,000	10,000
9	2,000	7,000
10	2,000	7,000
11	2,000	10,000
12	2,000	10,000

*Assumes steady funding levels. Reauthorization at higher or lower levels will necessitate adjustments to the investment range targets.

A call for projects, similar to the solicitation made in early 2025, will be made for Fiscal Year 2027 and 2028 funding in Fall 2025 to the Districts and MPOs and RPOs. Selected projects will be recommended and compiled into a spreadsheet with an associated eligibility form containing a project description, an eligibility assessment, deliverability details and the funding requests in time for inclusion in draft 2027 Transportation Improvement Programs. Funding may be conditioned upon the continuation of the PROTECT program or resilience eligibility beyond the IIJA authorization expiration.

A Work Group has been established to select eligible projects prioritized by the Districts in coordination with MPOs and RPOs that integrate both the target funding ranges by District and project ranking criteria. A scoring procedure and checklist drawing from information in the [project eligibility form](#) was developed to assist in the project selection process. The selection process also addresses other criteria related to pre-construction and planning limits. Project solicitation, ranking and selection will take place during the last quarter of odd-numbered years to ensure that projects can be incorporated into draft TIPs prior to public comment and adoption.

Performance-Based Planning and Programming

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. 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. For more information on TPM, please see the [TPM SharePoint Folder](#).

Safety (PM1)

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 four goal areas of PA On Track's strategic framework, 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 Highway Safety Improvement Program (HSIP). For more information on Safety, please see the [Safety SharePoint Folder](#).

Pavement and Bridge Asset Management (PM2)

Preserving 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. System preservation is another goal area of PA On Track's strategic framework. 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 infrastructure assets to the lowest life cycle cost. For more on Bridge and Pavement Asset Management please see the [TPM SharePoint Folder](#).

System Performance (PM3)

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. Personal and Freight Mobility is another goal area of PA On Track's strategic framework. 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. For more information on system performance, please see the [TPM SharePoint Folder](#).

Transit Asset Management Performance

The Transit Asset Management (TAM) Final Rule, established by the Federal Transit Administration (FTA), mandates transit agencies to develop a TAM plan and report on the condition of their assets to ensure they remain in a State of Good Repair (SGR). Under these rules, transit agencies must establish targets and use performance measures to track their progress toward meeting these targets. FTA measures performance within each asset category (Rolling Stock, Equipment, Facilities, and Infrastructure) at the asset class level.

PennDOT supports the development of a group plan for many of the smaller transit agencies in Pennsylvania and encourages communication between transit agencies and their respective MPOs/RPOs. Additionally, all transit agencies are required to utilize Pennsylvania's transit CPT and integrate it into their TAM process. The CPT is an asset management and capital planning application that serves as the central repository for all Pennsylvania transit asset and performance management activities.

Section 5307 Transit providers should provide safety target numbers and performance against those targets to their respective MPO as a part of their TIP submission.

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:

- For each project, 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 2027, 2028, 2029, 2030) 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 YOE 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.

- FHWA recommends that the MPMS TIP 200 “FHWA Narrative” report be used for ICG review and for the public comment periods, since this report provides the above requested information in an easily accessible format for the public to view.

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 and 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.

The 2027 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 2027 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 BOMO. 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	Air Quality Conformity Determination Report (if applicable)	✓
13	Air Quality Resolution (if applicable)	
14	Public Comment Period Advertisement	✓
15	Documented Public Comments received (if applicable)	
16	Title VI Policy Statement	✓
17	Memorandum of Understanding TIP Revision Procedures	✓
18	Self-Certification Resolution	
19	List of major projects from the previous TIP that were implemented	
20	List of major regional projects from the previous TIP that were delayed	
21	TIP Checklist	

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2027 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 2026 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 2027 FFY on October 1, 2026.

Program Administration

After adoption, the 2027 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2027 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 2027 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA for STIP/TIP administration. 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 2027 Program.

The modification procedures that were approved for the 2025 Program will be used as a starting point for the development of procedures for the 2027 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 or decrease 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.

Air Quality Conformity for TIP and LRTP Amendments

The process for Air Quality Conformity related to TIP and LRTP amendments is similar to the biennial TIP procedures provided early in this guidance with several modifications to streamline the process. Key steps in this process are summarized below:

1. Project Identification and Regional Significance Determination

TIP Amendments

- The MPO and PennDOT District identify projects for inclusion in a TIP amendment and coordinates with CPDM to determine if the projects are exempt under 40 CFR 93.126, 93.127, or satisfies 93.128. Projects under 93.128 (e.g., traffic signal synchronization) may proceed without a new conformity determination but must be marked as air quality "Significant" in MPMS and included in the next conformity round.
- CPDM coordinates with the Interagency Consultation Group (ICG) on project determinations when projects are not clearly exempt or significant, or if FHWA recommends further coordination.

L RTP Updates or Amendments

- The MPO/RPO assembles a fiscally constrained LRTP project list and, with CPDM support, evaluates which projects are regionally significant.
 - Typically, this will include coordination with CPDM in producing an MPMS report of PennDOT's TYP (12-year program) for the highway/bridge, interstate and transit programs.
 - For projects beyond the TYP, the MPO/RPO will assemble a project list summarizing the LRTP financial-constrained projects through the plan's horizon year. This list can be prepared in any format deemed appropriate by the MPO/RPO. The list should at a minimum include the project name, description, and funding amounts. The description should be sufficient for evaluating whether projects are regionally significant.
2. Conformity Schedule Coordination
 - The MPO/RPO and CPDM coordinate on the conformity schedule. This is aligned with the TIP amendment or LRTP update cycle timeline as appropriate.
 3. Conformity Analysis and Report Preparation
 - CPDM assists the MPO/RPO in completing the conformity determination report and conducting emissions analyses (if needed). Emissions analysis (including travel modeling) typically requires at least 4 weeks. The reports for areas not requiring emissions analysis can usually be completed in 1–2 weeks.
 4. Interagency Consultation
 - Upon completion, CPDM shares the draft conformity report and project list with the ICG for a 2-week review period via email. This review should ideally occur before the public comment period to allow time for addressing any issues.
 5. Public Involvement
 - The MPO/RPO conducts a public comment period for the conformity report following the MPO's public participation plan. Typically TIP and LRTP conformity reports are coordinated with other associated TIP/LRTP public outreach efforts.
 6. Final Approval
 - The approval process follows a similar process to the biennial TIP.

Other Planning Information

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. For translated language taglines, as well as more information on LEP, please visit the [LEP SharePoint Folder](#).

Title VI

As a recipient of federal funding, MPOs and RPOs must follow Title VI. Please see [PennDOT's Title VI Webpage](#) as well as the [Title VI SharePoint Folder](#).

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) prohibit discrimination against individuals with disabilities in various areas of public life including transportation. MPOs/RPOs are required to follow ADA regulations. Please visit the [ADA SharePoint Folder](#) for all requirements and more information.

Tribal Coordination

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, TYP, LRTP, and PPP. To view the required elements as well as more information visit the [Tribal Coordination SharePoint Folder](#).

Self-Certification

All Pennsylvania's MPOs are required by [23 CFR 450.336\(a\)](#) to complete self-certification resolutions concurrent with their TIP submissions, 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](#). Please see the [Self-Certification SharePoint Folder](#) for detailed requirements as well as an example of a Self-Certification resolution. At this time RPO self-certification is encouraged but optional.

PennDOT Connects

PennDOT Connects identifies community input and contextual concerns early in project planning through a collaborative process. For detailed guidance please visit the [PennDOT Connects SharePoint Folder](#).

Long Range Transportation Plans

Pennsylvania's Long Range Transportation Plan (LRTP) sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania MPOs and RPOs are required to have their own regional LRTPs that must be updated every 4 or 5 years according to 23 CFR 450.324(c). Please visit the [LRTP SharePoint Folder](#) for detailed requirements for LRTPs and Freight Movement Plans.

Transportation Systems Management and Operations (TSMO)

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. Please visit the [TSMO SharePoint Folder](#) for additional information regarding TSMO planning requirements.

National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act and continued under IIJA to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals. Please see the [Freight SharePoint Folder](#) for more details.

Carbon Reduction Program

IIJA established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO₂) emissions from transportation sources. Please see the [CRP SharePoint Folder](#) for detailed guidance on CRP.

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. MPOs/RPOs are required to have a CMAQ project selection process. PennDOT has developed tools and resources to guide project selection, if needed. Please see the [CMAQ SharePoint Folder](#) for detailed information on the CMAQ program.

Congestion Management Process

A region’s Congestion Management Process (CMP) helps to identify corridor-based strategies to mitigate traffic congestion reflected in the Peak Hour Excessive Delay (PHED) and percentage of non-single occupant vehicle (SOV) performance measures. Projects that help to reduce congestion will also help to improve air quality. MPOs that are transportation management areas (TMAs) are required to have a CMP. Please see the [CMP SharePoint Folder](#) and 23 CFR 450.322 for detailed information on CMP requirements.

Local Bridges

While the condition of locally owned bridges over 20 feet has improved in recent years, the majority of the bridges still remain in fair or poor condition. While municipal funds for bridge improvement are limited, various federal and state fund categories are available (i.e. STP, STU, BRIP, BOF, 183) for locally owned bridges, depending on eligibility requirements. Approximately 4% of the funding on the 2025 STIP was programmed on locally owned bridges. Each MPO and RPO are highly encouraged to surpass that amount in programming for locally owned bridges on their 2027 Programs.

Community Demographics Analysis

Each region is encouraged to evaluate the potential impacts of programs on communities. The analysis should consider all projects located in the region, whether funded on the MPO or RPO TIP, or on the Interstate or Statewide Items TIPs. Relevant details regarding this analysis are forthcoming.

Useful Links

- [Financial Guidance](#)
- [Air Quality/ICG Review](#)
- [CRP – CMAQ – Congestion Management Process](#)
- [Multimodal Project Management System \(MPMS\)](#)
- [PennDOT Connects and LRTPs](#)
- [Safety](#)
- [Self-Certification](#)
- [talkpatransportation.com](#)
- [Title VI – ADA – LEP](#)
- [TMSO and Freight](#)
- [TPM Resource Toolbox](#)
- [Transportation Conformity](#)
- [Transportation Performance Management](#)
- [Tribal Coordination](#)

2027 Program Development Schedule

CY 2025 Activity	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
STC releases Transportation Performance Report		2/26										
STC-TYP public comment period			3/4	4/30								
STC online public forum				4/10								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call					5/21							
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												
2027 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs by request for the 2027 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												
Community Demographic Analysis conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting									9/30-10/2	9/30-10/2		
Draft Interstate and Statewide Projects announced												
Community Demographic Analysis is conducted by MPOs/RPOs (optional)												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPOs/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

2027 Program Development Schedule (Continued)

CY 2026 Activity	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Community Demographic Analysis is conducted by MPOs/RPOs (optional)												
PennDOT CPDM completes initial review of the preliminary draft TIPs												
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program												
PennDOT CPDM to hold draft program review discussions												
Interagency air quality consultation												
Central Office notifies FHWA Draft TIPs are ready for eligibility review												
MPOs, RPOs and PennDOT conduct air quality conformity analysis												
STIP Executive Summary Development												
TIP Public Comment Periods												
STIP Public Comment Period (15 day)												
CPDM to review STIP public comments												
MPOs/RPOs adopt regional TIPs												
MPOs/RPOs submit regional TIPs to PennDOT CPDM							7/15					
PennDOT CPDM reviews TIP submissions for STIP submittal												
STC approves TYP												
PennDOT submits STIP to FHWA/FTA on behalf of Governor												
FHWA/FTA reviews and approves air quality conformity documents and STIP												
2027 Program Begins										10/1		

Planning Partner: _____

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Transportation Management Area:

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items Green highlighted items require documentation to be submitted.	Response	CPDM	FHWA	FTA
1. Cover Letter:	Cover Letter which documents organization and date of TIP adoption	Yes / No	☐	☐	☐
	Date TIP adopted by Planning Partner:	Meeting Date	☐	☐	☐
2. TIP Development:	TIP Development/Project Selection Process Documentation	Yes / No	☐	☐	☐
	MPO/RPO Specific TIP Development Timeline	Yes / No	☐	☐	☐
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	☐	☐	☐
3. Performance Based Planning and Programming (TPM Narrative Template):	PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	HSIP SharePoint Application Submission Confirmation	Yes / No	☐	☐	☐
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	Transit Performance Measures Documentation	Yes/No/NA	☐	☐	☐
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	☐	☐	☐
4. Highway-Bridge Program Projects:	Highway and Bridge Listing with public narrative	Yes / No	☐	☐	☐
5. Public Transportation Program:	Public Transportation Listing with public narrative	Yes / No	☐	☐	☐
6. Interstate & Statewide Program Projects:	Regional Portion of Interstate TIP Listing with public narrative	Yes/No/NA	☐	☐	☐
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, PROTECT other)	Yes/No/NA	☐	☐	☐
7. Financial Constraint:	Complete the tables in the Financial Constraint tab.	Yes / No	☐	☐	☐
	Is the TIP financially constrained, by year and by allocations?	Yes / No	☐	☐	☐
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	☐	☐	☐
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	☐	☐	☐

Planning Partner: _____

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Transportation Management Area: ☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items Green highlighted items require documentation to be submitted.	Response	CPDM	FHWA	FTA
8. Public Transportation:	Public Transportation Financial Capacity Analysis (MPO Only)	Yes/No/NA	☐	☐	☐
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	☐	☐	☐
9. Air Quality:	Air Quality Conformity Determination Report	Yes/No/NA	☐	☐	☐
	Air Quality Resolution	Yes/No/NA	☐	☐	☐
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	☐	☐	☐
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	☐	☐	☐
	Most recent air quality conformity determination date:	Date/NA	☐	☐	☐
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	☐	☐	☐
10. Public Participation Documentation:	Public Comment Period Advertisement	Yes / No	☐	☐	☐
	Public comment period:	Date Range	☐	☐	☐
	Public meeting(s)-Date/Time/Location:	Date/Time/Location	☐	☐	☐
	Public meeting notices contain contact information about ADA Accommodations?	Yes / No	☐	☐	☐
	Were LEP taglines included with TIP public comment documents?	Yes / No	☐	☐	☐
	Has Tribal Consultation/Outreach occurred?	Yes / No	☐	☐	☐
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	☐	☐	☐
	Were any public comments (written or verbal) received?	Yes / No	☐	☐	☐
	Documentation of Public Comments received	Yes/No/NA	☐	☐	☐
	Were public comments addressed?	Yes/No/NA	☐	☐	☐
11. 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	☐	☐	☐

Planning Partner: _____

[\[Click Here to View Pop-Up Directions\]](#)

Transportation Management Area: _____

☐ Yes ☐ No

		MPO/RPO to Provide Response Others Check to Indicate Response Verified			
	Information Items Green highlighted items require documentation to be submitted.	Response	CPDM	FHWA	FTA
12. TIP Revision Procedures (MOU):	MPO/RPO TIP Modification Procedures (MOU)	Yes / No	☐	☐	☐
13. MPO Self-Certification Resolution:	Self-Certification Resolution (RPO Optional)	Yes/No/NA	☐	☐	☐
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	☐	☐	☐
14. Other Requirements:	List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.	Yes / No	☐	☐	☐
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	☐	☐	☐
15. PennDOT Connects:	Municipal outreach/PIF forms initiated for all TIP projects?	Yes / No	☐		
16. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	☐	☐	☐
	LRTP air quality conformity determination date:	Date/NA	☐	☐	☐
	LRTP end year:	Date	☐	☐	☐
	Anticipated MPO/RPO LRTP adoption date:	Date	☐	☐	☐
17. Completed/Reviewed by:	MPO/RPO:	Date:			
	PennDOT CPDM:	Date:			
	FHWA:	Date:			
	FTA:	Date:			
18. Comments:	Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:				

Financial Constraint Tables

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

	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Comments
Fund Type	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									
CRP/CRPU									
BRIP									
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
Total	\$0	\$0	\$0	\$0	

2027 - 2030 Northern
Tier TIP Public
Comments

Northern Tier RPO 2027-2030 Transportation Improvement Program Public Comments

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